



Architectural Design Statement

For Castle Peak Properties Limited at former DELL EMC premises, Innishmore, Ballincollig, Cork

18/02/2026

Introduction

01 Introduction

1.1 - Contents

Pg. No.	Description
01 Introduction	
01	1.1 - Contents
02	1.2 - Design Proposal
03	1.3 - Sustainable Residential Development & Compact Settlements Guidelines for Planning Authorities
02 Site Context	
04	2.1 - Site Location
05	2.2 - Historical Context
06	2.3 - Site Context & Infrastructure
07	2.4 - Site Context & Adjacent Developments
08	2.5 - Transport & Local Connectivity
09	2.6 - Planning Context
10	2.7 - Existing Site Layout
11	2.8 - Existing Site Layout & Contextual Photos
03 Design Development	
12	3.1 - Concept Development
13	3.2 - Site Concept Strategy
14	3.3 - Site Layout Plan Strategy
15	3.4 - Site Layout Plan Strategy
16	3.5 - Site Layout Plan
16	3.6 - Lower Ground Floor Plan
17	3.7 - Upper Ground Floor Plan
18	3.7 - Site Section
04 Response to S.247 Consultation Meeting	
19	4.1 - Response to S.247 Consultation Meeting
20	4.2 - Response to S.247 Consultation Meeting
21	4.3 - Response to S.247 Consultation Meeting
22	4.4 - Response to S.247 Consultation Meeting
05 Response to 32B Consultation Meeting	
23	5.1 - Response to 32B Consultation Meeting
24	5.2 - Response to 32B Consultation Meeting
25	5.3 - Response to 32B Consultation Meeting
26	5.4 - Response to 32B Consultation Meeting
27	5.5 - Response to 32B Consultation Meeting
28	5.6 - Response to 32B Consultation Meeting

Pg. No.	Description
29	5.7 - Response to 32B Consultation Meeting
06 Massing & Height	
30	6.1 - Existing Context
31	6.2 - Context
32	6.3 - Southern Elevation - Mechterstadt Road
33	6.4 - Eastern Elevation - Innishmore Lawn
34	6.5 - Western Elevation - View from Retail Park
07 Elevational Design	
35	7.1 - Apartment Materiality
36	7.2 - Duplex Materiality
37	7.3 - Facade Composition
08 Urban Design and Placemaking	
38	8.1 - Sustainable and Efficient Movement
39	8.2 - Mix and Distribution of Uses
40	8.3 - Green and Blue Infrastructure
41	8.4 - Responsive Built Form
09 Urban Design Criteria	
42	9.1 - Urban Design Criteria
43	9.2 - Urban Design Criteria
44	9.3 - Urban Design Criteria
10 Detail Design	
45	10.1 - Public & Communal Open Space Strategy
46	10.2 - Public & Communal Open Space Strategy
47	10.3 - Private Open Space Strategy
48	10.4 - Parking Provision
49	10.5 - Bicycle and Refuse Strategy
50	10.6 - Taking-in-Charge
51	10.7 - Part V Proposal
52	10.8 - Part V Proposal
53	10.9 - Part V Proposal
54	10.10 - Part V Proposal
55	10.11 - Part V Proposal
56	10.12 - Part V Proposal

Pg. No.	Description
11 Adaptability & Accessibility	
58	11.1 - Apartment Type - 1B
59	11.2 - Apartment Type - 1UD

APPEDIX

APPENDIX 01 - SCHEDULE OF ACCOMMODATIONS

01 Introduction

1.2 - Design Proposal

This document has been prepared by Meitheal Architects on behalf of Castle Peak Properties Limited in support of a proposed Large-Scale Residential Development (LRD) at the former DELL EMC site, Innishmore, Ballincollig, Cork.

The proposed scheme has been developed with direct reference to national, regional, and local planning guidance and aims to deliver a high-quality, well-designed residential community that contributes meaningfully to the housing needs of Cork City and environs. The development lands consist of an existing two storey building, formerly inhabited by DELL, to be demolished and removed from the site. The proposal includes a mix of apartments and duplex apartments—totalling 130 residential units—arranged in a layout that achieves an efficient use of the site while providing high levels of residential amenity and strong connections to the surrounding context.

The site layout has been carefully considered to create a strong urban frontage along the eastern, western and southern boundaries, reinforcing the surrounding streetscape and supporting passive surveillance. The scheme incorporates a central public open space, framed by buildings and pedestrian links, which will enhance permeability and establish a strong sense of place within the development.

We believe this proposal offers a diverse housing mix and a sustainable urban form that will support the continued growth of Ballincollig. A skilled and experienced design team has been appointed, including Meitheal Architects, DOSA Consulting Engineers, Tom Phillips & Associates Planning Consultants, and Cunnane Stratton Reynolds Landscape Architects, to ensure a robust and high-quality planning application submission.



Ballincollig Regional Park

1.3 - Sustainable Residential Development & Compact Settlements Guidelines for Planning Authorities

The proposed development responds directly to the principles outlined in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 through a design approach that prioritises sustainable movement, urban integration, green infrastructure, and high-quality placemaking. All residential units will be designed in accordance with the Design Standards for Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025, ensuring compliance with national policy on unit size, aspect, amenity, and quality.

The development encourages active travel and connectivity through strong pedestrian permeability, with a clear east-west route running through the central open space. Entrances from both Innishmore Lawn and the southern boundary provide multiple access points, while car parking is kept to the rear of the site and in the undercroft of the apartments to reduce visual impact and prioritise people over vehicles. A balanced provision of car and bicycle parking supports sustainable mobility choices and helps minimise reliance on private vehicles.

A diverse housing mix is delivered across apartments and duplexes, ranging from 1-Bedroom to 3-bedroom units. This supports demographic diversity and long-term adaptability of the neighbourhood. The compact layout ensures efficient use of serviced land, aligning with national goals for increased density in urban areas while maintaining generous amenity and open space.

The scheme delivers meaningful green infrastructure, with a centrally located landscaped space overlooked by active frontages. It includes play areas, tree planting, and native vegetation to enhance biodiversity and support SuDS strategies for surface water management.

In terms of built form, the scheme moves to create a strong urban edge along the eastern and southern boundaries, contributing to a defined streetscape and public realm. Varied building heights and articulated massing offer visual interest while maintaining a human scale. The layout is legible and coherent, with a clear block structure and focal points around shared spaces.

Overall, the proposal is designed with the core compact settlement principles by promoting sustainable movement, housing choice, integration with existing infrastructure, and high-quality urban design that supports community and environmental resilience.

- Develop well-connected neighbourhoods ensuring day-to-day services and amenities are accessible within walking distance of homes and workplaces.
- Connect new developments to wider urban street and transport networks, improving links between communities, public transport, and local amenities.
- Prioritize active travel through design measures that calm traffic and create safe, comfortable streets for pedestrians and cyclists.
- Minimize car parking quantum in new developments to manage travel demand and reduce vehicular prominence in the public realm.
- Encourage strategic movement along desire lines and maximize safe and attractive walking and cycling routes.



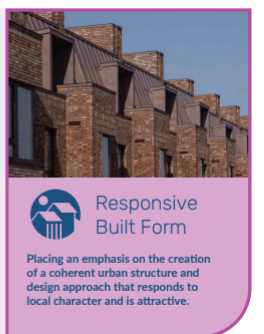
- High intensity mixed-use development in city and town centres and at high capacity public transport nodes/interchanges.
- Activate outdoor spaces and public realm in centres through urban enhancement and traffic demand management to promote livability.
- Promote and support intensification initiatives such as adaptive reuse and more intensive use of existing buildings and under-used lands, including repurposing car parks in accessible urban locations.
- Deliver diverse housing mix and varied residential densities across settlements to meet needs of different population groups, informed by Housing Needs Demand Assessments where possible.



- Protect, restore, and enhance natural features, biodiversity, and landscapes.
- Maintain appropriate separation and setbacks from important natural assets.
- Plan for integrated, multifunctional, interlinked urban green spaces.
- Promote urban greening and Nature-based Solutions (e.g., Sustainable Drainage Systems, slow-the-flow initiatives) for managing surface waters.
- Use soft-engineering and native vegetation to minimize impacts on natural river processes.



- New development should support a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.
- The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages.
- Buildings should present well-defined edges to streets and public spaces, ensuring the public realm is well-overlooked with active frontages.
- New development should embrace good modern architecture and urban design that is innovative, varied, and respects local distinctiveness and heritage.
- Materials and finishes should be high quality, responsive to the local palette, and highly durable.



Site Context

02 Site Context

2.1 - Site Location

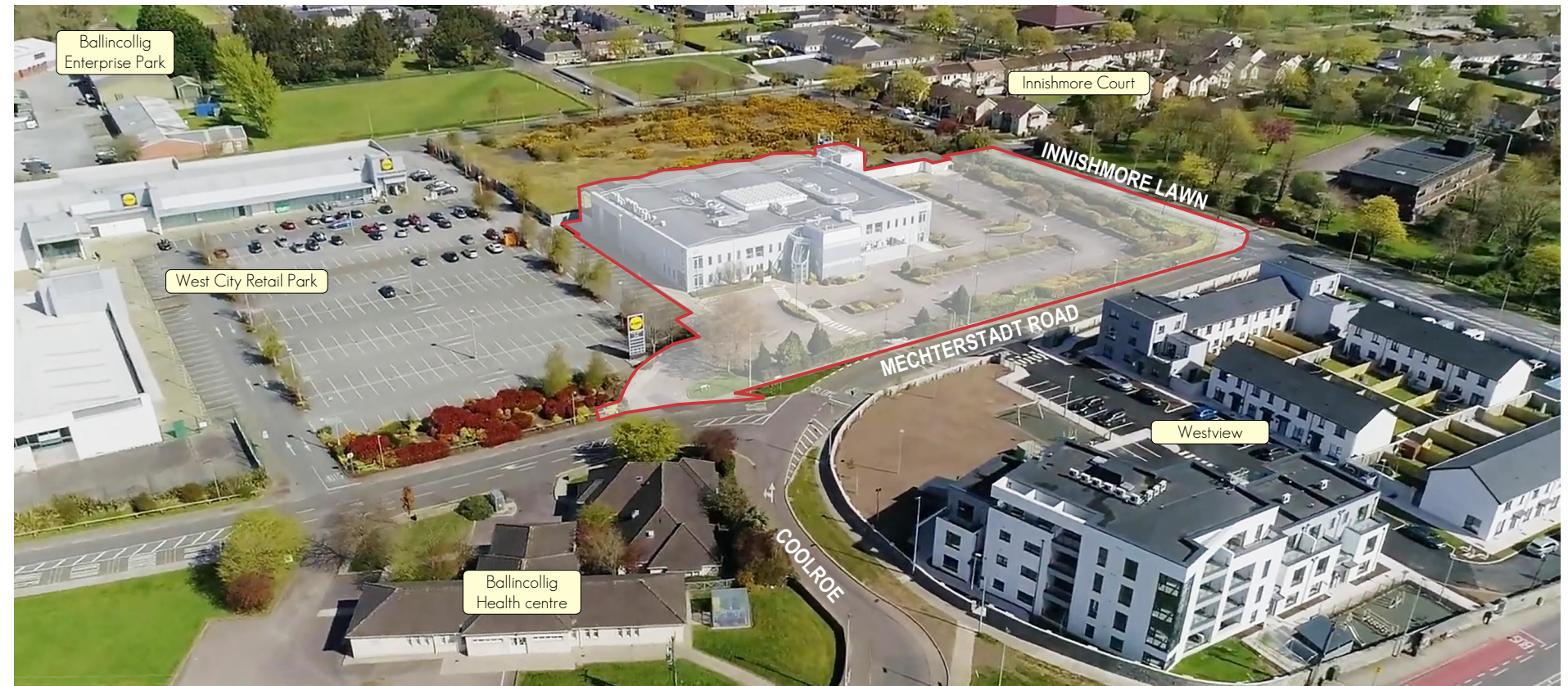
Located in Ballincollig, approximately 1 hectare in size, the subject site offers a well-connected and amenity-rich setting for high-quality residential development.

Positioned to the west of Cork City Centre, Ballincollig is growing with a strong local identity, benefitting from an evolving urban fabric and excellent access to surrounding employment zones, schools, and services.

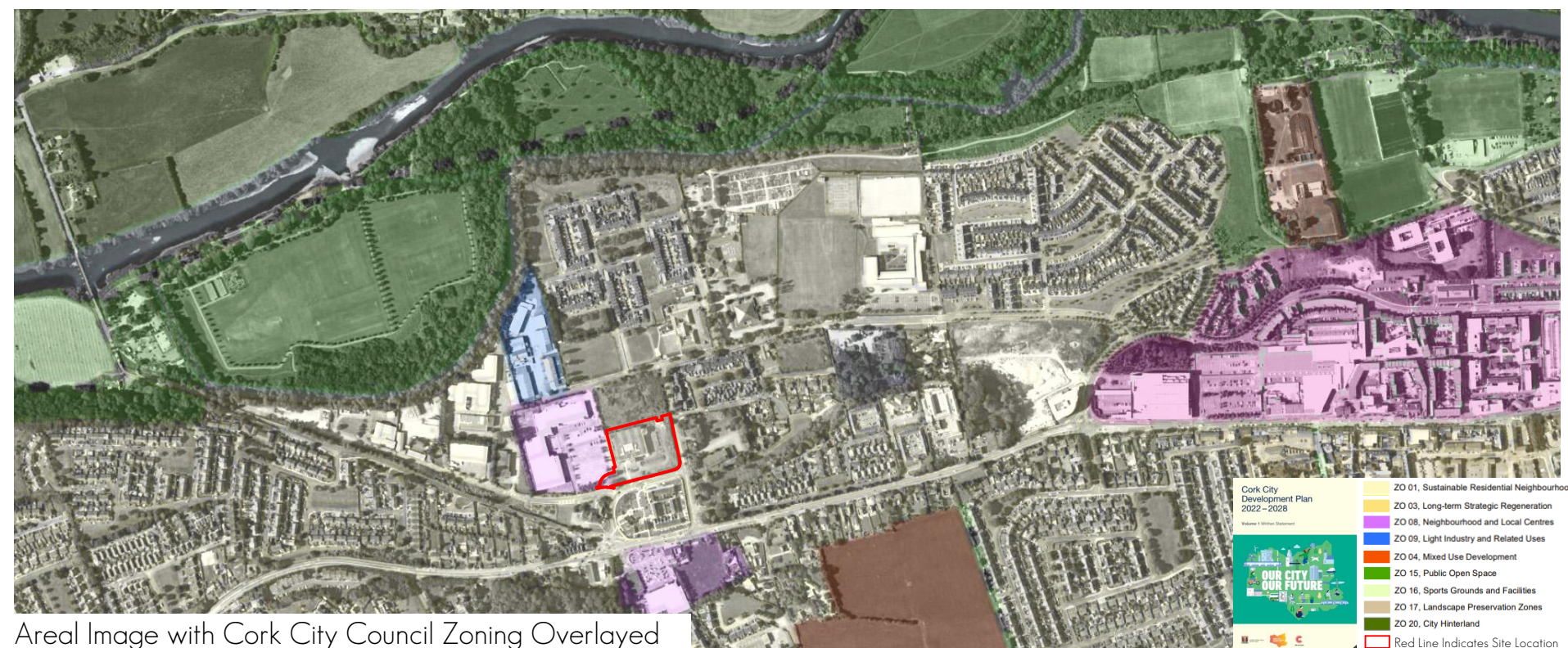
The proposed scheme builds on the site's strategic location by promoting sustainable living patterns. Residents will benefit from a high level of connectivity to Cork City centre and surrounding suburbs via an established, and developing, public transport network, with a well-serviced bus route located within easy walking distance to the south of the site, and proposed LUAS routes to the east of the site. Active travel is further supported through walkable access to everyday conveniences all located within Ballincollig.

A key strength of the site lies in its integration with the surrounding urban grain. It adjoins existing residential developments to the south and east, fostering a natural continuity of scale and use. It enjoys direct proximity to services and community amenities-including retail, recreational, and educational infrastructure-which underpins the suitability of the site for new homes. A local supermarket lies adjacent to the site, with a broader mix of shops, cafés, and public services all within a comfortable 10 to 15 minute walk.

This development aims to strengthen Ballincollig's role as a self-sustaining and attractive place to live, supporting the principles of compact growth in line with national and regional planning policy. The proposed mix of residential typologies - comprising apartment blocks and duplexes - has been carefully designed to provide variety, appropriate density, and a strong sense of place, while responding sensitively to the site's context and surrounding built form.



Red Line indicates site location



Areal Image with Cork City Council Zoning Overlayed

02 Site Context

2.2 - Historical Context

In the 1970s, Ballincollig began to transform into a key suburban centre. Spurred by Cork's economic growth and increased car ownership, the town evolved into a satellite community for those working in Cork City and its surrounding suburbs. A wave of housing development surrounded the original village core, driven by demand for accessible, family-oriented housing close to the city, and is still the case today. The 1973 County Development Plan promoted satellite town growth as an alternative to Cork City's peripheral expansion, leading to Ballincollig's rapid growth. Subsequent plans aimed to develop Ballincollig into a more self-contained town with a target population near 10,000 by 1991, emphasizing balanced residential, industrial, and social development, with the westward expansion of Ballincollig shaping a new urban landscape characterised by large-scale residential estates, retail amenities, and improved transport links.

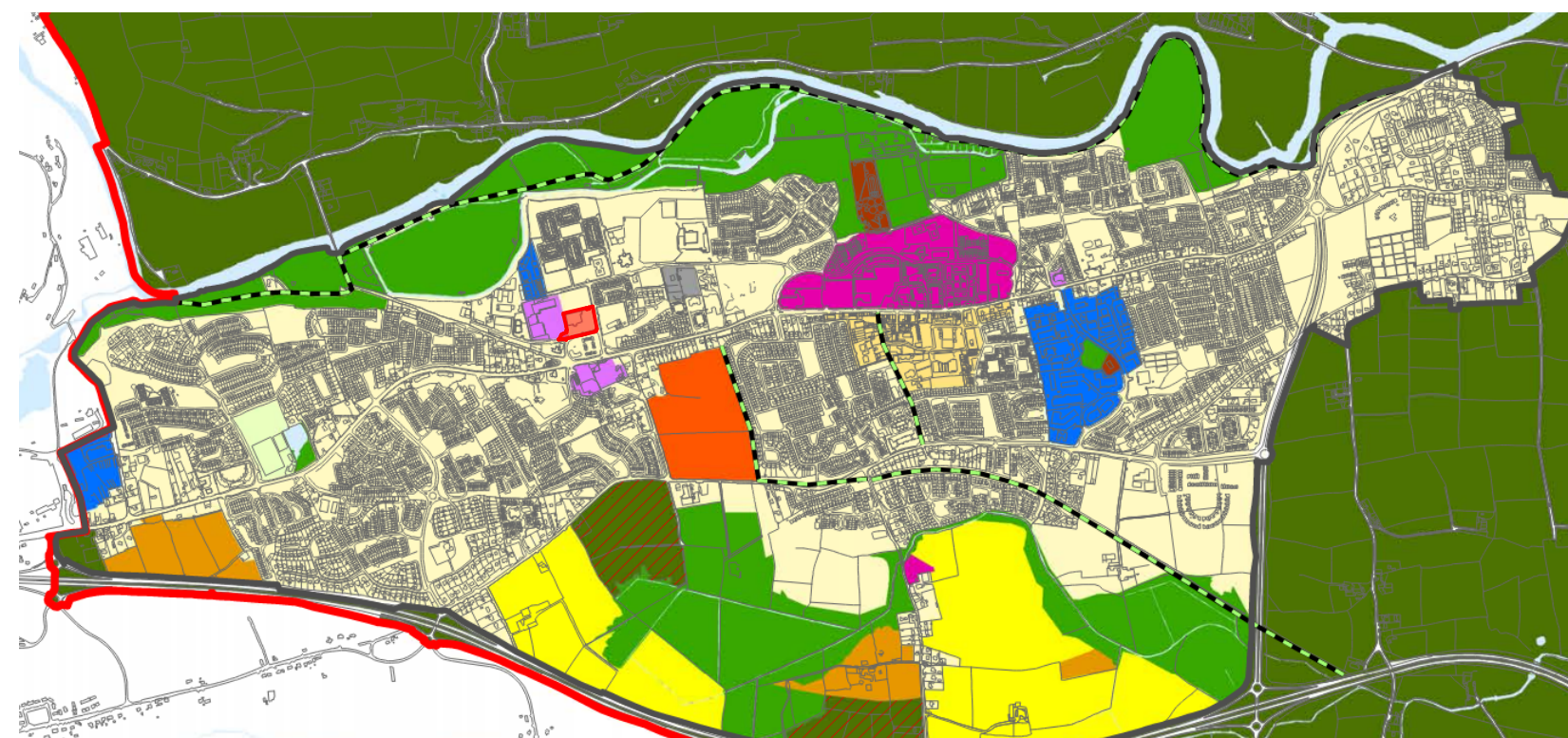
As a result, Ballincollig experienced significant population growth, emerging as the largest town in County Cork by the early 2000s. The town developed a distinct identity, balancing its historical character with the demands of modern suburban life.

In 2019, Ballincollig was formally incorporated into the administrative area of Cork City Council as part of a major boundary extension. This shift reflected the town's increasingly urban character and its functional integration with the wider Cork metropolitan area, positioning Ballincollig for continued growth and strategic planning under the city's governance framework.

This proposed development is proposed on a site which began as the Topps confectionery factory in 1976, producing popular sweets like Bazooka gum. After Topps ceased operations in 1998, the facility was acquired by EMC, which later became part of Dell Technologies. Dell operated there until 2021, after which the site remained vacant. Currently, the land is zoned under ZO 01 - Sustainable Residential Neighbourhoods in the Cork City Development Plan 2022 - 2028, aiming to support residential development and community amenities in line with Cork City's compact growth strategy.



Planning Zoning Map 1978 - Cork City Council



Ballincollig Zoning Map - Cork City Development Plan 2022 - 2028

02 Site Context

2.3 - Site Context & Infrastructure

The proposed development is exceptionally well-located in relation to a broad range of community services, recreational facilities, education, retail, and public transport infrastructure—all within convenient walking distance. This accessibility directly supports the core objectives of compact growth as outlined in the Compact Settlements Guidelines as follows;

Within a 5-minute walk, the site benefits from immediate access to pre-schools, primary & secondary schools, and the West City Retail Park. Pedestrian connections extend further to local playgrounds, parks, and SuperValu, supporting daily needs without reliance on private vehicles. The Ballincollig Regional Park, a major public amenity offering expansive green space and walking routes, lies within a 10-minute walking zone, with other amenities like Ballincollig Library, the Family Resource Centre, and the Talbot Hotel also accessible within 10-15 minutes on foot.

The town centre—including Castlewest Shopping Centre, Tesco, and a range of civic and cultural amenities—lies within the 15-minute walking catchment. This concentration of diverse services and facilities in close proximity to the site ensures a sustainable pattern of urban living, in line with national planning policy promoting 10- and 15-minute neighbourhoods.

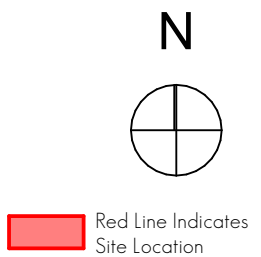
The location significantly reduces the need for car-based trips and supports healthy, active lifestyles through walkable access to employment, education, shopping, leisure, and community infrastructure. It also ensures that the proposed housing will be supported by established services and social networks, promoting long-term residential stability and community integration.

This site with excellent connectivity and access to amenities, demonstrates an effective response to the compact settlement goals of making efficient use of land, encouraging active travel, and supporting the development of sustainable, vibrant communities.



Aerial Map of Ballincollig showing access to services, retail, community facilities, education, employment and amenities

- | | |
|-------------------------------|------------------------------------|
| 1. West City Retail Park | 11. Pitch & Putt Golf Course |
| 2. Ballincollig Regional Park | 12. Playground |
| 3. Church | 13. SuperValu |
| 4. Pre-school / Creche | 14. Talbot Hotel |
| 5. Primary School | 15. Playground & Basketball Courts |
| 6. Secondary School | 16. Special Education School |
| 7. Castlewest Shopping Centre | 17. Family Resource Centre |
| 8. Tesco | 18. Ballincollig Library |
| 9. Mechanic / Auto repairs | 19. Family Resource Centre |
| 10. GAA Club | 20. Community Centre |
| | 21. Community Allotments |



02 Site Context

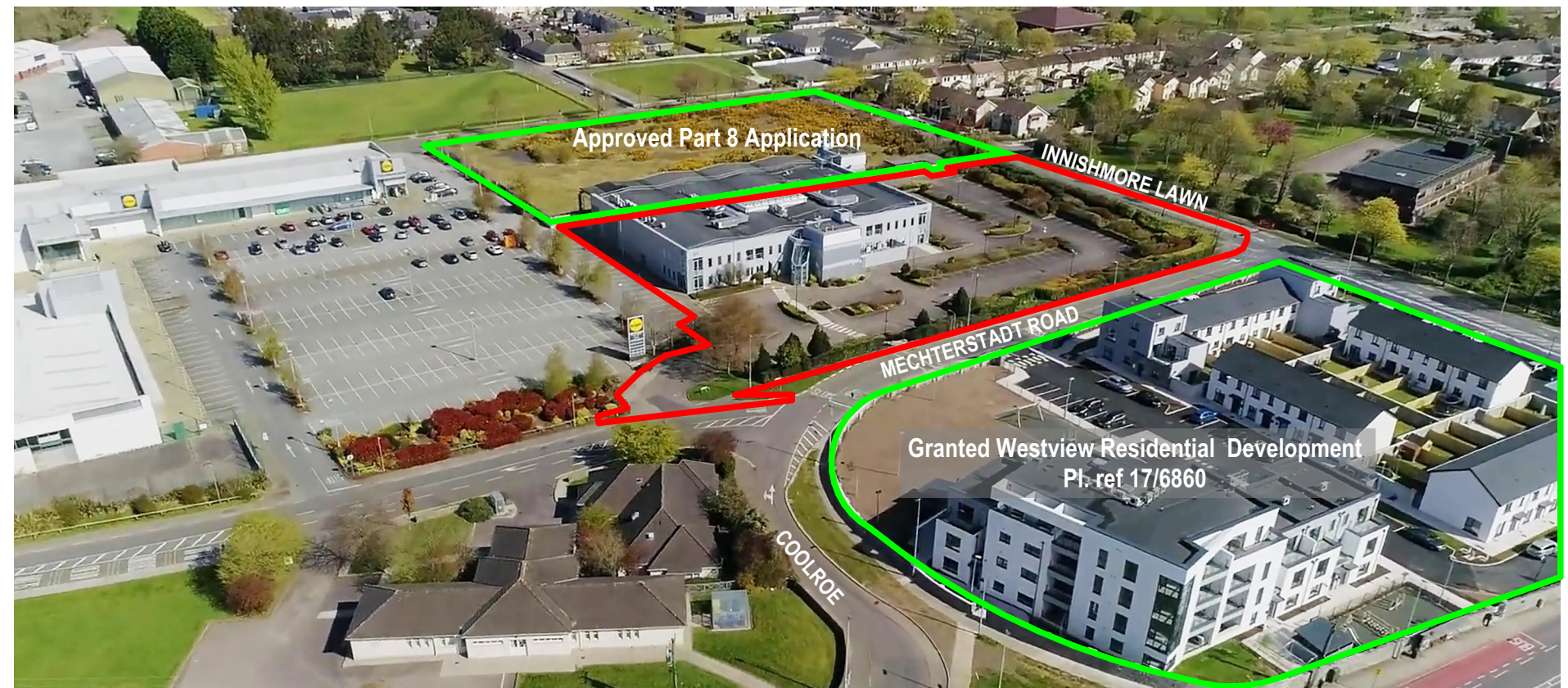
2.4 - Site Context & Adjacent Developments

The proposed development is strategically located between two significant residential schemes: the granted Westview development to the south (Pl. Ref. 17/6860) and the Part 8 residential scheme currently in progress to the north. Together, these three developments form a cohesive urban block that contributes meaningfully to the compact and sustainable growth of Ballincollig.

To the south, the Westview development consists of seven residential blocks, including duplexes, townhouses, and apartment buildings. This scheme presents a strong urban presence on Mechterstadt Road, concealed behind a stonefaced boundary wall.

To the north, as approved Part 8 application scheme includes a mix of two and three-storey homes arranged around communal open space. The proposed development aligns with this context by placing three-storey duplex units along the northern edge.

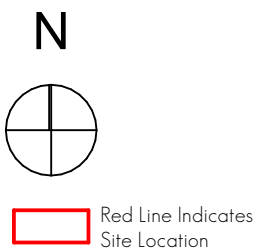
The proposed development will act as a mediating element, stitching together the established urban grain to the south and the emerging residential context to the north. Through thoughtful scale transitions, active frontages, and aligned access points, the design integrates successfully into its surroundings. The result is proposed to be a legible, connected neighbourhood that respects existing development patterns while reinforcing compact growth principles and delivering high-quality housing in a sustainable and contextually responsive manner.



Red Line indicates site location



Aerial Map of Proposed Development Site



02 Site Context

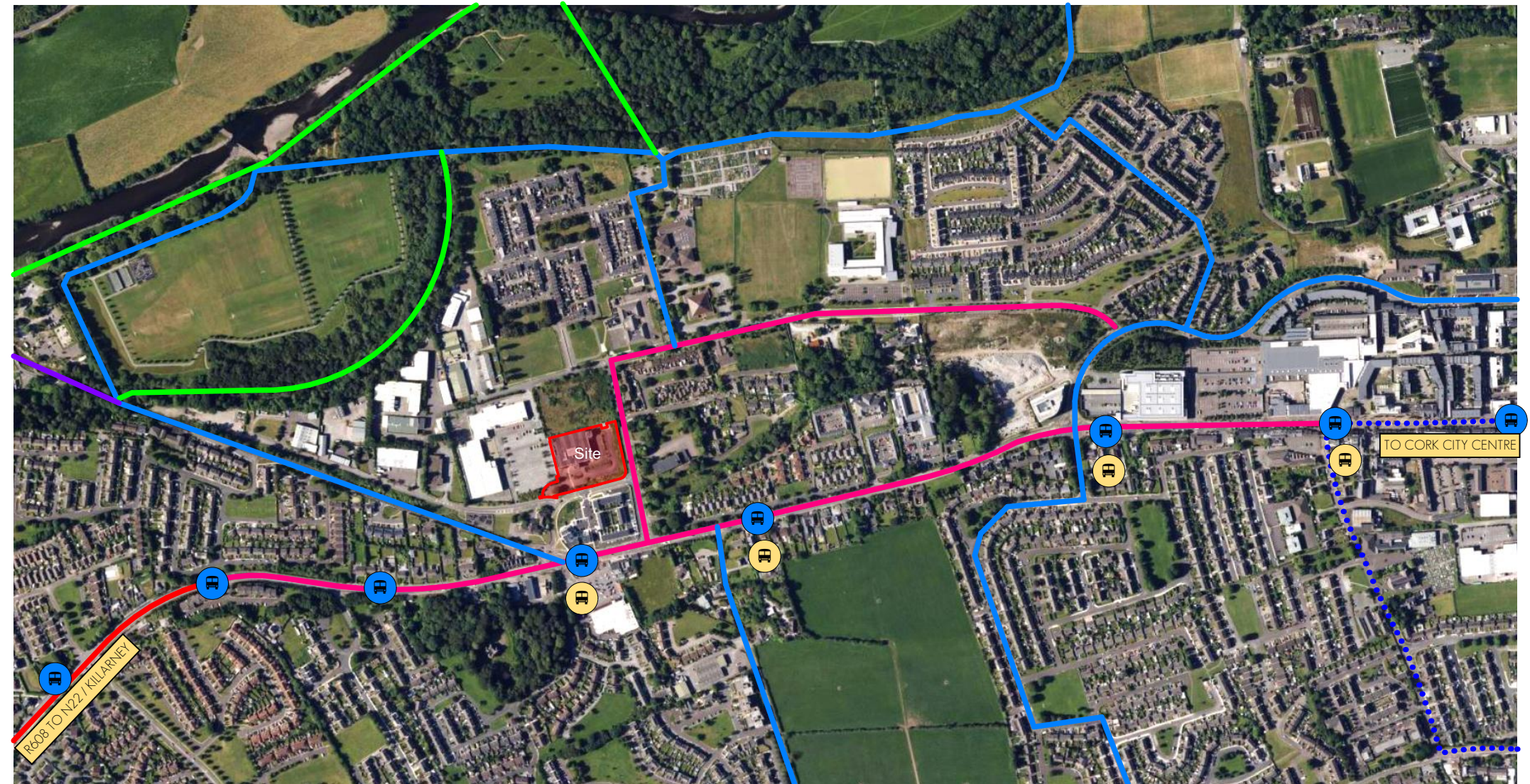
2.5 - Transport & Local Connectivity

The site (indicated red) is exceptionally well-served in terms of transport and local connectivity. Located adjacent to a primary urban cycle route, it enjoys direct access to the wider Cork city cycle network, with connections to both primary (magenta) and secondary (blue) cycle routes. These provide safe, efficient existing and proposed active travel options for residents and visitors, linking the site to educational institutions, employment hubs, and recreational areas. A greenway route (green) further enhances sustainable travel opportunities, encouraging walking and cycling in a pleasant, traffic-free environment.

Public transport provision is robust, with multiple bus stops located approximately 100 metres south of the site, serving the 220 and 220X routes, as well as the 233 Cork-Macroom route. The 220X provides a high-frequency 24-hour service connecting Ballincollig, Cork City, Carrigaline, and Crosshaven, ensuring excellent day and night accessibility. These routes offer reliable and direct links to Cork city centre, surrounding suburbs, and regional destinations, making the site highly accessible by public transport. The strong connectivity supports car-free and low-car lifestyles, aligning with national sustainability and compact growth objectives.

Also indicated is a proposed LUAS line (dotted blue), the emerging route of which will run from Ballincollig to Mahon via Bishopstown, Wilton, and the City Centre.

Overall, the site's location within a well-connected multimodal transport framework makes it ideal for sustainable urban development, aligning with national and regional planning policies that prioritise accessibility, reduced car dependency, and active travel.



Aerial Map of Ballincollig indicating bicycle network, bus routes, greenways and proposed LUAS stop

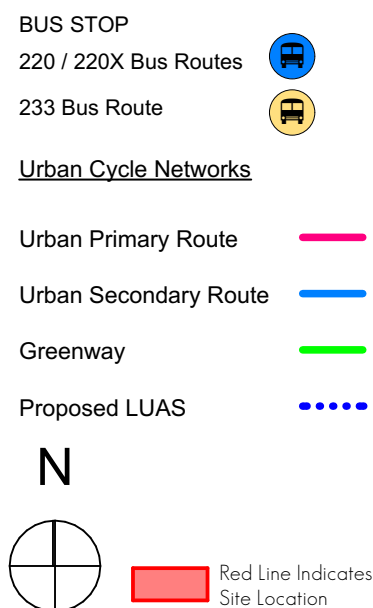


Image from luascork.ie

02 Site Context

2.6 - Planning Context

The proposed development is located within lands zoned ZO 01 - Sustainable Residential Neighbourhoods under the Cork City Development Plan 2022-2028. This zoning designation supports the creation and enhancement of sustainable, integrated residential communities. The objective seeks not only to protect and provide for residential uses and amenities, but also to enable appropriate complementary uses such as local services, community infrastructure, educational facilities, civic buildings, and other supports that enhance the overall quality of residential neighbourhoods.

The proposed scheme responds directly to this objective by delivering a wide mix of residential units, including duplexes and apartments, within an area of Ballincollig already characterised by strong civic, educational, and retail infrastructure. The development provides high-quality housing in a walkable, service-rich location, with schools, parks, public transport, shops, and community services all accessible within 5 to 15 minutes on foot. This aligns closely with the core vision for ZO 01, which emphasises ensuring a range of accommodation and everyday amenities are within easy reach of residents.

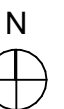
This proposal contributes directly to that strategic growth by optimising the use of a previously developed, underutilised site in an urban town. By providing higher-density housing in close proximity to existing infrastructure, it supports the national compact growth agenda and Cork City's objective of accommodating population growth within existing urban footprints and supported by public transport. The proposal demonstrates efficient land use, reduces the need for greenfield expansion, and maximises the benefit of public investment in existing services, roads, public transport, schools, and amenities.



Cork City Development Plan 2022-2028

Red Line Indicates
Site Location

- | | | |
|---|--|--------------------------------------|
| Long Term Strategic Development Lands | ZO 04, Mixed Use Development | ZO 15, Public Open Space |
| ZO 01, Sustainable Residential Neighbourhoods | ZO 06, Urban Town Centre | ZO 16, Sports Grounds and Facilities |
| ZO 02, New Residential Neighbourhoods | ZO 08, Neighbourhood and Local Centres | ZO 17, Landscape Preservation Zones |
| ZO 03, Long-term Strategic Regeneration | ZO 09, Light Industry and Related Uses | ZO 20, City Hinterland |



02 Site Context

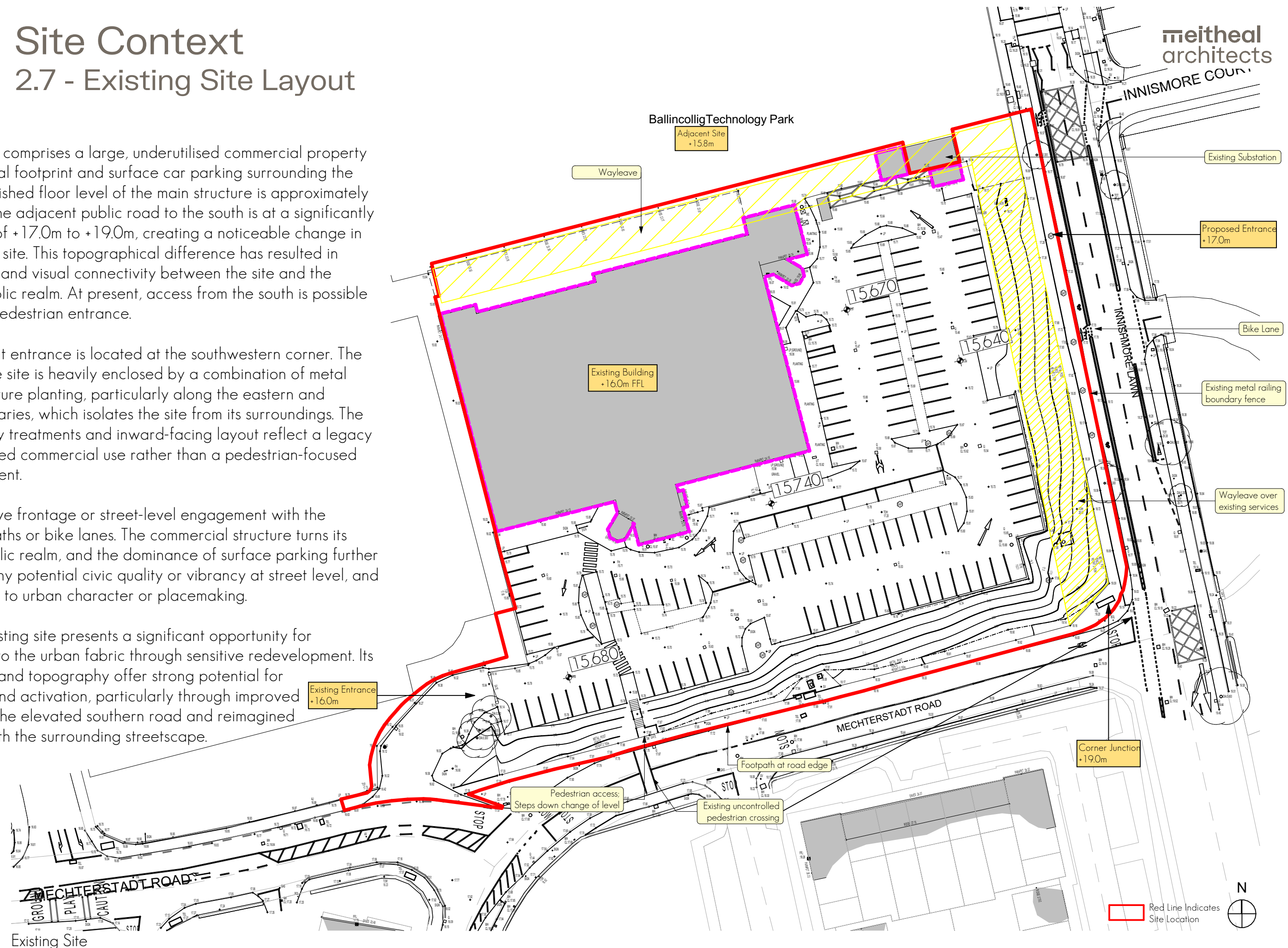
2.7 - Existing Site Layout

The existing site comprises a large, underutilised commercial property with a substantial footprint and surface car parking surrounding the building. The finished floor level of the main structure is approximately +16.0m, while the adjacent public road to the south is at a significantly elevated level of +17.0m to +19.0m, creating a noticeable change in level across the site. This topographical difference has resulted in limited physical and visual connectivity between the site and the surrounding public realm. At present, access from the south is possible via a stepped pedestrian entrance.

The site's current entrance is located at the southwestern corner. The perimeter of the site is heavily enclosed by a combination of metal railings and mature planting, particularly along the eastern and southern boundaries, which isolates the site from its surroundings. The strong boundary treatments and inward-facing layout reflect a legacy of car-park based commercial use rather than a pedestrian-focused urban environment.

There is no active frontage or street-level engagement with the adjacent footpaths or bike lanes. The commercial structure turns its back to the public realm, and the dominance of surface parking further detracts from any potential civic quality or vibrancy at street level, and contributes little to urban character or placemaking.

Overall, the existing site presents a significant opportunity for reintegration into the urban fabric through sensitive redevelopment. Its scale, location, and topography offer strong potential for intensification and activation, particularly through improved connections to the elevated southern road and reimagined engagement with the surrounding streetscape.



02 Site Context

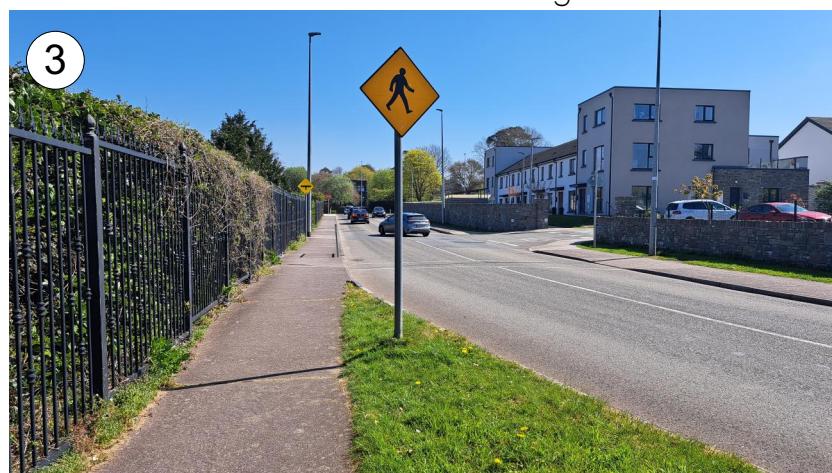
2.8 - Existing Site Layout & Contextual Photos



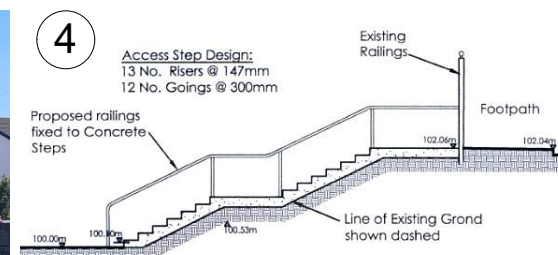
Western Elevation



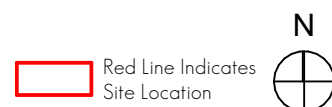
Existing Vehicular Entrance



View from West Along Boundary



Existing Private Pedestrian Access



View From North East



Eastern Boundary Road Falling North



Existing Development to South. Tall stone boundary wall to street



View from South East Corner

Design Development

03 Design Development

3.1 - Concept Development

The design concept for the proposed residential development was informed by a series of exploratory massing studies, summarised in the adjacent diagrams. These diagrams tested various spatial arrangements, unit typologies, building heights, public space strategies, and levels of engagement with the surrounding streetscape. In parallel, the design team carefully considered a number of site-specific constraints, including changes in ground level, existing wayleaves, vehicular access points, the proximity of surrounding developments, and the need to maintain appropriate setbacks and defensible space.

Through this iterative process, the preferred concept—Diagram 3 in the top right—emerged as the most contextually appropriate and urbanistically sound response to both the opportunities and limitations of the site, achieving a well-balanced approach to scale, permeability, public realm, and neighbourhood integration.

A key driver in the design evolution was the importance of streetscape activation, particularly along the southern and eastern boundaries. These edges represent the site's primary interface with the public realm and the wider neighbourhood. Diagram 3 best embodies this priority by establishing a full streetscape presence along both frontages, ensuring passive surveillance, an improved pedestrian experience, and a strong urban edge. This approach transforms a previously inward-facing commercial site into an outward-looking, urban environment that contributes positively to the public domain.

Equally important was achieving strong public permeability, allowing pedestrian movement through the site both east-west and north-south. Diagram 3 provides this by aligning pedestrian routes with existing desire lines and open spaces. It integrates well with the surrounding network and enhances access to amenities. The layout's internal arrangement frames a central landscaped courtyard, delivering internal public open space that is both functional and socially engaging. The scale and placement of buildings define and contain this space, creating a sense of enclosure and amenity for residents.

While alternative diagrams offered varying strengths—such as large open spaces (Diagrams 6 and 7) or simplified vehicular management (Diagram 4)—many failed to adequately address the relationship to the street, lacked coherence with existing context, or compromised internal public realm. Diagram 3, by contrast, balances all key objectives: permeability, streetscape definition, parking strategy, and open space quality.

Ultimately, this concept informed the proposed site strategy, guiding decisions around massing, building orientation, and landscape structure. The outcome is a design that strengthens the existing urban fabric, redefines the site's edge condition, and promotes a lively, connected, and sustainable neighbourhood.

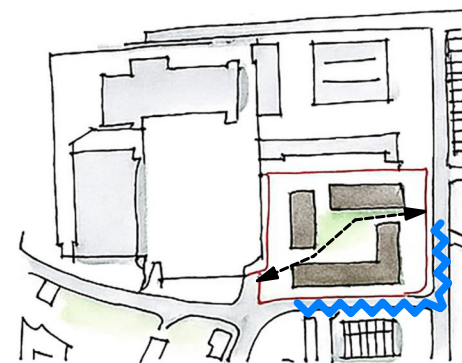


DIAGRAM 1
+ CREATES DESIRE LINE THROUGH
+ PARTIAL STREETScape TO SOUTH AND EAST
- CONGESTED, LIMITED PUBLIC SPACE

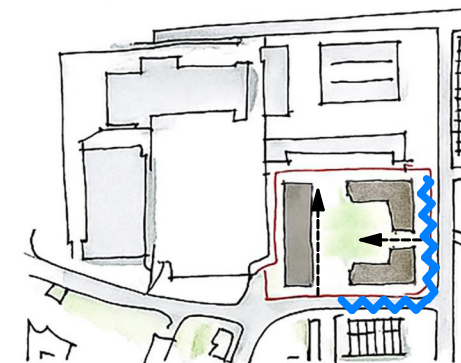


DIAGRAM 2
+ PUBLIC PERMIABILITY
+ PARTIAL STREETScape TO SOUTH, LARGE STREET TO EAST
- VEHICLE ENTRANCE POSSIBLE ISSUES
- MAY OVERLOOK DEVELOPMENT TO NORTH

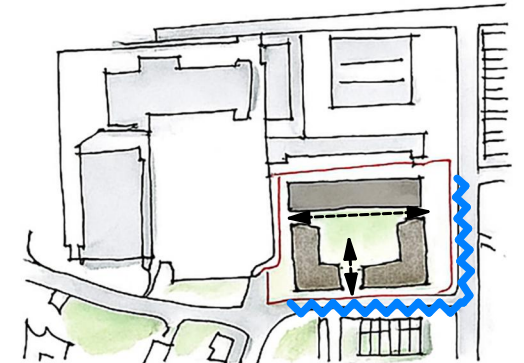


DIAGRAM 3
+ PUBLIC PERMIABILITY EAST WEST AND NORTH SOUTH
+ FULL STREETScape TO SOUTH AND EAST
+ INTERNAL PUBLIC SPACE

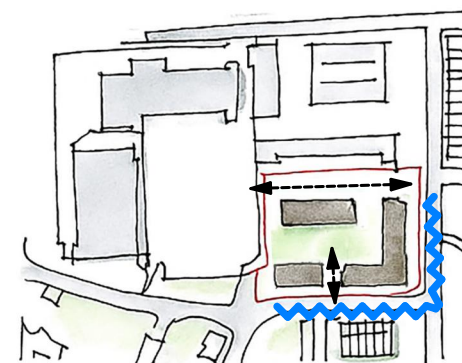


DIAGRAM 4
+ GOOD ENGAGEMENT FOR STREETScape TO SOUTH AND EAST
+ TRAFFIC CONSIGED TO NORTH
+ POTENTIAL FOR PUBLIC PERMIABILITY
- CENTRAL OPEN SPACE LIMITED

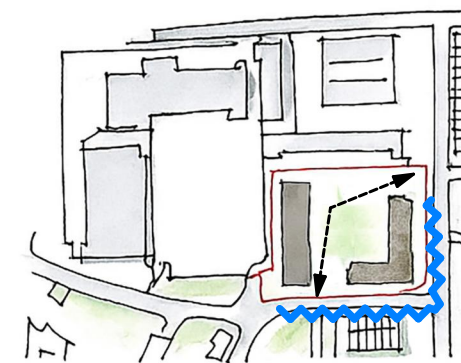


DIAGRAM 5
+ PUBLIC DESIRELINE
+ LARGE OPEN SPACE
+ PARTIAL STREETScape TO SOUTH, LARGE STREET TO EAST
- MASSING MAY BE DISPROPORTIONATE

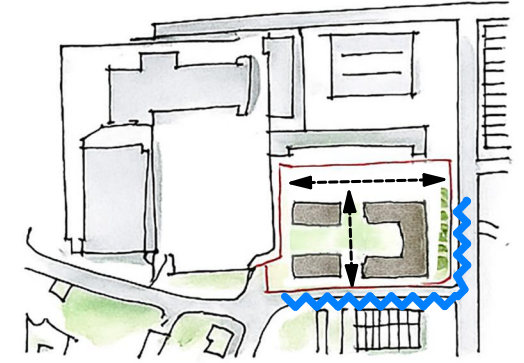


DIAGRAM 6
+ PUBLIC PERMIABILITY EAST WEST AND NORTH SOUTH
+ FULL STREETScape TO SOUTH AND PARTIAL TO EAST
- LIMITED INTERNAL PUBLIC SPACE
- LIMITED PARKING SPACE

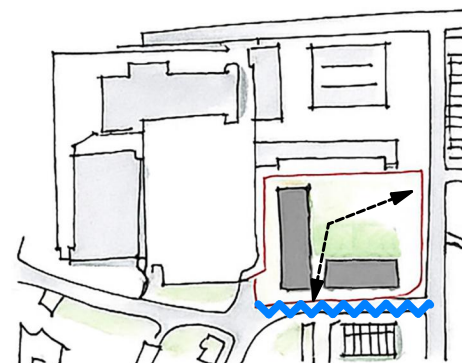


DIAGRAM 7
+ POTENTIAL FOR PUBLIC PERMIABILITY
+ LARGE PUBLIC OPEN SPACE
- MASSING IS OUT OF CONTEXT AND DOES NOT RELATE TO EXISTING
- NO STREETScape TO EAST

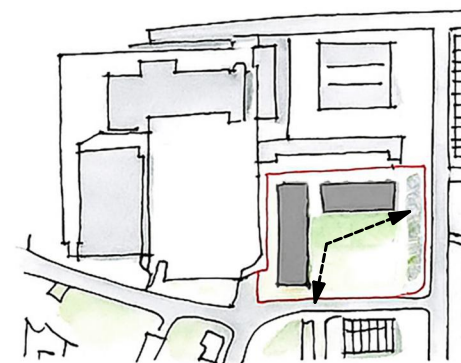


DIAGRAM 8
+ POTENTIAL FOR PUBLIC PERMIABILITY
+ LARGE PUBLIC OPEN SPACE
- MASSING IS OUT OF CONTEXT AND DOES NOT RELATE TO EXISTING
- NO STREETScape TO SOUTH OR EAST

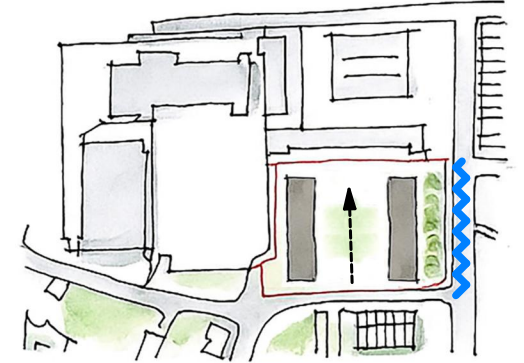


DIAGRAM 9
+ PUBLIC ACCESS FROM SOUTH, LIMITED PERMIABILITY
+ LARGE PUBLIC SPACE
- FULL STREETScape TO EAST, NO STREET TO SOUTH

03 Design Development

3.2 - Site Concept Strategy

The proposed development represents a carefully considered urban design response that balances placemaking, permeability, and context-sensitive density within a strong spatial structure. At its core is a central, publicly accessible green space, which acts as both a visual and functional anchor for the scheme. The residential buildings frame this space, creating an inward-facing arrangement that fosters a sense of community and enclosure while maintaining outward visibility and engagement with the surrounding context.

A key feature of the proposal is its strong pedestrian permeability, with clear routes across the site that align with existing desire lines and support wider walkability in Ballincollig. These connections are reinforced by a new public pedestrian access from the south, directly linking the site to the elevated road and wider pedestrian network.

The design establishes a strong new streetscape along both the southern and eastern boundaries, defined by the apartment blocks which address the street with active frontages. These buildings serve as landmark structures, giving the development a clear identity and contributing positively to the urban character of Ballincollig. The scale of the apartment blocks is deliberately moderated, stepping down from the public street frontages to lower-scale duplexes along the northern edge, ensuring a sensitive transition to the neighbouring residential area.

The public realm is layered with carefully designed defensible spaces, such as planting buffers and threshold zones, providing privacy for ground-floor units while ensuring passive surveillance over communal areas. This approach enhances security and supports residential amenity without compromising openness.

The result is a scheme that is both outward-facing in its contribution to the wider urban fabric and inward-looking in its creation of community-focused space, establishing a new place with legibility, access, and a distinct sense of identity.



Progress Sketch of proposed layout (not final layout)

03 Design Development

3.3 - Site Layout Plan Strategy

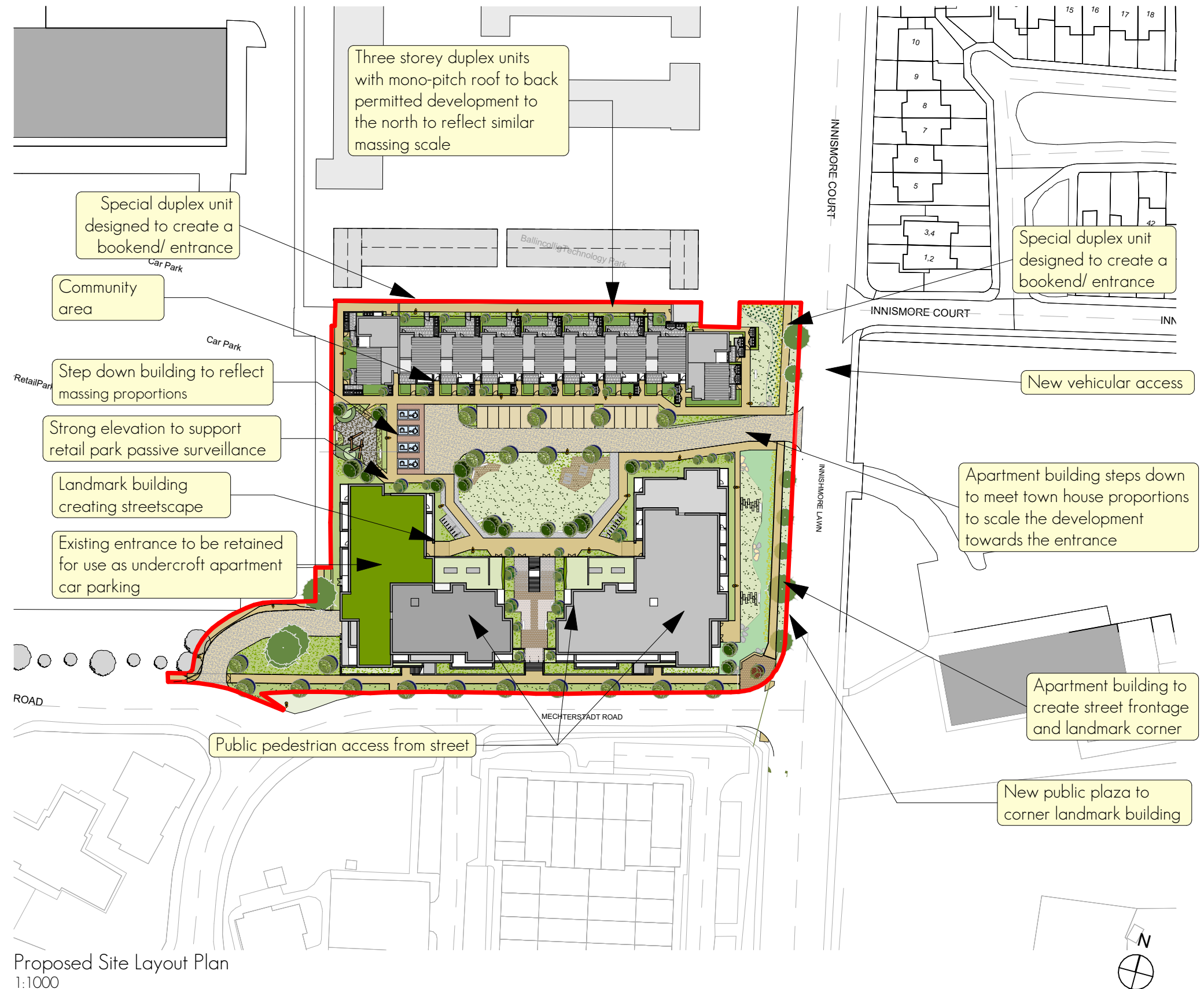
The proposed development demonstrates a thoughtful response to context through a series of key urban design moves, several of which are highlighted in the yellow annotations.

The three-storey Duplexes to the north of the site are purposefully scaled to reflect the adjacent residential development. This allows for design scale of taller apartment blocks to the south and maintaining neighbourhood continuity. Similarly, the step-down approach to apartment buildings at key points, particularly at the eastern entrance, carefully calibrates the scale of the development to meet the proportions of the duplexes, creating a more comfortable and human-scaled arrival experience.

A defining move of the scheme are landmark apartment buildings positioned at the southern corners, which establishes a strong urban presence and acts as a gateway to the development. Its placement contributes to legibility and identity, while the creation of a new public plaza at this junction enhances the sense of place and offers valuable civic space adjacent to this key corner. Along the eastern edge, another apartment building defines the street frontage, reinforcing the streetscape and contributing to a well-overlooked and active public realm.

On the eastern edge, the step-down of the apartment massing acknowledges existing scale conditions and supports passive surveillance towards the adjacent retail park. This creates a strong elevation that both activates and secures the edge while acknowledging the site's relationship to the existing commercial environment.

Each move supports placemaking objectives, reinforcing the scheme's contribution to Ballincollig as a compact, walkable, and well-structured urban quarter.



Proposed Site Layout Plan
1:1000

03 Design Development

3.4 - Site Layout Plan Strategy



03 Design Development

3.5 - Site Layout Plan





03 Design Development

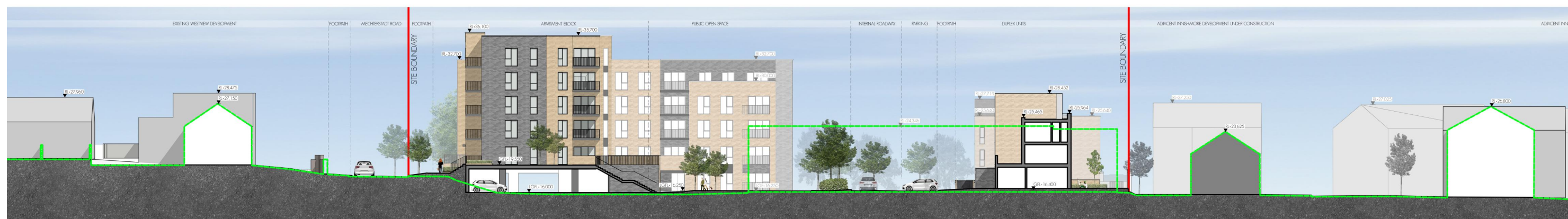
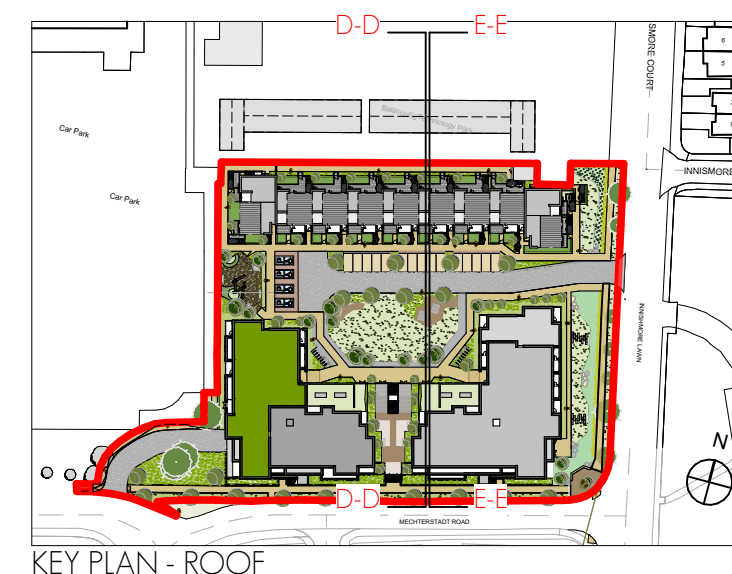
3.7 - Upper Ground Floor Plan



03 Design Development

3.7 - Site Section

The site sections highlights the proposed development's sensitive response to the site's natural level change, stepping down from the elevated public road in the south towards the lower residential context to the north. A five-storey elevation fronts the elevated Mechterstadt Road, creating a strong urban edge, while the massing transitions to three-storey duplex units further north, aligning with the adjacent Part 8 development and existing homes. This graduated scale ensures visual comfort, maintains appropriate relationships with neighbouring properties, and supports accessible pedestrian routes throughout.



Contextual Site Section - D-D (1:500)



Contextual Site Section - E-E (1:500)

Legend

--- Existing Ground line / Existing Building to be Demolished

Response to S.247 Consultation Meeting

Chapter Introduction

The following chapter has been prepared in response to the feedback received during the Section 247 consultation and the subsequent minutes issued by Cork City Council. It outlines the architectural response to the relevant comments and the resulting refinements to the proposal.

Meeting was held between the Project Team and Cork City Council Planning Authority representatives on 22nd July on MS Teams (Meeting ref. LRD83-25).

04 Response to S.247 Consultation Meeting

4.1 - Response to S.247 Consultation Meeting

Comment from S.247

It is noted that the rear gardens of the townhouses appear to have a depth of approx. 4 metres and are north-facing. Concerns expressed regarding the useability of the private open space for these units, which could suffer significant overshadowing.

Concerns reiterated re quality of the north facing gardens for the houses along the northern boundary - Applicant's agent advised these units were a new typology with private open space in a balcony facing south at first floor level and the north facing element is therefore not envisaged as the primary amenity area. Design may change in any event with new apartment guidelines

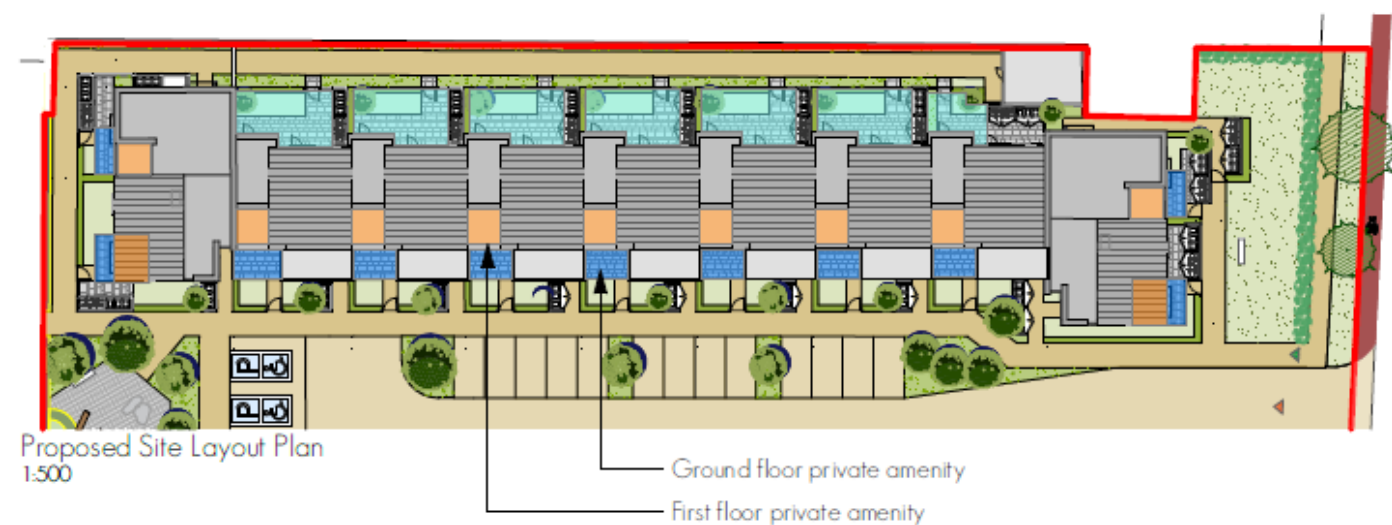
A

Response to Comment from S.247

The previously proposed townhouse units have been replaced with a duplex typology. Each duplex has been designed to maximise south-facing orientation for its primary private open space. The first-floor units are provided with setback balconies, south-facing in most cases, while the ground-floor units benefit from south-facing terraces serving as their main amenity space. In addition, the ground-floor units are supplemented by rear garden areas, which also accommodate bin and bicycle storage.

Key

- Ground Floor Private Open Space - Primary
- Ground Floor Private Open Space - Secondary
- First Floor Private Open Space - Primary

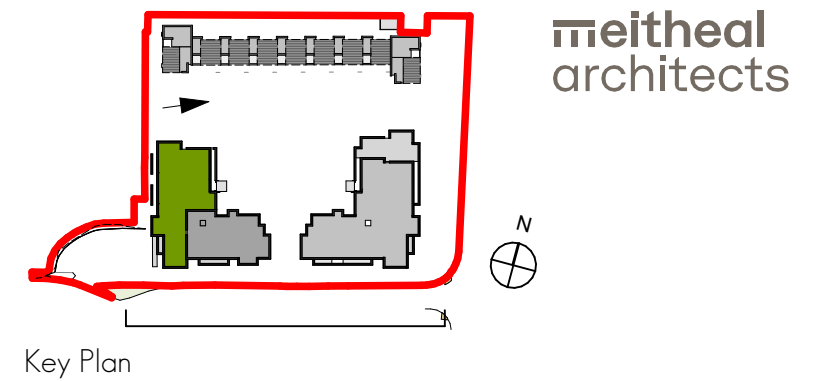


Proposed Site Layout Plan 1:500

Ground floor private amenity

First floor private amenity

Key Plan



meitheal architects



View to Duplex Units - Artist Representation (Meitheal Architects)

04 Response to S.247 Consultation Meeting

4.2 - Response to S.247 Consultation Meeting

Comment from S.247

Apartments create a strong urban edge to Mechterstadt Rd. However, a consistent parapet height between both blocks would be preferable, and at 5-6 stories the apartment block will present significant overshadowing to the main public space to the north.

B

Response to Comment from S.247

In terms of the amenity spaces provided the results from the Daylight report carried out by BPC Engineers show that the open spaces receives greater than 2 hours of sunlight on March 21st. The cumulative area of the spaces exceeds the recommended criteria for sunlight. It should be noted that the amenity area is in excess of the required area for such a scheme.

The increased height plays an important role in breaking up the long elevation along Mechterstadt Road, enhancing the overall townscape quality and architectural composition. Refer to the contextual street elevation, which illustrates the positive visual contribution of the additional height.

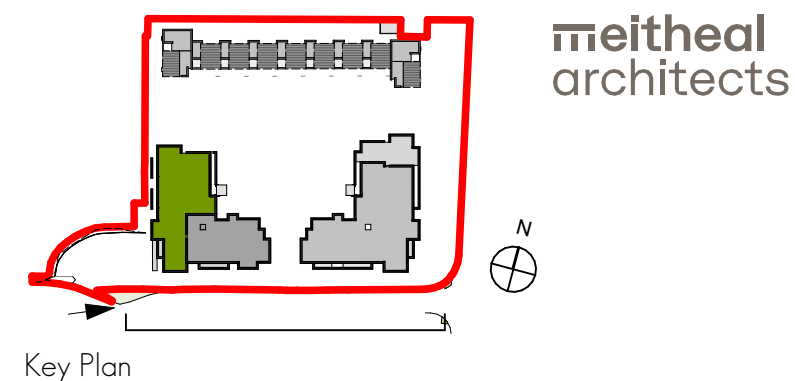
Comment from S.247

The west elevation of the apartments is considered appropriate in terms of the verticality of the individual apartment bays and the rhythm of solid-to-void. It is suggested that this rhythm be applied to the south elevation also rather than the use of paired balconies.

C

Response to Comment from S.247

We agree with this comment, and the design has been updated accordingly. The contextual street elevation demonstrates how the rhythm of vertical apartment bays has been carried through to the south elevation, with all balconies now separated and set back to reinforce this articulation



Contextual Street Elevation - South (1:500)

Legend

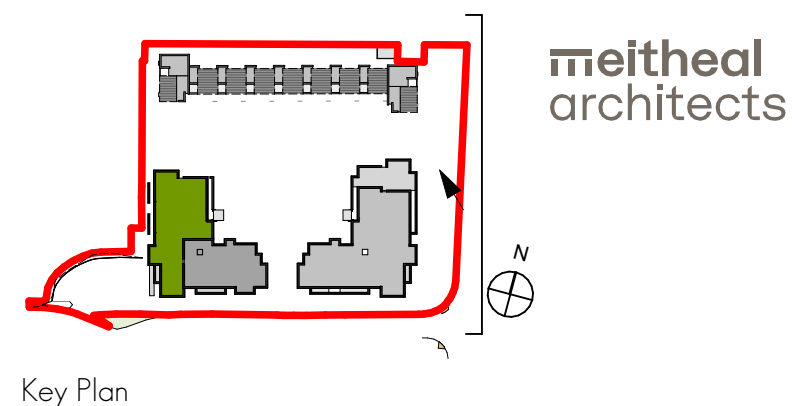
----- Existing Ground line / Existing Building to be Demolished



Proposed Development (View A) - Artist Representation (Meitheal Architects)

04 Response to S.247 Consultation Meeting

4.3 - Response to S.247 Consultation Meeting



Comment from S.247

Wider context is such that a consistent and coherent urban block is desirable, consideration should be given to whether the apartment block would be more coherent and provide a better streetscape/ gable if the east return also consisted of apartments rather than townhouses.

D

Response to Comment from S.247

We agree with this comment, and the apartment block has been redesigned to remove the previously attached townhouse units, resulting in a single, coherent block as illustrated in the adjacent contextual elevation.

Comment from S.247

Similarly, consideration should be given to whether the townhouse terrace would be better as a more elemental form, without the bookend block, so that the roofscape motif remains fully legible.

E

Response to Comment from S.247

We agree that the previously proposed townhouse bookend was not successful; however, we believe a bookend unit remains important to provide a defined entrance to the scheme and to mediate the transition in height between the apartment block and the permitted Part 8 development. It also helps close the cell and avoids a long public facing boundary condition being created. The revised bookend unit has been designed with a monopitch roof, allowing the motif to be clearly legible from the street while establishing a strong gateway presence. The monopitch is orientated so that its highest point aligns with the apartment block, with an incorporated flat-roof section that aligns with the neighbouring Part 8 scheme, stepping down to match its height. We consider this a balanced approach that both responds to the Council's comments and strengthens this key part of the scheme.



Legend

--- Existing Ground line / Existing Building to be Demolished



04 Response to S.247 Consultation Meeting

4.4 - Response to S.247 Consultation Meeting

Comment from S.247

It would be of great benefit to both schemes involved if OCP could establish ownership of the 'no-man's-land' wayleave to the north and incorporate that into their scheme.

D

Response to Comment from S.247

The ownership of this above-mentioned no man's land has been resolved and it has now been incorporated into the proposed scheme.

Comment from S.247

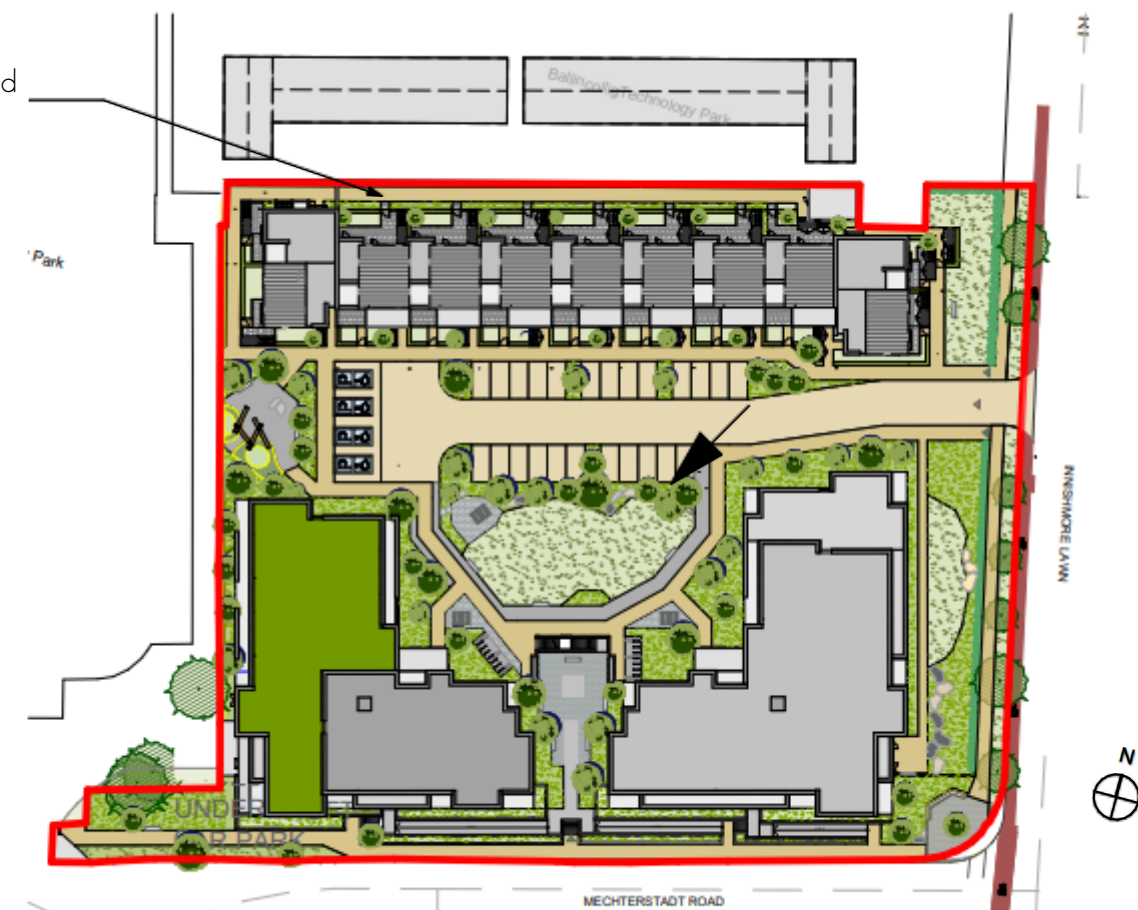
Consideration should be given to defining the boundaries of the main landscaped court, so that it reads as a semi-private space, without compromising permeability

E

Response to Comment from S.247

Consideration has been given to defining the boundary of the landscape courtyard. This area has been heavily planted to ensure the space maintains a degree of semi-privacy, while remaining open and ungated. Please refer to CSR's landscape package for further information.

Previously unresolved no man's land
now incorporated into the scheme



Site Layout Plan at S.247 stage

Response to 32B Consultation Meeting

Chapter Introduction

The following chapter has been prepared in response to the feedback received during the 32B consultation and the subsequent minutes issued by Cork City Council. It outlines the architectural response to the relevant comments and the resulting refinements to the proposal.

Meeting was held between the Project Team and Cork City Council Planning Authority representatives on 19th November on MS Teams (Meeting ref. LRD25-12).

05 Response to 32B Consultation Meeting

5.1 - Response to 32B Consultation Meeting

Comment from 32B

1. Urban Design/Architecture

Further consideration and amendment of the proposed development in terms of its layout, design form noting the comments from the City Architect's Section (Appendix C) and the consideration of the Development Management Section as outlined below. In particular it is recommended that:

The site's ground level be further reduced and/or the overall height of the apartment structures be decreased so as to minimise the overall height of the development in particular where it abuts Mechterstadt Road and to result in a greater interaction (visually and physically) between the streetscape and the units (see also Item 2 below). A revised design approach should be adopted so as to minimise the ramps and steps infrastructure to Mechterstadt Road and to create a clean landscaped edge with street tree planting.

A

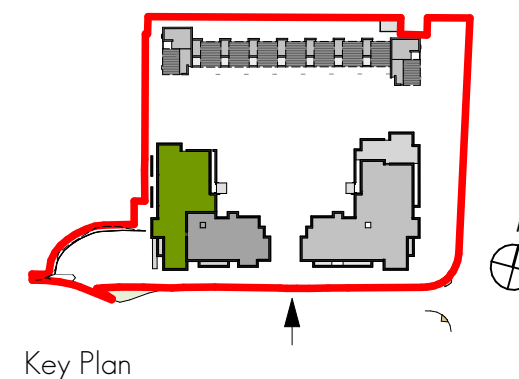
Response to Comment from 32B

The previously proposed ramps along Mechterstadt Road have been removed, and Part M access to the apartment blocks will no longer be provided from the front of the buildings. This enables the development to address Mechterstadt Road in a more direct and legible manner, establishing a stronger, more spacious and a more successful urban interface. Overall, this approach significantly enhances the relationship between the public realm and the apartment blocks, improving the day-to-day quality of the street environment for pedestrians.

A 2.5 m planted green buffer is proposed along the Mechterstadt Road boundary, followed by a 2.0 m pedestrian footpath and a small planter to provide additional planting and to clearly define the transition from the public edge to the semi-private/private frontage. This landscape strategy will also incorporate additional tree planting along Mechterstadt Road, strengthening the streetscape character, providing seasonal interest and biodiversity benefits, and contributing to a more comfortable, attractive and welcoming public realm. The pedestrian footpaths have also been amended to reduce level differences between the scheme and the adjoining footpath, improving accessibility, comfort and continuity along the street, and reinforcing a clear, safe and coherent pedestrian route.

The overall building level has not been reduced, as lowering site levels would negatively impact pedestrian connections to adjoining lands and would have significant implications for the site's engineering strategy, refer to DOSA's engineering pack for further information on site levels. It is considered that the revised approach to Mechterstadt Road addresses the urban design concerns raised, while the remaining height difference provides additional privacy to upper ground floor apartments fronting this street.

meitheal
architects

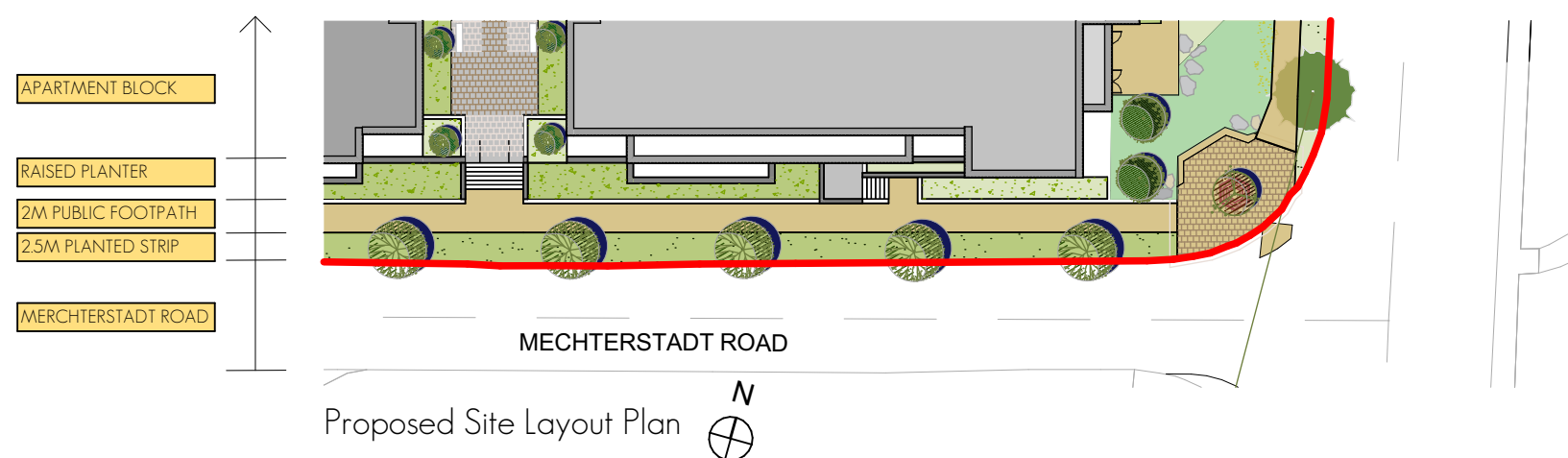


Ground floor private amenity

First floor private amenity



Road View - Artist Representation (Meitheal Architects)



05 Response to 32B Consultation Meeting

5.2 - Response to 32B Consultation Meeting

Comment from 32B

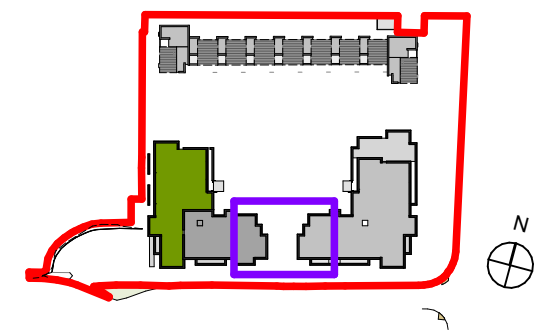
A revised layout/window positioning of the apartment blocks either side of the podium entrance onto Mechterstadt Road should be considered having regard to the separation distances and the consideration of overlooking/privacy issues.

B

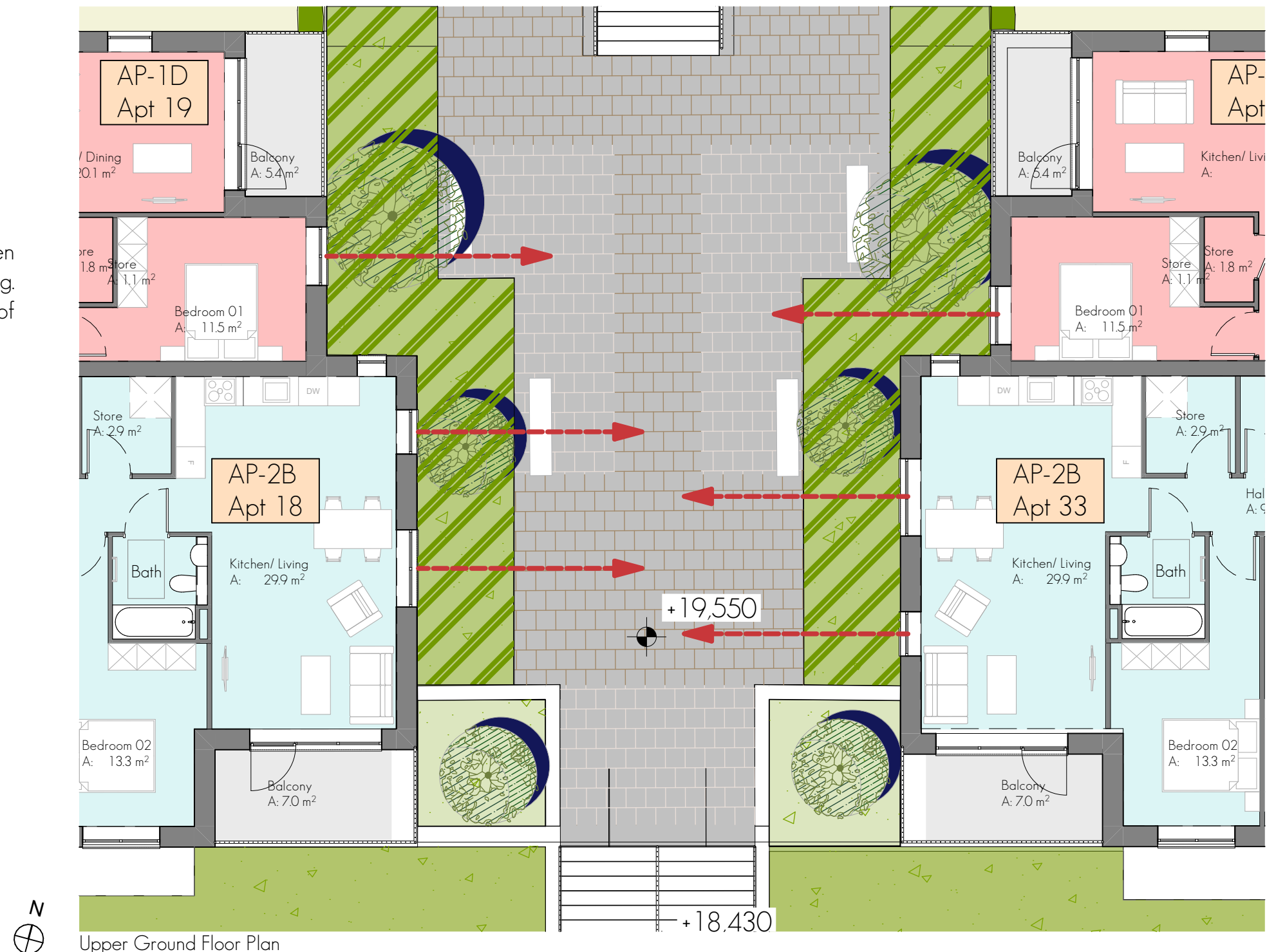
Response to Comment from 32B

The above mentioned directly opposite window positions have been addressed by relocating the window openings to prevent overlooking. This paired with the use of buffer planting to provide a level of privacy for these units.

 Planted buffer zone for privacy



Key Plan



05 Response to 32B Consultation Meeting

5.3 - Response to 32B Consultation Meeting

Comment from 32B

"Further consideration and amendment of the proposed development in terms of its overall height viz-a-viz stated target height for the location, local views and the impact on the quality of public open space noting the comments from the City Architect's Section (Appendix C) and the consideration of the Development."

Management Section -

"Alternative proposals such as omission/reduction of surface level car parking and/or relocation of the public open space area should be considered. The Planning Authority would welcome further discussion on this aspect of the development prior to the lodging of any planning application.

Please note that in addition, a robust justification for any additional height above 4 storeys would be required having regard to the specified height targets for the site outlined within the Cork City Development Plan vs height targets for Ballincollig Town Centre which is the main urban centre in the area."

C

Response to Comment from 32B

To maximise the quality of the proposed open space, the previous parking layout has been amended to create a larger, vehicle-free green area. Parking has been relocated beneath the podium, enabling a more efficient arrangement of the public realm and optimising the open space to provide usable, well-lit areas.

A detailed daylight and sunlight analysis has been undertaken for the proposed development, confirming the robustness of the revised arrangement. Please refer to the report prepared by BPC Engineers, submitted as part of this application.

Further justification for the proposed building heights is provided in the Massing and Height chapter of this Design Statement, which sets out the architectural rationale for the appropriateness of the scale and form of the scheme.



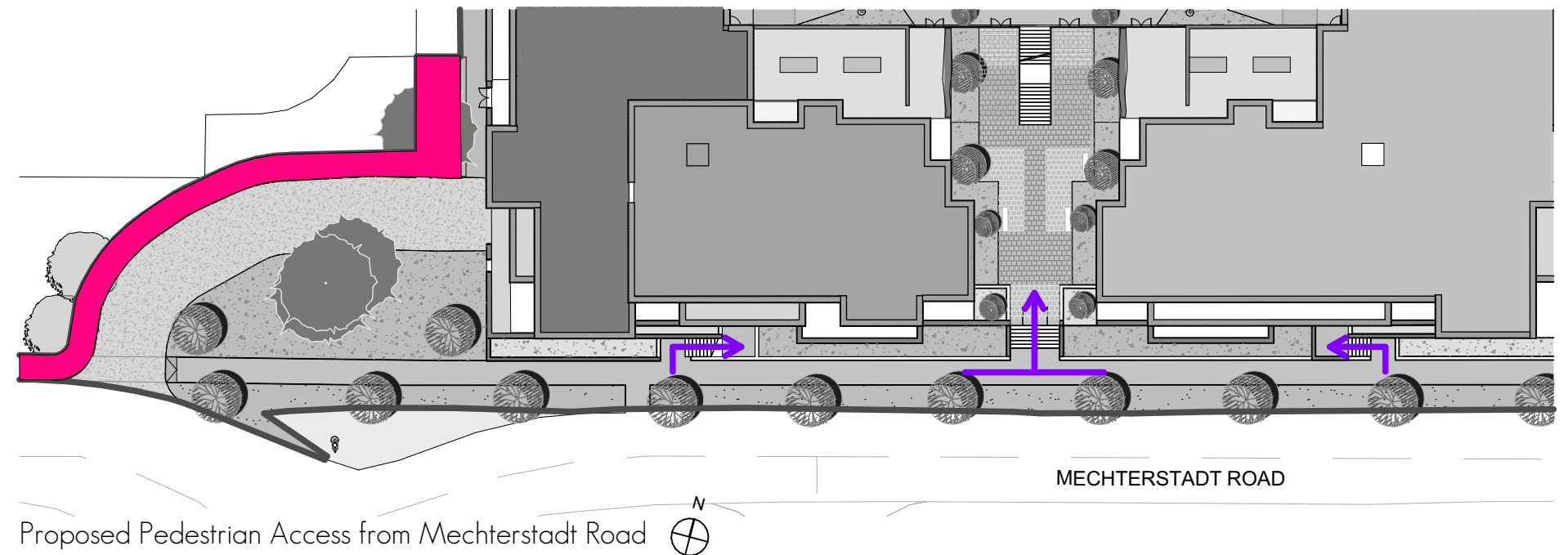
05 Response to 32B Consultation Meeting

5.4 - Response to 32B Consultation Meeting

Comment from 32B

Revised design details and proposal to take into account the requirements outlined in the Strategic Transport Planning Section's report (See Appendix C) to specifically include the provision of the following design details/changes:

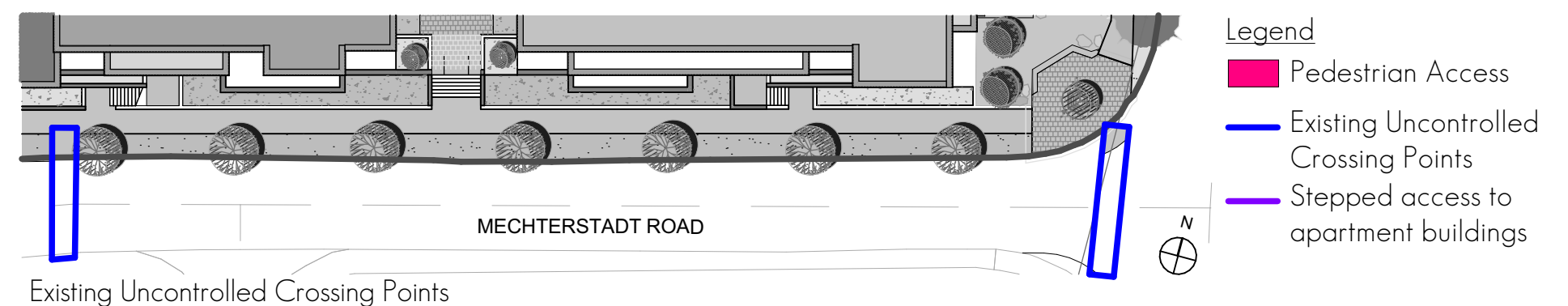
- Pedestrian facilities to connect *Mechterstadt Road* with the footpath running to the west of the proposed development at the proposed entrance to the basement car park.
- The omission of ramped access points leading to the main building entrances along *Mechterstadt Road* which creates a negative pedestrian environment. Access to the buildings and the street should be from a similar level to create a more animated street frontage with good passive surveillance.
- Provision for informal crossing points (i.e. tactile paving) across *Mechterstadt Road* to ensure good quality pedestrian access to the proposed development.



D

Response to Comment from 32B

A pedestrian path has been added to continue to the lower ground floor parking area from the streetside along Mechterstadt Road. Access to the apartment blocks from Mechterstadt Road is provided from a set of stairs at each entrance door, eliminating the ramped access providing more space for streetscaping/ landscaping strips and planters to animate the front elevation of the development. Existing uncontrolled crossing points to be retained where shown giving strong pedestrian access to the site.



05 Response to 32B Consultation Meeting

5.5 - Response to 32B Consultation Meeting

Comment from 32B

Revised design details and proposal to take into account the requirements outlined in the Strategic Transport Planning Section's report (See Appendix C) to specifically include the provision of the following design details/changes:

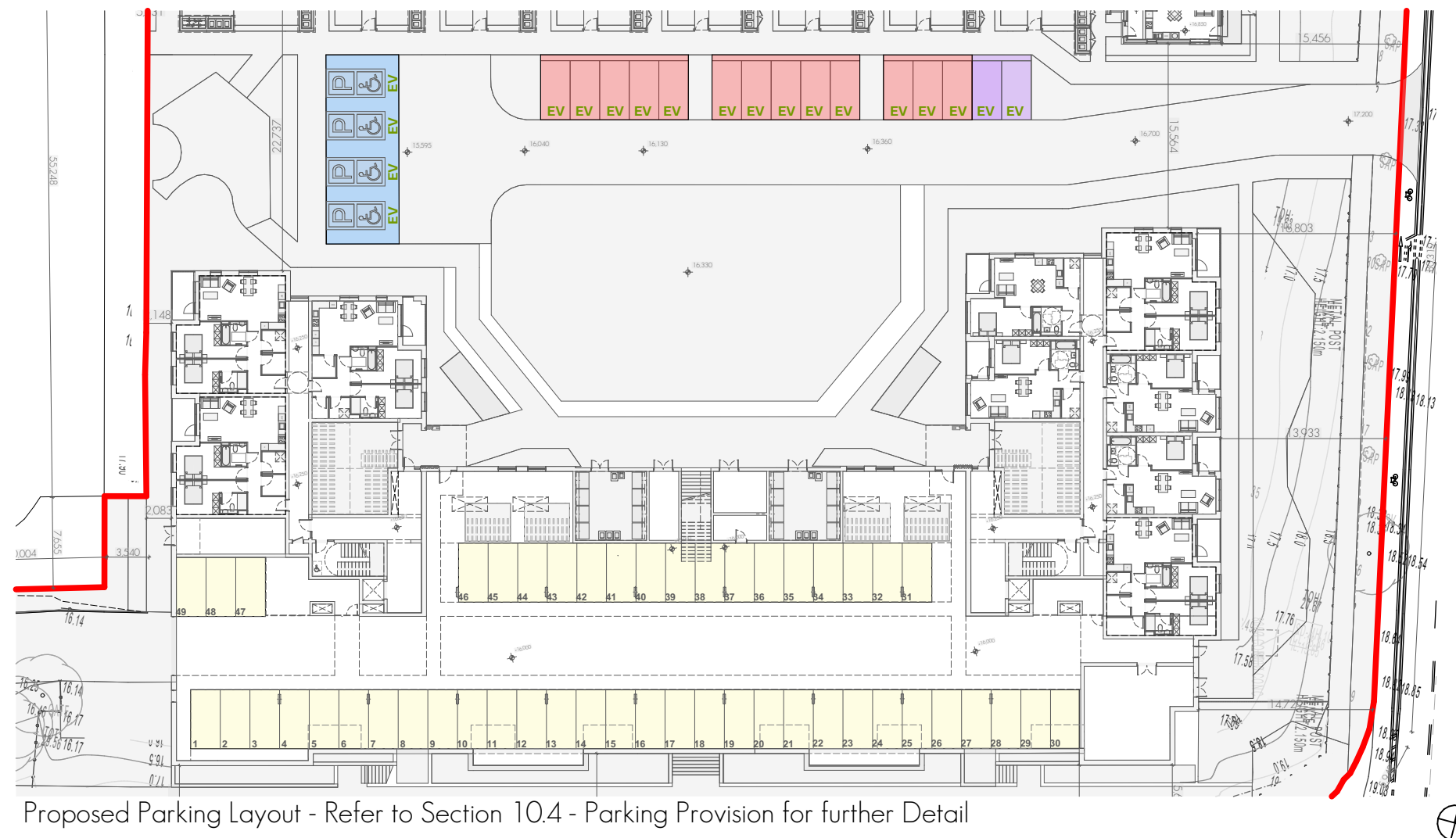
- Revised drawings and details to show the provision of parking in compliance with a parking rate closer to 0.80 space per residential unit.

D

Response to Comment from 32B

Car parking quantity has risen by 10 overall spaces from previous layout giving a ratio of 0.52 spaces as apposed to 0.43 previously. Parking provision has been calculated and designed in accordance with both the Sustainable Residential Development and Compact Settlement Guidelines, & the Cork City Development Plan. The site is located in a setting where public transport is readily accessible;

Public transport provision is robust, with multiple bus stops located approximately 100 metres south of the site, serving the 220 and 220X routes, as well as the 233 Cork-Macroom route. The 220X provides a high-frequency 24-hour service connecting Ballincollig, Cork City, Carrigaline, and Crosshaven, ensuring excellent day and night accessibility. These routes offer reliable and direct links to Cork city centre, surrounding suburbs, and regional destinations, making the site highly accessible by public transport. The strong connectivity supports car-free and low-car lifestyles, aligning with national sustainability and compact growth objectives.



Proposed Parking Layout - Refer to Section 10.4 - Parking Provision for further Detail

Previous Parking No. 58 Spaces.
Previous Ratio 0.43

Revised Parking

Schedule of Parking Spaces	
Parking Type	Quantity
Duplex - Communal	13
Apartment - Communal	49
Visitor Parking	02
Accessible Parking	04
Total	68
Parking Ratio	0.52

EV	Spaces Required	14	Spaces Provided	19
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SPPR 3 - Car Parking

It is a specific planning policy requirement of these Guidelines that:

- In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.
- In accessible locations, defined in Chapter 3 (Table 3.8) car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.
- In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

Parking for New Development

4.106

As a mechanism in achieving the City Councils overarching aim of providing for a co-ordinated approach to the development of the City the following approach will be taken towards new developments:

- Direct high-density residential land use and high trip generating uses including employment and retail to areas that are currently, or will be, served by high frequency transport services;
- Set maximum parking standards across the City including the Urban Towns, taking into account accessibility to public transport and / or access to local services including education and employment;
- Set out car-free or low car standards in development areas within an 800m walking catchment area of Cork city centre and / or of quality public transport; and
- Ensure that alternatives to private car ownership are made available including provision of car club bays and membership, public transport cards and increasingly, provision of and membership of cycle hire schemes.

05 Response to 32B Consultation Meeting

5.6 - Response to 32B Consultation Meeting

Comment from 32B

Additional site sections through the proposed structures to adjoining developments in a north-south direction running through the proposed apartment blocks through to existing developments to the south. These sections shall be through points either side the podium entrance and shall take in existing structures to south of the site including the apartment element of the 'Respond' development which fronts the main road. The sections shall illustrate the proposed height of the blocks at various points to allow for assessment of the various heights.

E

Response to Comment from 32B

The additional Site Sections are provided in drawing numbers - 231064-MA-ZZ-00-DR-A-1030-P04- Contextual Street Elevation_Site Sections & 231064-MA-ZZ-00-DR-A-1031-P04- Contextual Street Elevation_Site Sections

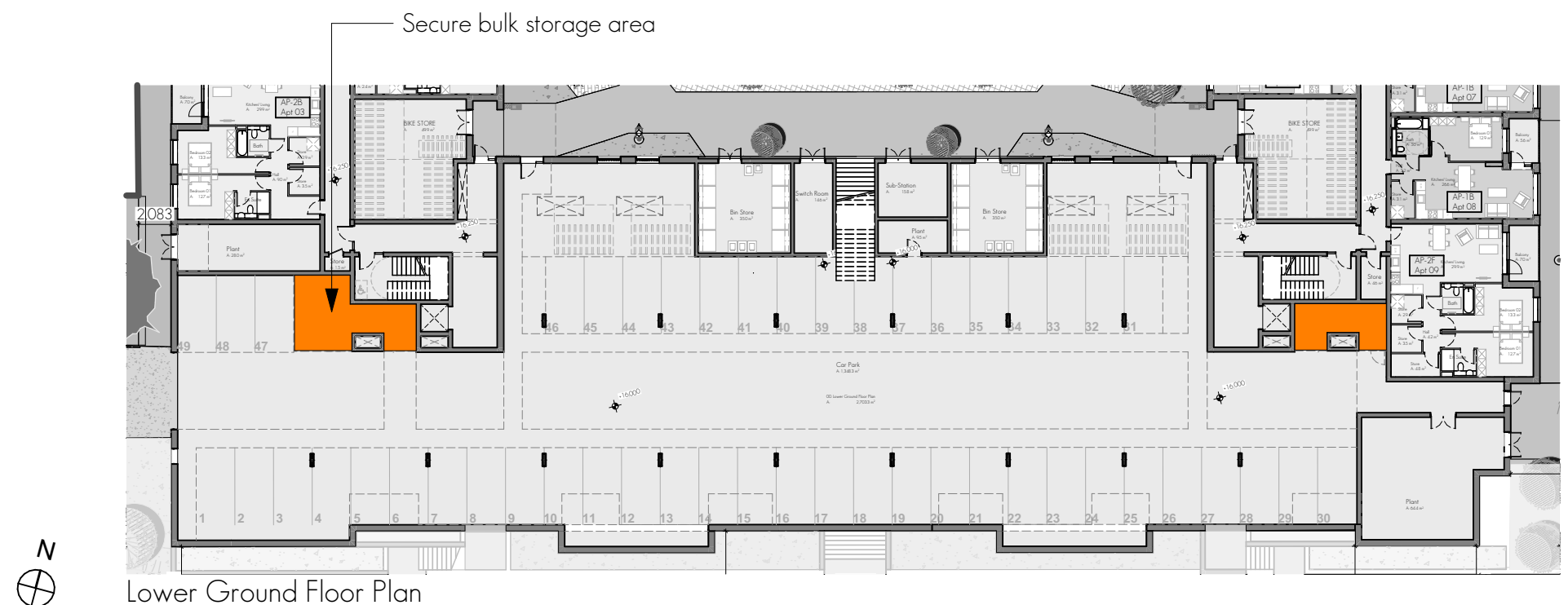
Comment from 32B

The provision of adequate communal/bulky storage facilities for the apartment blocks easily accessible by future residents as required under the 2025 Apartment Design Guidelines.

F

Response to Comment from 32B

Bulk storage totalling 123.2m³ is provided at lower ground floor level. It should be noted that 43% of apartment units within the apartment blocks are provided with private storage in excess of the minimum standards set out in the Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025).



05 Response to 32B Consultation Meeting

5.7 - Response to 32B Consultation Meeting

Comment from 32B

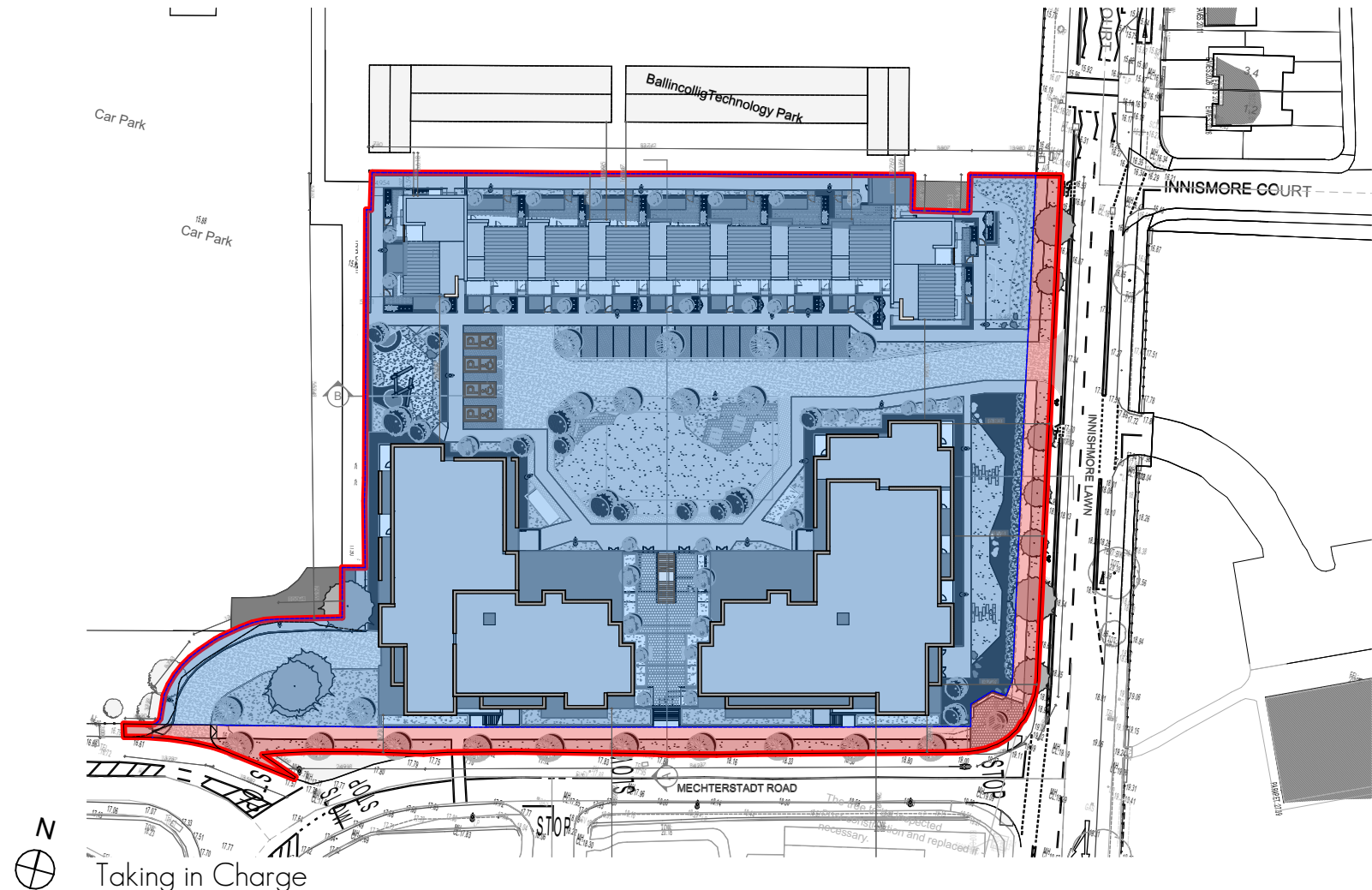
-A Taking in Charge Plan noting comments from the S.E.E. (Urban Streets and Roads Design Section, Area Engineer and other Sections.

-Revised drawings and details to address the requirements and concerns of the S.E.E. (Urban Roads and Street Design Section in relation to taking in charge and EV spaces).

G

Response to Comment from 32B

The taking-in-charge strategy for the proposed development has been designed to ensure that the entire development will be transferred to a management company, with the exception of the public footpath connecting to the road, shown edged in red, which is proposed to be taken in charge by the local authority. Please refer to Section 10 Detail Design, 10.6 Taking in Charge for further details.



Taking in Charge

Taking-in-Charge Legend

- Area to be transferred to the Local Authority
- Area to be transferred to Management Company

Massing & Height

06 Massing & Height

6.1 - Existing Context

The proposed development ranges from 3-5 storeys in height along the public road, rising to 6 storeys at a select location within the inner courtyard.

Within the immediate context (0-500m radius), building heights range from 1-4 storeys. In the wider Ballincollig context (0-1000m radius), heights range from 1-8 storeys. The Crescent apartment development, located approximately 1km from the proposed site, accommodates buildings ranging from 4-8 storeys. It is acknowledged that the prevailing building height in Ballincollig is between 1-4 storeys.

However, the Urban Development and Building Height Guidelines (2018) identify increased building height as “a significant component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability.”

The principle of sustainable residential development and compact settlement prioritises the efficient use of serviced land within existing urban areas. Higher residential densities and increased building heights are supported in locations that are well served by public transport, employment opportunities, and local amenities. By focusing new housing within the established urban footprint, the proposed scheme reflects these objectives and makes a positive contribution to compact growth and sustainable community development in Ballincollig.

Accordingly, the proposed height and density are appropriate, being reinforced by the site's proximity to high-quality amenities, including the Greenway, frequent public transport services, and the planned Luas route. Furthermore, the site is well located relative to shops and Bus Connects Cork proposals, employment opportunities, and educational institutions, reinforcing its suitability for accommodating increased height and density.



Aerial Map of Ballincollig



Proposed Development (View A) - Artist Representation (Meitheal Architects)



View B: The Crescent Apartments

06 Massing & Height

6.2 - Context

The building heights within the scheme have been carefully designed to sit harmoniously within the immediate context. The primary apartment block fronts onto Mechterstadt Road, opposite the existing Westview development, and presents a height of 4-5 storeys to this road frontage.

As illustrated in Site Section E-E, the apartment block reaches its tallest point in direct relation to the existing 4-storey apartment block within the Westview development, ensuring a considered streetscape response. The massing then steps down towards the proposed duplex blocks, providing a more gradual transition in scale.

The duplex blocks are proposed at 3 storeys, reflecting the established height of the neighbouring Part 8 development to the north of the site. Here, mono-pitched roofs have been employed to establish a roofline, massing profile, and rhythm that more closely correspond to the adjacent development.

The duplexes therefore act as a transitional element within the urban fabric, mediating between higher-density apartment typologies and medium-density housing. This careful variation in scale, height, and building form creates a vibrant and innovative scheme on a currently underutilised brownfield site, contributing positively to the character of the area and supporting sustainable urban regeneration.



Existing View from the City West Mews Road looking East.



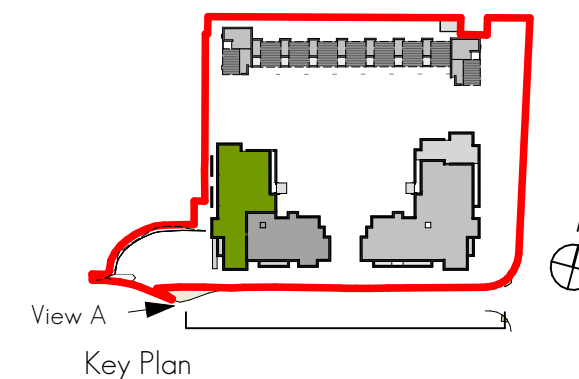
Contextual Site Section - E-E (1:500)

Legend

----- Existing Ground line / Existing Building to be Demolished

06 Massing & Height

6.3 - Southern Elevation - Mechterstadt Road



Proposed Development (View A) - Artist Representations (Meitheal Architects)

The apartment blocks have been conceived as prominent architectural elements, establishing a strong urban edge along Mechterstadt Road. Their form, scale, and materiality have been carefully composed to respond to the surrounding context while asserting a confident and contemporary presence.

The massing of the two blocks has been deliberately designed to emphasise verticality, strengthening their street presence. Given the extent of the frontage, a 5-storey element has been introduced to the western block in order to break up the length of the elevation and create a more dynamic streetscape.

Materiality plays a key role in articulating the facades. Both blocks are defined by a buff brick façade, with recessed elements in grey brick employed to enhance vertical expression and establish variation in perceived height. The buff brick volumes rise and fall across the elevations, creating a rhythmic composition that maintains coherence while avoiding monotony.

Vertical proportions, carefully considered fenestration patterns, and strategic stepping in both plan and elevation collectively serve to break down the massing and reinforce a sense of human scale. Through this approach, the elevational treatment establishes a clear vertical emphasis while contributing to a varied yet cohesive architectural language.



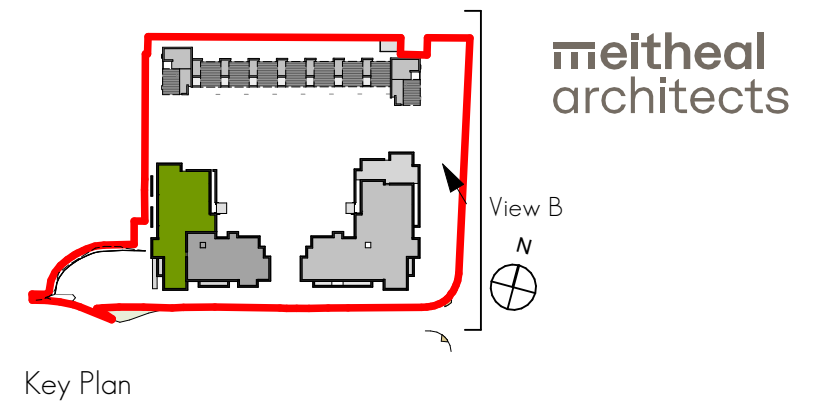
Contextual Street Elevation - South (1:500)

Legend

----- Existing Ground line / Existing Building to be Demolished

06 Massing & Height

6.4 - Eastern Elevation - Innishmore Lawn



The eastern elevation plays a critical role in defining the development's interface with the public realm along Innishmore Lawn. The design establishes a strong and legible frontage, with active ground-floor units and entrances contributing to passive surveillance and pedestrian interest. A key feature is the main vehicular and pedestrian entrance, which is architecturally marked by a subtle step-down in building scale. This reduction in height ensures that the development responds appropriately to the lower-scale housing directly opposite, softening the transition between new and existing built forms.

The apartment block steps down in scale, while the duplex blocks, with their pitched roofs oriented to the street, rise to create definition along the frontage before stepping down again to respect the heights of the neighbouring scheme. To the northwest corner (illustrated on the right), the duplex block has been carefully positioned and articulated to form a strong bookend element, reinforcing the urban edge and anchoring the new public plaza. The combination of scale reduction, considered proportions, and enhanced landscape treatment ensures a welcoming and well-defined threshold into the site.



Proposed Development (View B) - Artist Representations (Meitheal Architects)



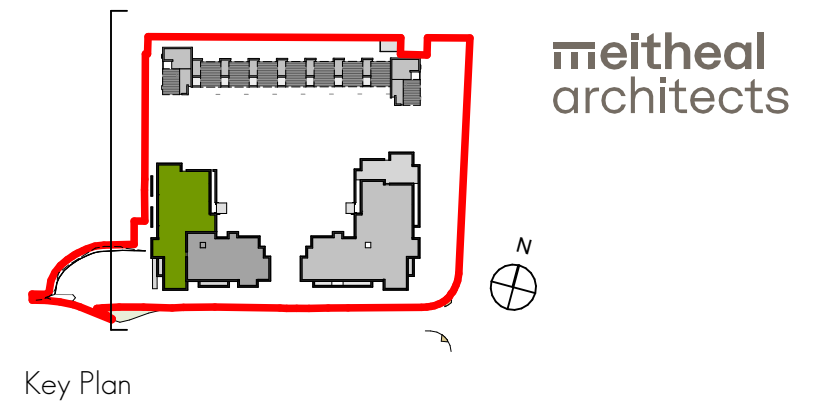
Contextual Street Elevation - East (1:500)

Legend

--- Existing Ground line / Existing Building to be Demolished

06 Massing & Height

6.5 - Western Elevation - View from Retail Park



The western elevation, overlooking West City Retail Park, presents a well-articulated frontage that plays a key role in redefining the site's relationship with its commercial neighbour. The elevation is a strong urban edge while respecting its surroundings through carefully considered massing transitions. The scheme steps down at both ends, towards the north in response to the approved Part 8 application.

At ground level, the development opens onto a landscaped buffer and defensible zone, softening the threshold between the private and public realms. This area includes planting, seating, and a play space, contributing to the animation of the western edge and creating a more inviting interface with the gated access to the retail park. The inclusion of entrances, windows, and balconies along this frontage provides active passive surveillance and encourages pedestrian movement along the scheme edge, together with this new boundary treatment, supports the transition from a previously inward-facing commercial zone to a vibrant, mixed-use environment.



Contextual Street Elevation - West (1:500)

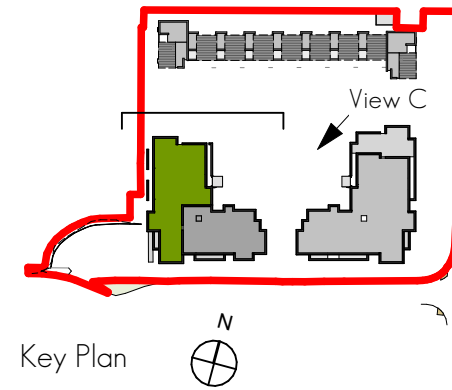
Legend

----- Existing Ground line / Existing Building to be Demolished

Elevational Design

07 Elevational Design

7.1 - Apartment Materiality



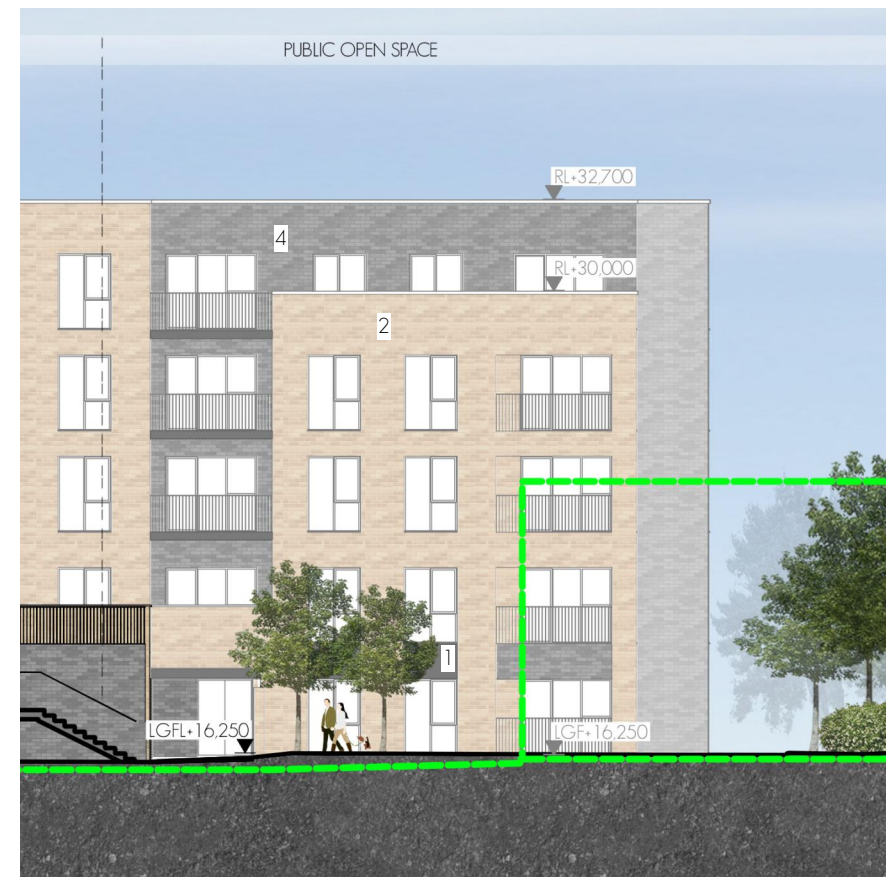
The proposed materiality prioritises high-quality finishes that require minimal upkeep, ensuring both long-term durability and a refined appearance. The apartment blocks are primarily composed of a palette of grey and buff brick, selected to provide a cohesive and contextually appropriate architectural expression.

To create distinction and reinforce legibility, a variation in the buff brick pattern is introduced at the entrances, establishing a clear architectural threshold and strengthening the sense of arrival. In addition, grey panels are strategically employed in select locations to aid façade composition, accentuate verticality, and contribute to a balanced and visually engaging streetscape.

- (1. Selected Dark Grey Finish
- (2. Selected Buff Brick Finish
- (3. Selected Buff Brick Finish - vertical stack bond
- (4. Selected Dark Brick Finish

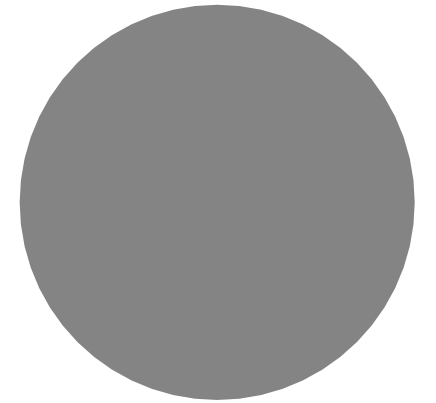


Proposed Development (View C) - Artist Representations (Meitheal Architects)



Isolated Apartment Elevation

(1



(2



(3



(4



07 Elevational Design

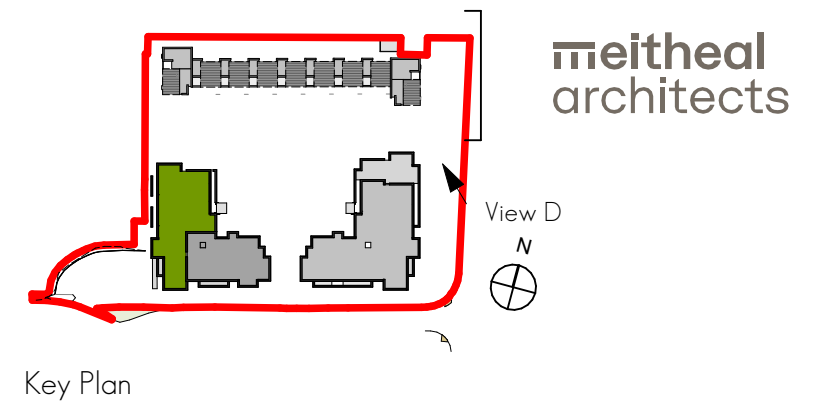
7.2 - Duplex Materiality

The proposed materiality of the duplex units prioritises high-quality finishes that require minimal upkeep, ensuring both long-term durability and a refined appearance. These buildings adopt the same design approach as the apartment blocks, but at a smaller scale, to ensure cohesion across the wider development.

The duplexes are primarily composed of grey and buff brick, with a lighter grey finish employed to provide variation and visual interest. To reinforce legibility and create distinction, a variation in the buff brick pattern is introduced at entrances, establishing clear architectural thresholds and enhancing the sense of arrival. Grey panels are also strategically integrated to aid façade composition, highlight vertical elements, and contribute to a balanced and visually engaging streetscape.



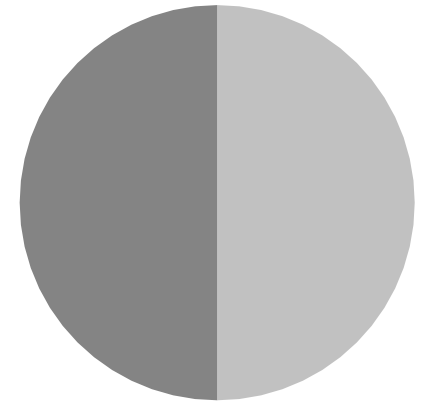
Proposed Development (View D) - Artist Representations (Meitheal Architects)



Key Plan

- (1. Selected Dark & Light Grey Finish
- (2. Selected Buff Brick Finish
- (3. Selected Buff Brick Finish - vertical stack bond

(1



(2



(3



Isolated Duplex Elevation

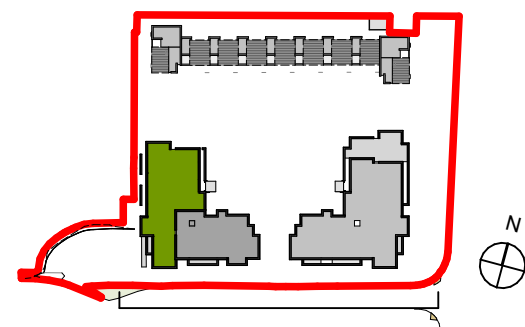
07 Elevational Design

7.3 - Facade Composition

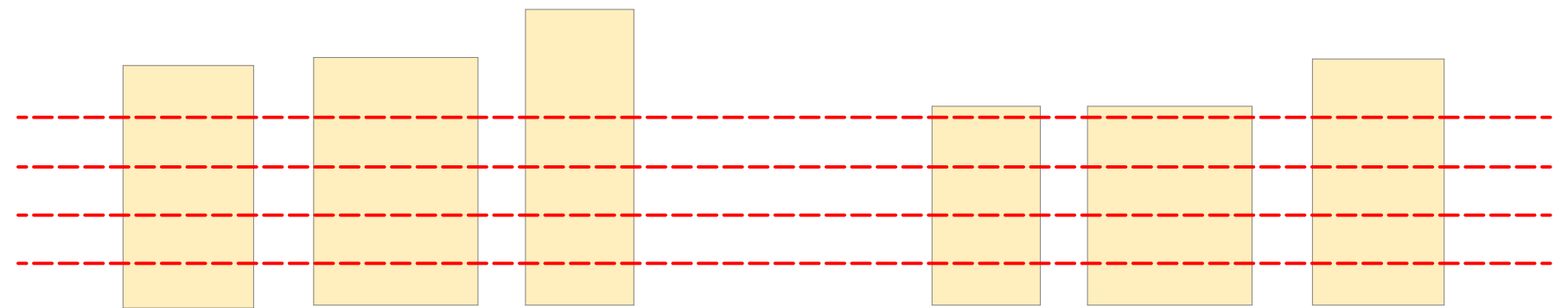
The elevations of the apartment blocks have been designed to emphasise a strong vertical treatment. This is achieved through a considered mix of buff and grey brick, stepped both forward and back to create contrasting light and dark vertical elements.

The introduction of a fifth storey provides an opportunity to reinforce this vertical expression, breaking up the otherwise continuous four-storey frontage. This articulation brings relief to the longer elevations and contributes to a more varied and successful streetscape.

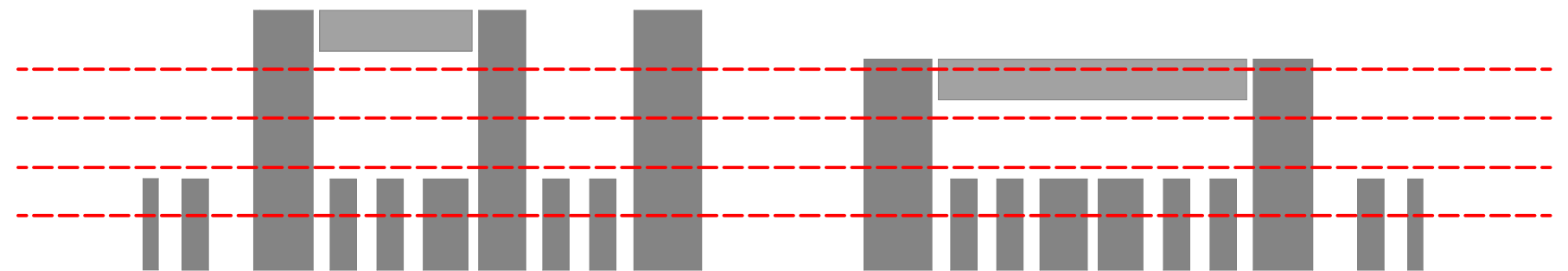
The accompanying Vertical Articulation Diagrams illustrate how this approach has been developed and how it varies across the two apartment blocks.



Key Plan



Vertical Articulation with Buff Brick - Diagram



Vertical Articulation with Grey Brick - Diagram



Contextual Street Elevation - South (1:500)

Legend

----- Existing Ground line

Urban Design and Placemaking

08 Urban Design and Placemaking

8.1 - Sustainable and Efficient Movement

01. Sustainable and Efficient Movement

In alignment with the Sustainable Residential Development and Compact Settlements - Design Guidelines for Planning Authorities 2024, the proposed development has prioritised sustainable and efficient movement from the outset of the design process.

1. Pedestrian Movement

Pedestrian connectivity and permeability are key design considerations, with a comprehensive network of footpaths integrated throughout the scheme. Several new connection points are proposed to link the development with the surrounding area, enhancing access to local shops, employment centres, public transport, and community amenities.

To accommodate the site's topography, public pathways have been carefully designed with gentle, meandering routes that ensure full compliance with Part M accessibility standards.

2. Bicycle Connectivity

An existing cycle route runs along the eastern edge of the site, integrating the development into the wider active travel network and promoting sustainable movement to and from the scheme. The proposal significantly exceeds the minimum bicycle parking standards set out in the Cork City Development Plan, with ample provision for residents and 28 dedicated visitor spaces.

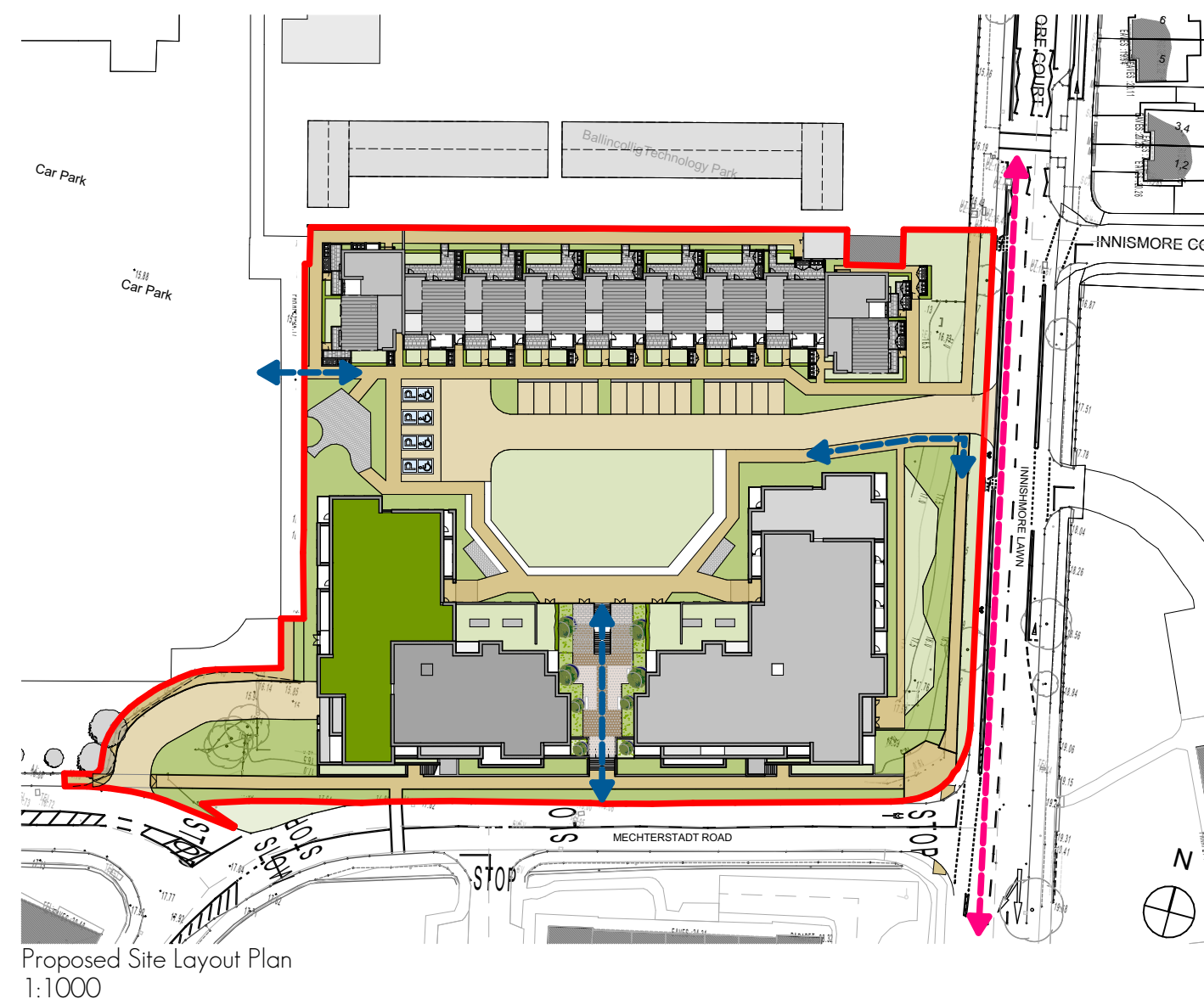
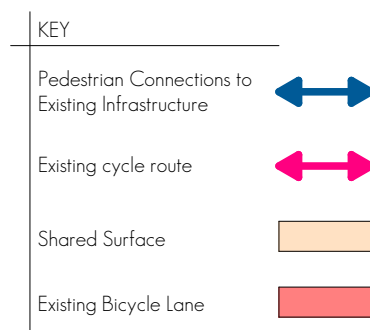
This provision meets and, in many cases, surpasses the requirements, ensuring robust support for sustainable transport choices. In total, the scheme provides 220 dedicated bicycle storage spaces.

3. Vehicular Access

Vehicular access points are proposed from Innishmore Lawn to the east and Mechterstadt Road to the south west. The proposed road layout comprises of a 'homezones'—shared surface streets that break up residential blocks and foster a pedestrian-friendly environment. This areas is designed to reduce traffic speeds and support a safer, more community-oriented public realm.

4. Parking Provision

The scheme provides an average of 0.52 car parking spaces per unit, reflecting a balanced and sustainable approach to car use. This provision is consistent with Section 5.3.4 of the Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities and supports the promotion of more sustainable modes of transport.



- Develop well-connected neighbourhoods ensuring day-to-day services and amenities are accessible within walking distance of homes and workplaces.
- Connect new developments to wider urban street and transport networks, improving links between communities, public transport, and local amenities.
- Prioritize active travel through design measures that calm traffic and create safe, comfortable streets for pedestrians and cyclists.
- Minimize car parking quantum in new developments to manage travel demand and reduce vehicular prominence in the public realm.
- Encourage strategic movement along desire lines and maximize safe and attractive walking and cycling routes.



08 Urban Design and Placemaking

8.2 - Mix and Distribution of Uses

02. Mix of Land Uses (Vibrant Centres and Communities)

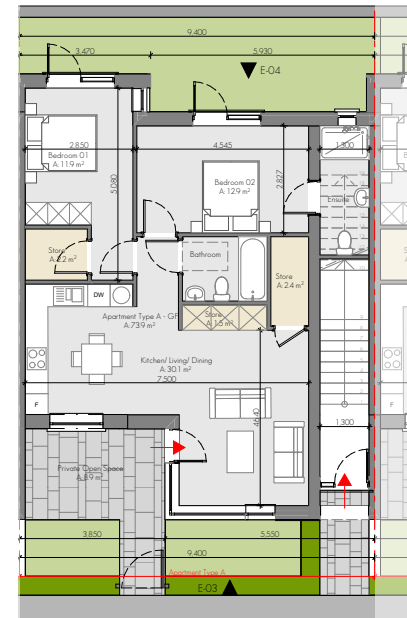
In keeping with the Sustainable Residential Development in Urban Areas (SRDUA)(2009) and the Best Practice Urban Design Manual 2009: A Best Practice Guide (including the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024), the proposed development has been carefully designed to support a sustainable mix of land uses and the creation of an inclusive community.

The site layout optimises access to existing infrastructure, making full use of established footpaths, proximity to local services, and excellent access to public transport. As outlined previously, connectivity is further enhanced by the introduction of additional pedestrian routes and dedicated cycle paths, ensuring ease of movement for all users.

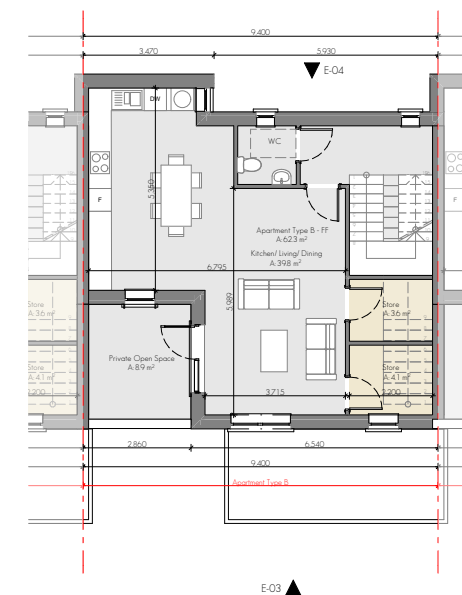
A diverse mix of housing types is provided, supporting a range of tenures and catering to people of different incomes, ages, and abilities. The development includes one- to three-bedroom apartments as well as two- to three-bedroom duplex units, offering accommodation suitable for individuals, couples, and families alike.

The apartment units are designed with accessibility in mind. The majority of apartments are generously proportioned and configured to allow for future adaptation in line with Universal Design standards, ensuring long-term flexibility and inclusivity. In addition, four fully accessible units (Unit Type 1UD) are provided within the scheme.

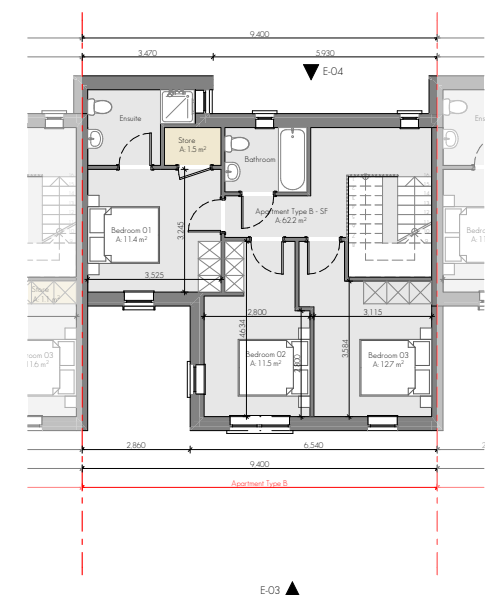
A comprehensive network of open spaces, communal areas, pedestrian walkways, and cycle paths weaves through the development. These features not only enhance the existing public realm but also encourage social interaction, helping to foster a strong sense of community and reinforcing connections between residents and the wider Ballincollig area.



Duplex Unit GF



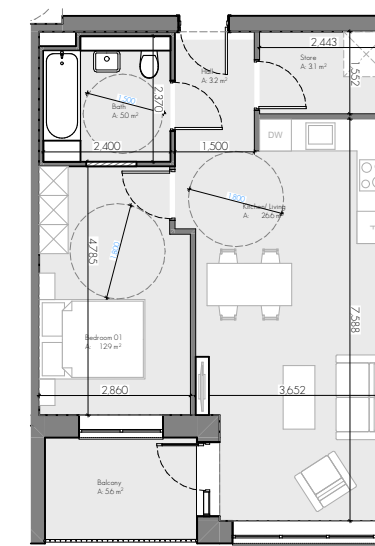
Duplex Unit - FF



Duplex Unit - SF



Apartment Type 2A

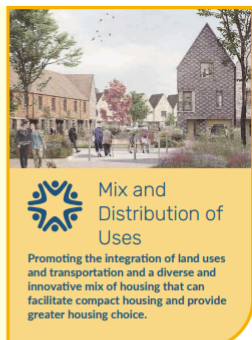


Apartment Type 1B



Apartment Type 1UD

- High intensity mixed-use development in city and town centres and at high capacity public transport nodes/interchanges.
- Activate outdoor spaces and public realm in centres through urban enhancement and traffic demand management to promote livability.
- Promote and support intensification initiatives such as adaptive reuse and more intensive use of existing buildings and under-used lands, including repurposing car parks in accessible urban locations.
- Deliver diverse housing mix and varied residential densities across settlements to meet needs of different population groups, informed by Housing Needs Demand Assessments where possible.



08 Urban Design and Placemaking

8.3 - Green and Blue Infrastructure

03. Green and Blue Infrastructure (Open Space, Landscape and Heritage)

An extensive quantity of well-connected open space is provided as part of this development. Within the developable area, the scheme fully complies with Section 5.3.3 of the Sustainable Residential Development and Compact Settlements Guidelines, providing 18% public open space.

The public open space strategy for the development has been designed to provide a variety of high-quality, functional green spaces to serve residents of all ages. Two distinct types of open space are proposed:

A larger, informal "kick-about" area, suitable for active recreation, a play area that will encourage natural play.

A series of smaller, more intimate landscaped spaces, offering opportunities for passive recreation and quiet enjoyment.

This approach ensures a balanced and inclusive provision of open space that is both sustainable and adaptable to different needs.

Each space is carefully designed by Cunnane Stratton Reynolds Land Planning and Design to provide pedestrian connectivity, public spaces and extensive planting. This all combines to provide the scheme with an extensive open space amenity with variety throughout.

Each of the open spaces is provided with passive surveillance from the adjacent residential units and a network of public lighting ensures that all the spaces remain safe. All proposed open spaces, pedestrian walkways and communal spaces are designed to be universally accessible. The proposed footpaths and cycle paths promote active travel from the development to the wider area.



3D Site Plan - (Note: Landscape layout is indicative only) - artist Representation (Meitheal Architects)

- Protect, restore, and enhance natural features, biodiversity, and landscapes.
- Maintain appropriate separation and setbacks from important natural assets.
- Plan for integrated, multifunctional, interlinked urban green spaces.
- Promote urban greening and Nature-based Solutions (e.g., Sustainable Drainage Systems, slow-the-flow initiatives) for managing surface waters.
- Use soft-engineering and native vegetation to minimize impacts on natural river processes.



08 Urban Design and Placemaking

8.4 - Responsive Built Form

04. Responsive Built Form

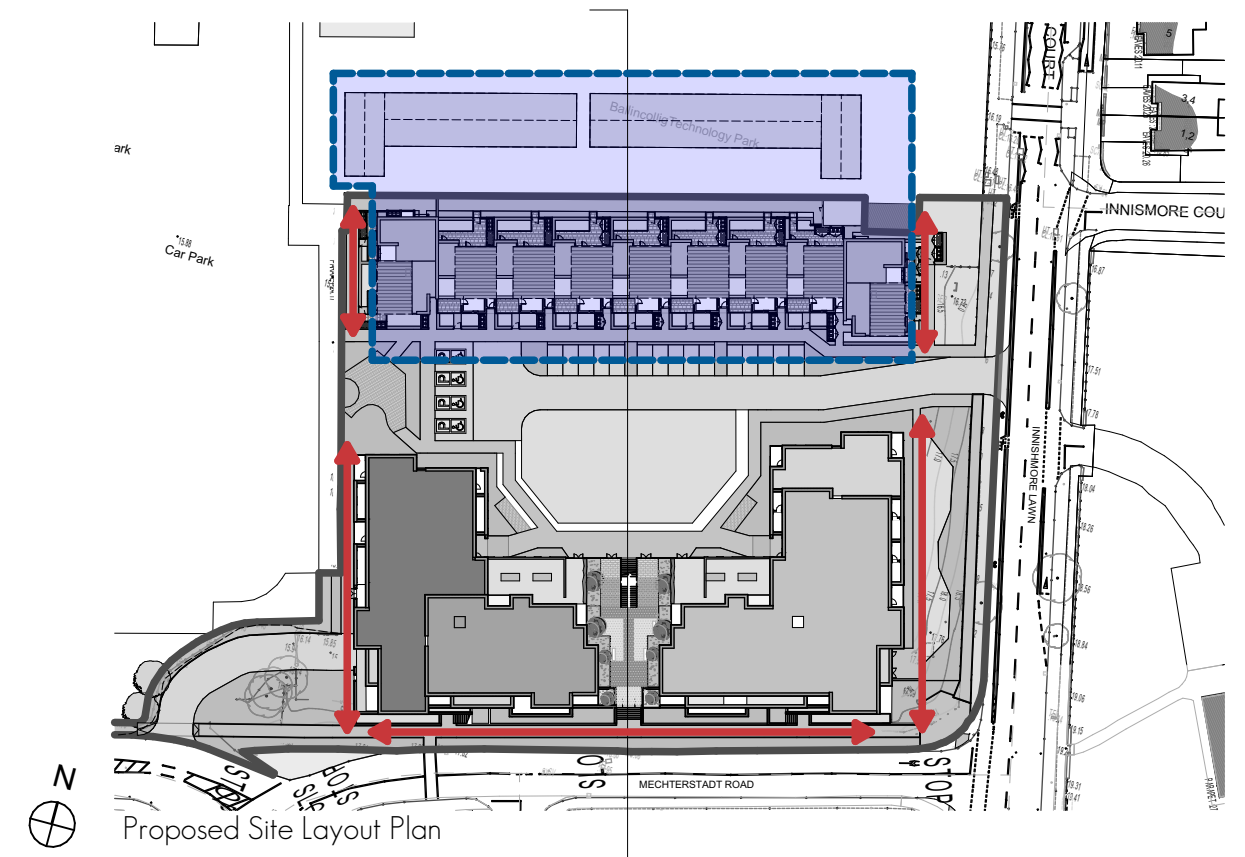
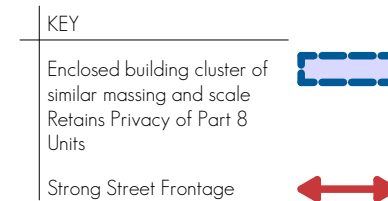
The design is fully cognisant of its surrounding context and has been conceived as a natural extension of the existing built fabric. The proposed pattern of development and the density achieved deliver a compact scheme that is consistent with the character of neighbouring residential areas.

The site fronts onto public boundaries to the south, north, and east. The apartment blocks respond to this context by addressing these frontages, creating a strong and legible street edge. This edge is softened and articulated through high-quality landscaping, which also frames a series of semi-private internal courtyards within the scheme.

Where the development adjoins proposed housing and rear gardens to the north, careful consideration has been given to protecting privacy. In these locations, the proposed units are oriented to back onto the boundary, ensuring that the amenity of existing residents is preserved. The form and arrangement of these blocks are respectful of the prevailing pattern of smaller-scale housing in the immediate vicinity, with generous separation distances provided wherever possible.

The main area of open space has been strategically located at the heart of the scheme. This positioning allows residents to benefit from a sheltered amenity area, screened from surrounding public roads while remaining accessible and welcoming. As previously noted, all green spaces are passively overlooked by adjacent residential units, promoting natural surveillance, deterring antisocial behaviour, and supporting the long-term safety and stewardship of these communal areas.

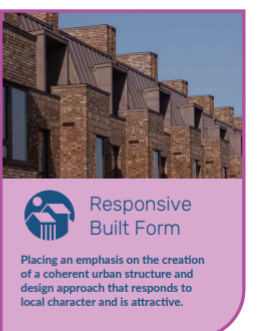
The proposed scheme also responds to the existing context in terms of building height. The taller apartment blocks are located to the south of the site and step down in scale towards the duplex blocks. The duplex blocks have been designed with mono-pitched roofs to ensure a visual relationship with the adjacent Part 8 scheme, allowing the development to integrate more seamlessly into its setting.



Legend

--- Existing Ground line / Existing Building to be Demolished

- New development should support a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.
- The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages.
- Buildings should present well-defined edges to streets and public spaces, ensuring the public realm is well-overlooked with active frontages.
- New development should embrace good modern architecture and urban design that is innovative, varied, and respects local distinctiveness and heritage.
- Materials and finishes should be high quality, responsive to the local palette, and highly durable.



Urban Design Criteria

09 Urban Design Criteria

9.1 - Urban Design Criteria

01. Context

How does the development respond to its surroundings?

The proposed development of 130 no. residential units is a natural infill to the surrounding urban forms and serves to infill the urban form of Ballincollig.

The pattern of development proposed on the application site respects the neighbouring dwellings. The units which adjoin the existing boundaries are stepping from 5/6 storeys to 3 storeys responding to existing and permitted development to the south and north.

The development seeks to strengthen the existing site boundaries through the inclusion of extensive planting and protect the existing biodiversity on the site by providing new native planting to reinforce and strengthen same where necessary.

The existing site topography has informed the proposed floor levels to ensure that minimal interventions are necessary in the landscape.

02. Connections

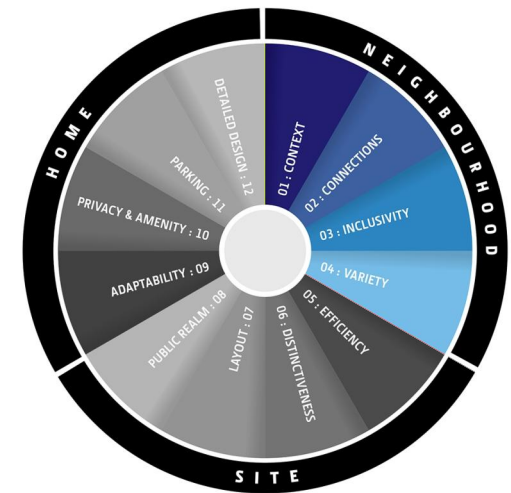
How well connected is the new neighbourhood?

The subject development will be accessed from the Innishmore Lawn via a new site entrances and an undercroft car park will be accessed from Mechterstadt Road.

Pedestrian permeability is a key aspect of the design, with three new pedestrian connections proposed to the site: one to the south, one to the east, and one to the west.

The application site is located within the settlement boundary of Ballincollig and the town center is within easy walking and cycling distance. The subject development is also within walking distance of bus links serving the wider Cork Region.

A number of employment, educational and recreational amenities are located within a short distance of the subject site



03. Inclusivity

How easily can people use and access the development?

The proposed development includes a wide variety of unit typologies, ranging from one, two and three bedroom apartments to two and three-bedroom duplexes. All duplex units have their own front door, with level access provided to all units except for the first-floor duplexes, which are accessed via an ambulant accessible staircase.

The majority of duplex units are arranged to look over the landscaped central courtyard, providing a safe and attractive environment suitable for both age-friendly housing and children's play. The layout promotes a flexible and inclusive design approach, enhancing opportunities for community interaction and passive supervision.

All residential units are designed in accordance with Technical Guidance Document M (TGD M), ensuring they are accessible to people of varying abilities and meet the standards set out in the Building Regulations.

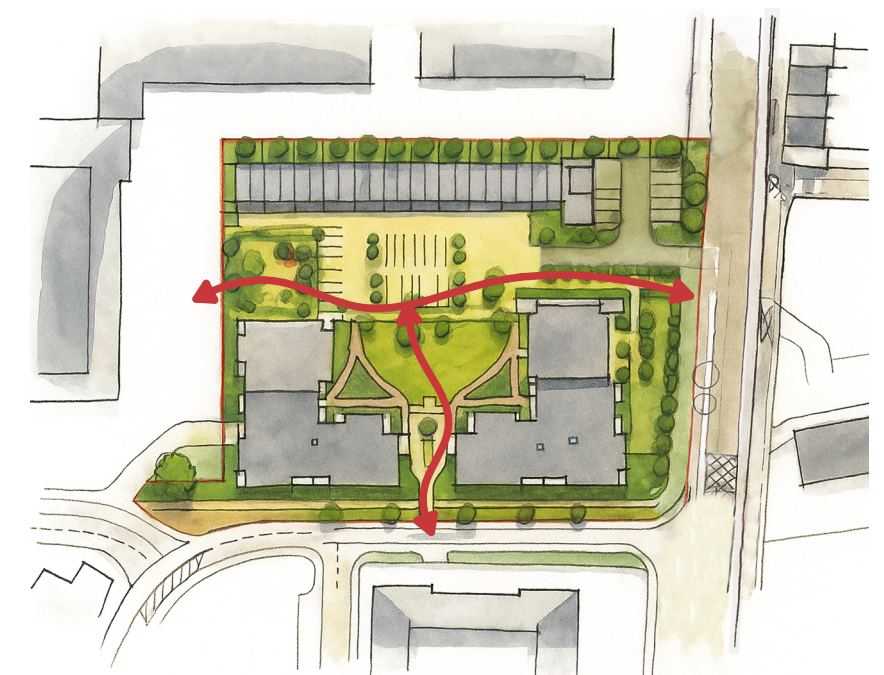
In addition, all public amenity spaces and pedestrian walkways within the development are open to the public, overlooked by multiple units to ensure passive surveillance, and are fully accessible where practicable, in keeping with universal design principles.

04. Variety

How does the development promote a good mix of activities?

The proposed development comprises 130 residential units across a mix of housing types and tenures, offering a diverse range of options to accommodate various household structures and demographic needs.

A central open space is proposed and enhanced by the inclusion of new pedestrian paths through the site. This central space will provide residents with a generous and multi-functional recreational area, suitable for a wide range of outdoor activities and promoting active travel throughout the development.



Site Connections



Proposed Site Layout Plan



09 Urban Design Criteria

9.2 - Urban Design Criteria

06. Distinctiveness

How do the proposals create a sense of space?

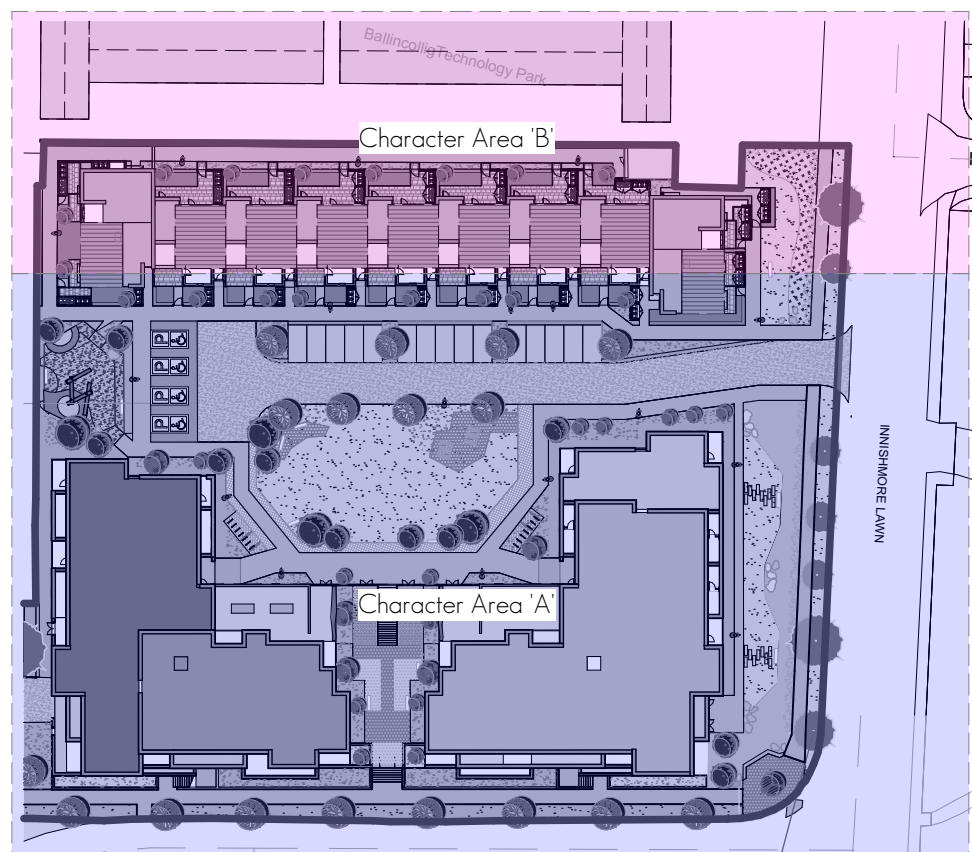
As discussed previously in this report, two of distinct areas are naturally defined by the proposed landscape, road and footpath networks, as well as existing site conditions.

Character Area A

Located to the south of the site, Character Area A is defined by higher-density apartment blocks. These units form a strong built frontage to the west, south, and east. The architectural language here employs a mix of high-quality buff and grey brick, with all apartments featuring flat roofs. The layout incorporates a substantial central green space, sheltered by the U-shaped arrangement of the blocks, providing both amenity and a sense of enclosure for residents.

Character Area B

Character Area B to the north of the site, introduces a lower-density typology, with duplex units arranged to complement the surrounding context and adjacent schemes. The duplexes feature monopitched roofs, designed to be sympathetic to the established townscape. While the material palette is consistent with the apartment blocks - buff and grey brick - the scale and form of the duplexes create a distinct identity within the overall development. This differentiation adds variety and reinforces the compact yet balanced character of the scheme.



Proposed Site Layout Plan

05. Efficiency

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

The proposed development achieves a residential density of 130 units per hectare across the developable site area, representing a highly efficient and sustainable use of the lands. This density strikes an appropriate balance between maximising housing delivery and ensuring a high-quality living environment for future residents.

The scheme has been carefully structured to optimise efficiency through its mix of apartments and duplex units. The apartment blocks provide compact, higher-density living, making best use of the southern portion of the site, while the duplexes introduce a finer grain of development, delivering family-friendly homes that diversify the tenure and household mix. Together, these typologies create a well-balanced and resilient community structure.

Pedestrian connectivity has been maximised through an integrated network of linkages, encouraging active travel and seamless movement across the scheme and into adjoining areas. The central landscaped open space, together with additional public open spaces, ensures that residents benefit from generous, accessible, and well-overlooked amenity areas, making efficient dual use of land as both recreational and ecological assets.

The duplex units have been deliberately grouped to share communal facilities such as bike storage and play areas. This clustering not only enhances social interaction and passive surveillance but also reduces duplication of infrastructure, further contributing to the overall efficiency and sustainability of the scheme.

07. Layout

How does the proposal create people friendly streets and spaces?

The proposed layout of the site creates a natural route running across the site between the East and West pedestrian entrances. These desire lines have been used to divide the development into two character areas thereby creating a built edge to these connections. Pedestrian connectivity throughout the site and the open spaces create a vibrant and active development while ensuring pedestrian safety.

The vehicular access and circulation route follows the principles of DMURS which seeks to ensure that traffic speeds are minimised and that pedestrian safety is prioritised.

The estate has been designed to ensure that all public open spaces are bordered by active frontage which create vibrant spaces while also ensuring passive surveillance of the various areas.

- Character Area 'A'
- Character Area 'B'



08. Public Realm

How safe, secure and enjoyable are the public areas?

The proposed development contains a mix of both informal and formal green areas to ensure every resident has easy access to an open space.

Each green area is landscaped in a different way to ensure variety but all are fully accessible and open to all.

Each public open space is covered by active supervision from adjacent duplex and apartments.

All communal open spaces within the scheme are not readily accessible to the general public, owing to the use of hedging and planting that defines their boundaries. These spaces are overlooked by the apartment and duplex units to which they are dedicated, ensuring a strong sense of ownership, privacy, and passive surveillance, while still promoting accessibility for residents.



View to Internal Courtyard - Artist Representations (Meitheal Architects)

09 Urban Design Criteria

9.3 - Urban Design Criteria

09. Adaptability

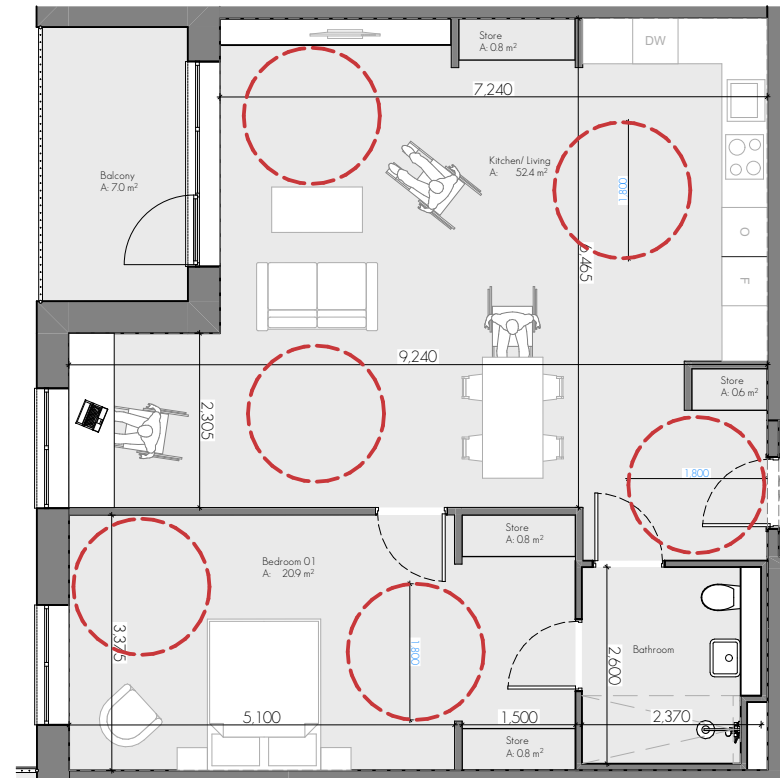
How will the buildings cope with change?

The development incorporates a variety of apartment unit types, alongside four distinct duplex unit types, offering a mix of 1, 2 and 3-bedroom dwellings. This diversity of accommodation supports a broad range of tenancies and household types, ensuring the scheme can cater to individuals, couples, families, and downsizers alike.

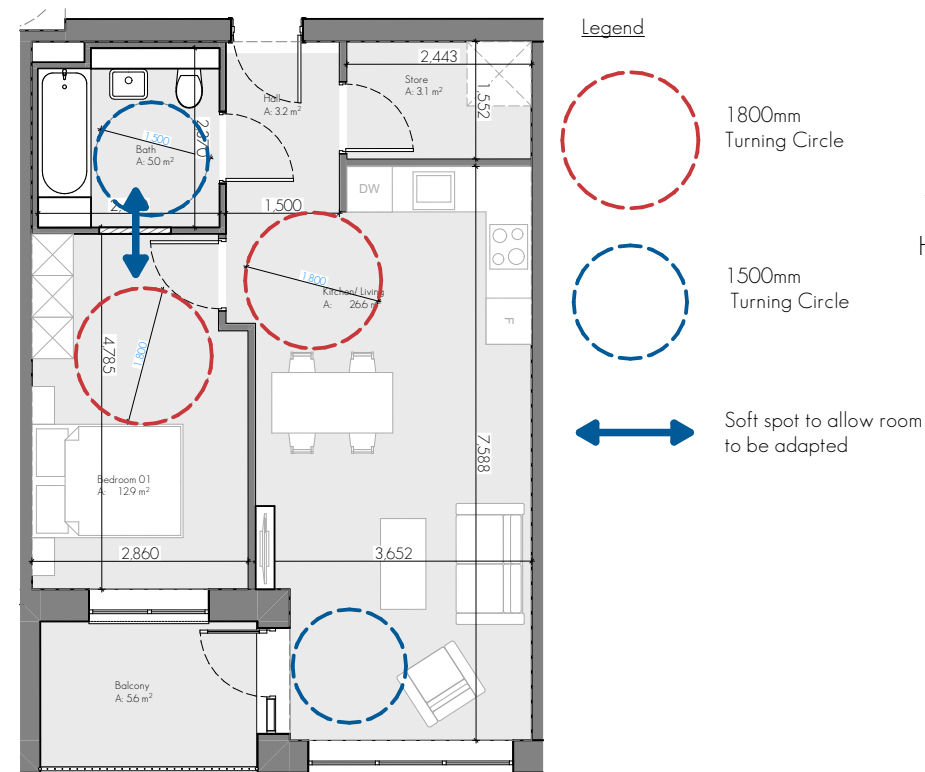
By providing this mix of unit types, the development is designed to remain suitable for residents at all stages of life. A significant proportion of the apartments are readily adaptable to Universal Design (UD) standards, enhancing long-term flexibility and accessibility. Figure A illustrates an example of such a unit. In addition, a dedicated UD apartment type has been fully designed and integrated into the scheme to further promote inclusivity.

Importantly, these UD units are distributed between the upper ground and fourth floors, rather than being restricted solely to ground level. This approach ensures that residents requiring UD units can enjoy equal access to a variety of outlooks, aspects, and building locations, thereby creating a more inclusive and integrated community.

Please refer to the adaptability and accessibility section of this report for further information on UD units.



Apartment Type 1UD



Apartment Type 1B (Convertible to UD Unit)

10. Privacy & Amenity

How does the scheme provide a decent standard of amenity?

Private open space is provided to each apartment unit by high quality balconies, and to the Duplex units by well-positioned terraces, which exceed the minimum required area in all cases. A balcony/terrace depth of at least 1.5m allows for a usable external space which is accessed directly off the main living area. In the apartment buildings, the typical balconies are setback on the facade which has the added benefit of providing some additional protection during inclement weather.

The separation distances between windows of opposing habitable rooms are typically around 16 meters, thereby minimizing the possibility of overlooking and enhancing privacy. Within the podium area, where the separation distances are less than 16m measures have been taken to provide privacy such as, no directly opposing windows reducing overlooking and protecting residential amenity.

The majority of duplex units have been positioned to maximise dual aspect orientation, enhancing natural light, ventilation, and outlook, thereby improving overall residential amenity.

All apartments and duplexes are separated by solid party walls, designed to achieve the highest standards of fire safety and acoustic performance. This provides robust protection against fire spread and eliminates noise transfer between adjoining dwellings, ensuring long-term durability and comfort for occupants.

Communal open space is provided for the apartment and duplex buildings is in line with "Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025". Communal open space is intended for the enjoyment of residents of the scheme and is provided within the central open landscaped area. The landscaped area is overlooked by the adjacent apartment and duplex units increasing passive surveillance.



11. Parking

How will the parking be secure and attractive?

Communal parking is provided throughout the site to serve all units, at a rate of 0.52 spaces per unit. This equates to a total of 68 parking spaces for 130 units.

Parking locations have been thoughtfully chosen to remain discreet within the layout, specifically positioned at the rear and in undercroft areas.

Spaces will be constructed using permeable materials, ensuring sustainable drainage while maintaining a high-quality finish consistent with the materials palette used across the scheme.

Each bay will measure 2,500 x 5,000 mm to accommodate a wide range of vehicle types.

12. Detailed Design

How well thought through is the building and landscape design?

The proposed development employs a limited materials palette, carefully selected to complement both the immediate site context and the wider Ballincollig area. Brick finishes are combined with roof tile treatments, ensuring a cohesive and durable architectural expression across the development.

Similarly, the approach to car parking has been considered to balance functionality with visual quality. Parking bays are interspersed with landscaped planting, softening the built form and contributing to an attractive and well-structured streetscape.

Detail Design

Both communal and public open spaces are provided within this compact scheme. The public open space is divided into two distinct areas to the west and east of the site, forming the most accessible green spaces in the development.

High-quality communal open space is centrally located between the apartment blocks and across the podium level, providing a well-managed amenity space for residents. Concentrating the majority of open space in this location ensures that it is accessible to all residents and benefits from natural overlooking, enhancing safety and activity. The landscape design reinforces this by creating semi-private areas that balance a sense of enclosure with permeability and ease of access for both apartment and duplex residents.

Further information on the open space provision within the scheme can be found in the Landscape Design Rationale

Communal Open Space

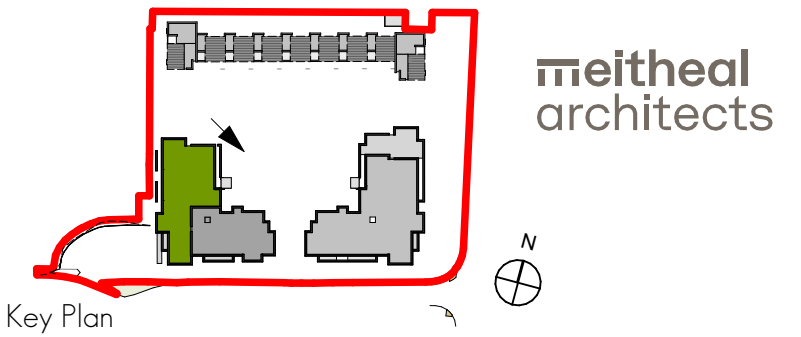
Required :
5 sq.m per 1 bed unit
7 sq.m per 2 bed unit
9 sq.m per 3 bed unit

Unit Types	Communal Open Space Required
Total 1 Beds = 56	280 sq.m
Total 2 Beds = 65	455 sq.m
Total 3 Beds = 09	27 sq.m
	762 sq.m

Schedule of Public Open Space	
	Area
001 - OS	230.4
002 - OS	779.9
	1,010.3 m ²

Communal Open Space	
	Area
01-COS	847.8
	847.8 m ²





Central Open Space - Artist Representation (Meitheal Architects)

Use of Planting to Establish Semi-Private Character

10

Detail Design

10.3 - Private Open Space Strategy

High-quality private open space is provided for all units throughout the scheme. The minimum required provision is met and in many cases, exceeded. All units include either a ground-floor terrace with a minimum 1.5m planted privacy strip or a recessed upper-floor balcony. These design measures ensure that all private open spaces are secure, private, and free from overlooking.

Private Open Space Provision		
Location	Required	Provided
1 Bed Apartment	5 sq.m	5-7 sq.m
2 Bed Apartment	7 sq.m	7-8 sq.m
1 Bed Duplex - GF	5 sq.m	8-20 sq.m
2 Bed Duplex - GF	7 sq.m	34-39 sq.m
2 Bed Duplex - FF	7 sq.m	7 sq.m
3 Bed Duplex - FF	9 sq.m	9 sq.m



10 Detail Design

10.4 - Parking Provision

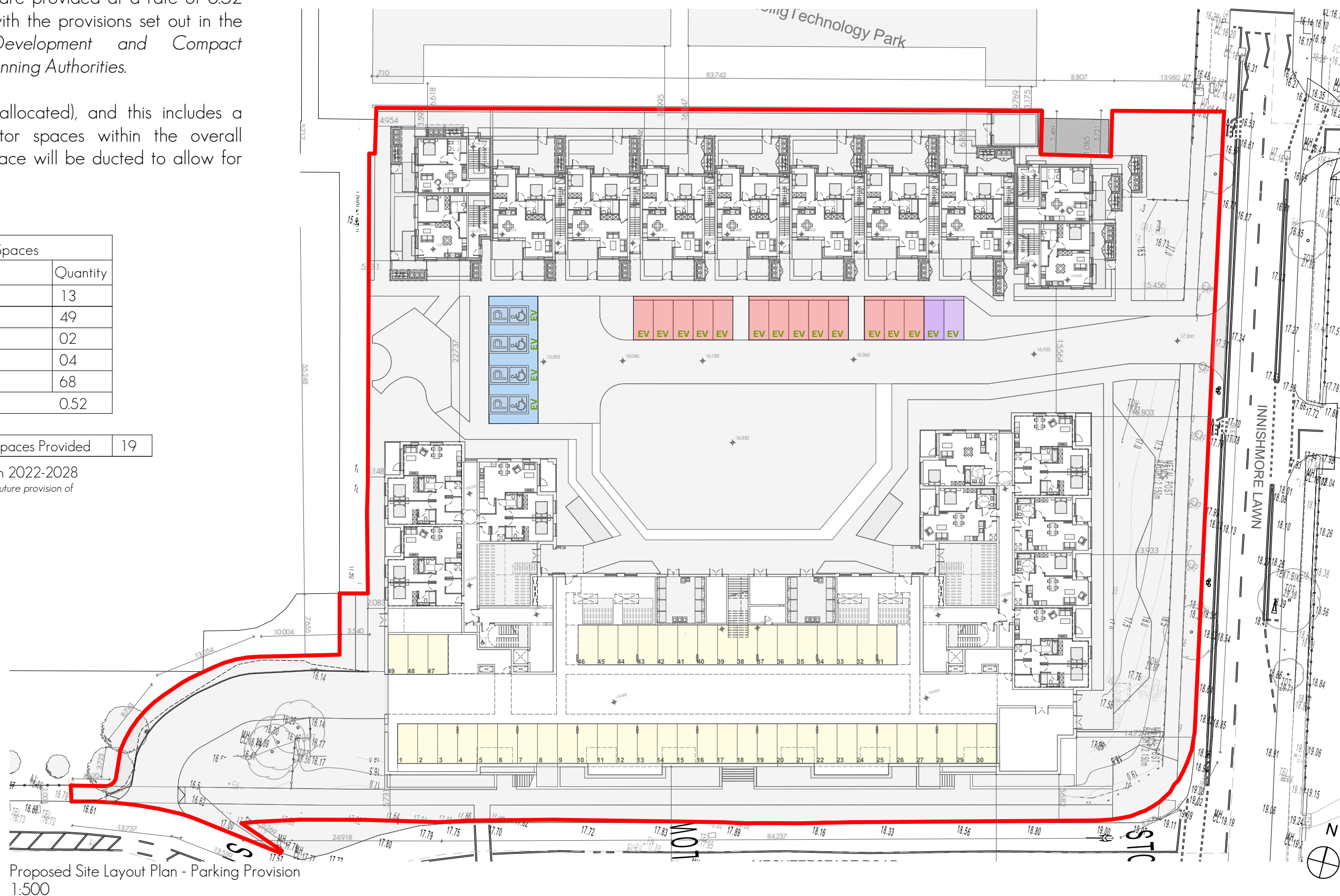
Parking spaces for residents are provided at a rate of 0.52 no. spaces per units in line with the provisions set out in the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities*.

All parking is communal (unallocated), and this includes a provision for additional visitor spaces within the overall shared parking supply. All space will be ducted to allow for future provision.

Schedule of Parking Spaces		
Parking Type		Quantity
Duplex - Communal		13
Apartment - Communal		49
Visitor Parking		02
Accessible Parking		04
Total		68
Parking Ratio		0.52

EV	Spaces Required	14	Spaces Provided	19
-----------	-----------------	----	-----------------	----

As per Cork City Development Plan 2022-2028
 *All parking spaces will be ducted to allow for future provision of EV spaces



10 Detail Design

10.5 - Bicycle and Refuse Strategy

The scheme provides bicycle parking well in excess of the requirements set out in the Cork City Development Plan. Instead, the more onerous standard of one space per bedroom, as outlined in the Sustainable Residential Development and Compact Settlement Guidance, has been applied. This approach is considered a key step in encouraging sustainable travel to and from the site.

In total, 220 private bicycle parking spaces and 28 visitor spaces are provided. For the apartment units, bicycle parking is accommodated within communal bike stores located within the undercroft.

Within the duplex units, ground-floor dwellings have private stores to the rear that accommodate both bicycles and bins, while upper-floor duplexes are served by a communal bike store to the rear of the block. Bin storage for duplex units is provided within private dedicated stores, while the apartment blocks make use of two large shared communal bin stores.

LEGEND

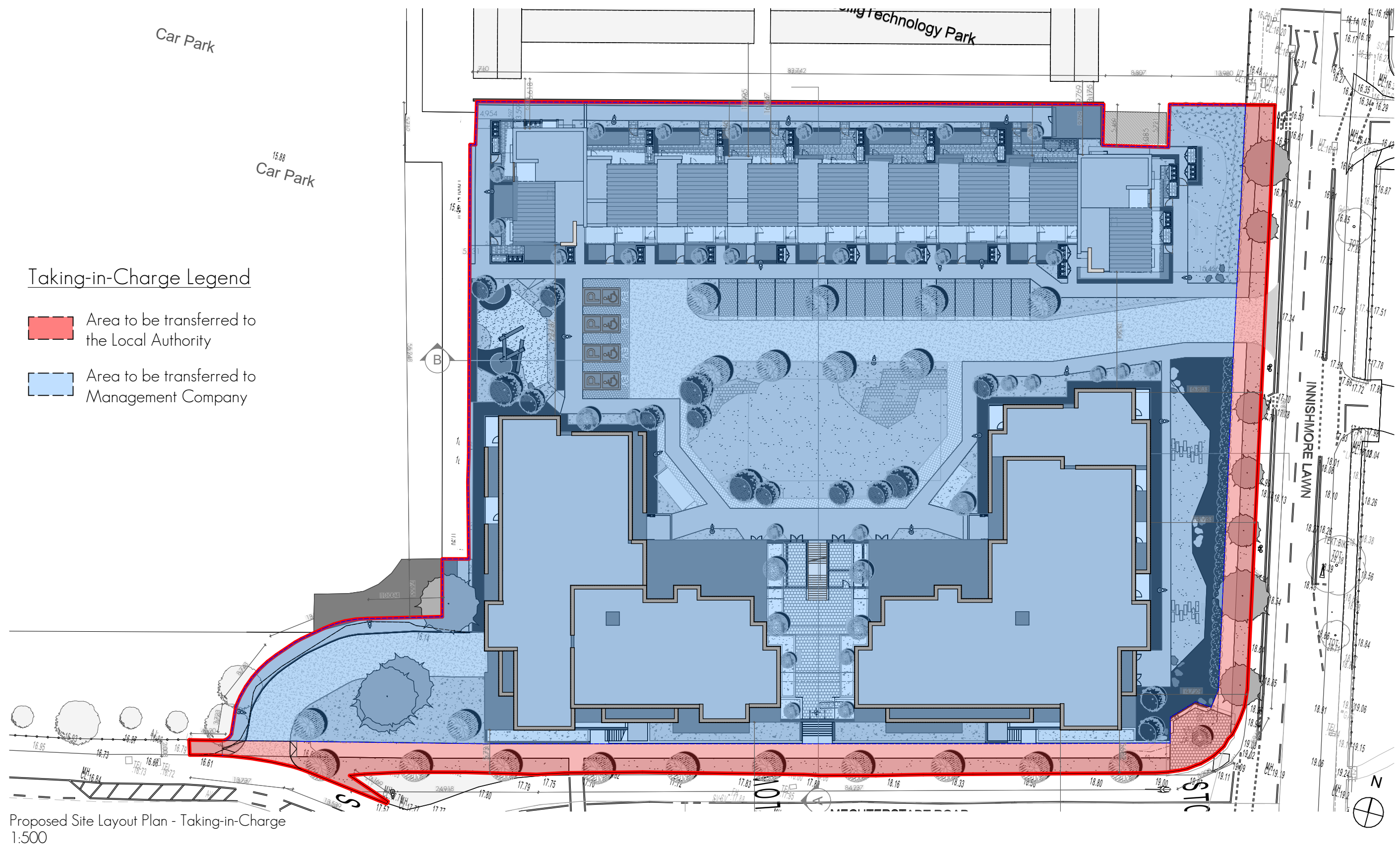
- Refuse Storage Apartment - Communal
- Bicycle Parking Apartment - Communal
- Bicycle Parking Duplexes - Communal
- Bicycle Parking Duplexes - Private
- Refuse Storage Duplexes - Private
- Bicycle Parking (Covered) - Visitor

Schedule of Cycle Parking Spaces					
Unit Type	Minimum Requirement	Number of Units	Long Stay Minimum	Long Stay Provided	Visitor Parking Provided
Apartment (1 Bed)	1 Space Per Bedroom	56	56	58	28
Apartment (2 Bed)		65	130	130	
Apartment (3 Bed)		09	27	32	
Total			213	220	28

NOTE : Requirement set out as per table SPR4 in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities



Proposed Site Layout Plan - Bicycle & Refuse
1:500



10

Detail Design

10.7 - Part V Proposal

PLEASE NOTE: Unit types indicated on the Part V floor plan layouts have been enclosed in the next section of the Design Report.

Overall Development Breakdown	
Total Number of Units	130

Summary Schedule of Units - Part V		
Unit Type	No. Beds	Quantity
AP-1B	1	8
AP-1C	1	7
AP-1D	1	7
AP-1F	1	2
AP-1UD	1-UD	1
AP-2F	2	1
		26

- Application Site Boundary
- Existing Cycle lane
- Part V Units

Schedule of Units - Part V				
Unit No.	Unit Type	Floor Area	No. Beds	Quantity
Apt-07	AP-1B	54.3	1	1
Apt-08	AP-1B	54.3	1	1
Apt-09	AP-2F	83.5	2	1
Apt-41	AP-1B	54.3	1	1
Apt-43	AP-1D	44.8	1	1
Apt-44	AP-1C	49.3	1	1
Apt-45	AP-1D	44.8	1	1
Apt-46	AP-1C	49.3	1	1
Apt-51	AP-1B	54.3	1	1
Apt-52	AP-1B	54.3	1	1
Apt-65	AP-1B	54.3	1	1
Apt-67	AP-1D	44.8	1	1
Apt-68	AP-1C	49.3	1	1
Apt-69	AP-1D	44.8	1	1
Apt-70	AP-1C	49.3	1	1
Apt-71	AP-1UD	83.5	1-UD	1
Apt-75	AP-1B	54.3	1	1
Apt-76	AP-1B	54.3	1	1
Apt-91	AP-1D	44.8	1	1
Apt-92	AP-1C	49.3	1	1
Apt-93	AP-1D	44.8	1	1
Apt-94	AP-1C	49.3	1	1
Apt-97	AP-1F	47.9	1	1
Apt-98	AP-1F	47.9	1	1
Apt-107	AP-1D	44.8	1	1
Apt-108	AP-1C	49.3	1	1
				26



Lower Ground Floor Plan (Part V)

1:500

10

Detail Design

10.8 - Part V Proposal

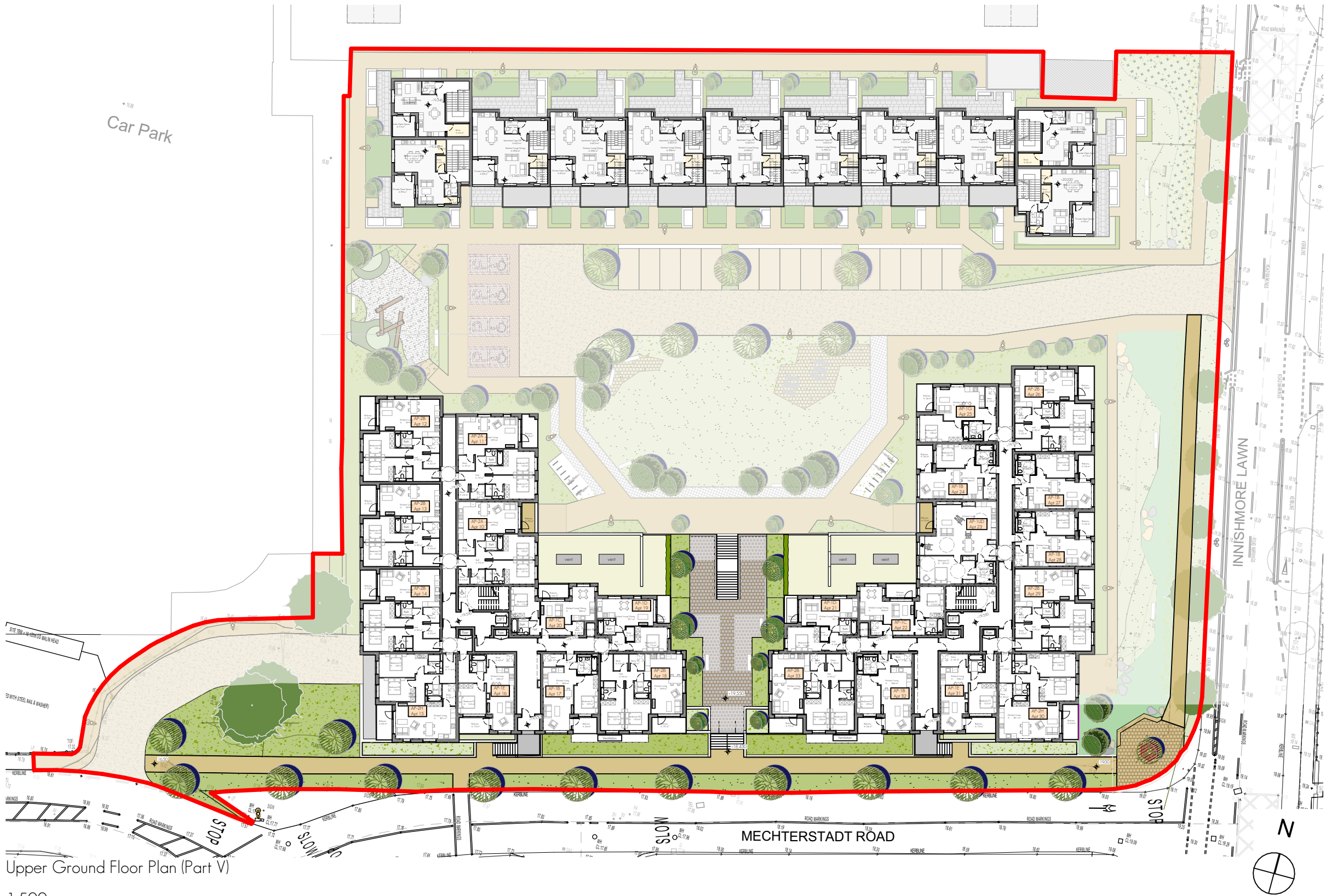
PLEASE NOTE: Unit types indicated on the Part V floor plan layouts have been enclosed in the next section of the Design Report.

Overall Development Breakdown	
Total Number of Units	130

Summary Schedule of Units - Part V		
Unit Type	No. Beds	Quantity
AP-1B	1	8
AP-1C	1	7
AP-1D	1	7
AP-1F	1	2
AP-1UD	1-UD	1
AP-2F	2	1
		26

- Application Site Boundary
- Existing Cycle lane
- Part V Units

Schedule of Units - Part V				
Unit No.	Unit Type	Floor Area	No. Beds	Quantity
Apt-07	AP-1B	54.3	1	1
Apt-08	AP-1B	54.3	1	1
Apt-09	AP-2F	83.5	2	1
Apt-41	AP-1B	54.3	1	1
Apt-43	AP-1D	44.8	1	1
Apt-44	AP-1C	49.3	1	1
Apt-45	AP-1D	44.8	1	1
Apt-46	AP-1C	49.3	1	1
Apt-51	AP-1B	54.3	1	1
Apt-52	AP-1B	54.3	1	1
Apt-65	AP-1B	54.3	1	1
Apt-67	AP-1D	44.8	1	1
Apt-68	AP-1C	49.3	1	1
Apt-69	AP-1D	44.8	1	1
Apt-70	AP-1C	49.3	1	1
Apt-71	AP-1UD	83.5	1-UD	1
Apt-75	AP-1B	54.3	1	1
Apt-76	AP-1B	54.3	1	1
Apt-91	AP-1D	44.8	1	1
Apt-92	AP-1C	49.3	1	1
Apt-93	AP-1D	44.8	1	1
Apt-94	AP-1C	49.3	1	1
Apt-97	AP-1F	47.9	1	1
Apt-98	AP-1F	47.9	1	1
Apt-107	AP-1D	44.8	1	1
Apt-108	AP-1C	49.3	1	1
				26



Upper Ground Floor Plan (Part V)

1:500

10

Detail Design

10.9 - Part V Proposal

PLEASE NOTE: Unit types indicated on the Part V floor plan layouts have been enclosed in the next section of the Design Report.

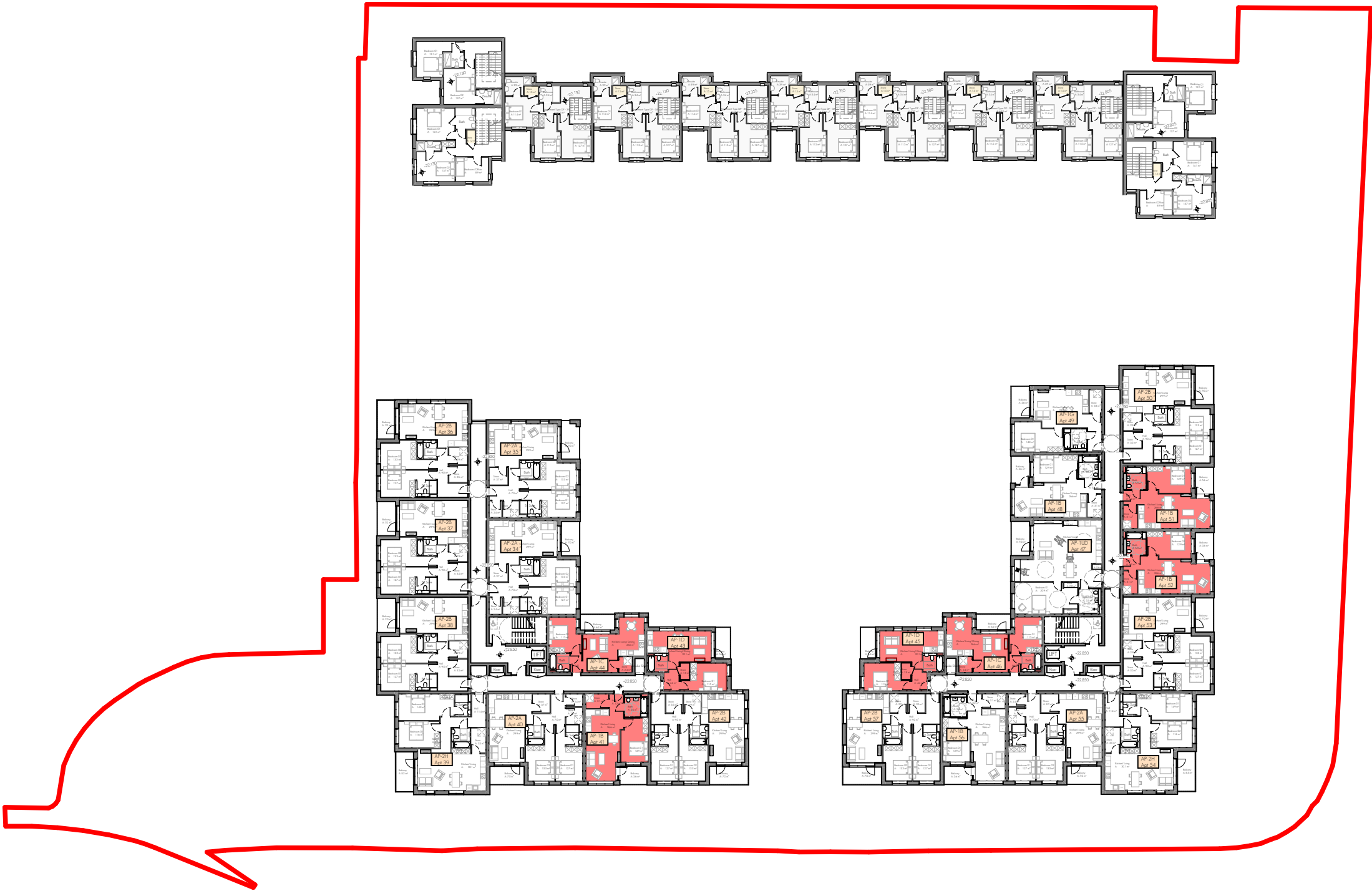
Overall Development Breakdown	
Total Number of Units	130

Summary Schedule of Units - Part V		
Unit Type	No. Beds	Quantity
AP-1B	1	8
AP-1C	1	7
AP-1D	1	7
AP-1F	1	2
AP-1UD	1-UD	1
AP-2F	2	1
		26

Application Site Boundary

Part V Units

Schedule of Units - Part V				
Unit No.	Unit Type	Floor Area	No. Beds	Quantity
Apt-07	AP-1B	54.3	1	1
Apt-08	AP-1B	54.3	1	1
Apt-09	AP-2F	83.5	2	1
Apt-41	AP-1B	54.3	1	1
Apt-43	AP-1D	44.8	1	1
Apt-44	AP-1C	49.3	1	1
Apt-45	AP-1D	44.8	1	1
Apt-46	AP-1C	49.3	1	1
Apt-51	AP-1B	54.3	1	1
Apt-52	AP-1B	54.3	1	1
Apt-65	AP-1B	54.3	1	1
Apt-67	AP-1D	44.8	1	1
Apt-68	AP-1C	49.3	1	1
Apt-69	AP-1D	44.8	1	1
Apt-70	AP-1C	49.3	1	1
Apt-71	AP-1UD	83.5	1-UD	1
Apt-75	AP-1B	54.3	1	1
Apt-76	AP-1B	54.3	1	1
Apt-91	AP-1D	44.8	1	1
Apt-92	AP-1C	49.3	1	1
Apt-93	AP-1D	44.8	1	1
Apt-94	AP-1C	49.3	1	1
Apt-97	AP-1F	47.9	1	1
Apt-98	AP-1F	47.9	1	1
Apt-107	AP-1D	44.8	1	1
Apt-108	AP-1C	49.3	1	1
				26



First Floor Plan (Part V)

1:500

10

Detail Design

10.10 - Part V Proposal

PLEASE NOTE: Unit types indicated on the Part V floor plan layouts have been enclosed in the next section of the Design Report.

Overall Development Breakdown	
Total Number of Units	130

Summary Schedule of Units - Part V		
Unit Type	No. Beds	Quantity
AP-1B	1	8
AP-1C	1	7
AP-1D	1	7
AP-1F	1	2
AP-1UD	1-UD	1
AP-2F	2	1
		26

Application Site Boundary

Part V Units

Schedule of Units - Part V				
Unit No.	Unit Type	Floor Area	No. Beds	Quantity
Apt-07	AP-1B	54.3	1	1
Apt-08	AP-1B	54.3	1	1
Apt-09	AP-2F	83.5	2	1
Apt-41	AP-1B	54.3	1	1
Apt-43	AP-1D	44.8	1	1
Apt-44	AP-1C	49.3	1	1
Apt-45	AP-1D	44.8	1	1
Apt-46	AP-1C	49.3	1	1
Apt-51	AP-1B	54.3	1	1
Apt-52	AP-1B	54.3	1	1
Apt-65	AP-1B	54.3	1	1
Apt-67	AP-1D	44.8	1	1
Apt-68	AP-1C	49.3	1	1
Apt-69	AP-1D	44.8	1	1
Apt-70	AP-1C	49.3	1	1
Apt-71	AP-1UD	83.5	1-UD	1
Apt-75	AP-1B	54.3	1	1
Apt-76	AP-1B	54.3	1	1
Apt-91	AP-1D	44.8	1	1
Apt-92	AP-1C	49.3	1	1
Apt-93	AP-1D	44.8	1	1
Apt-94	AP-1C	49.3	1	1
Apt-97	AP-1F	47.9	1	1
Apt-98	AP-1F	47.9	1	1
Apt-107	AP-1D	44.8	1	1
Apt-108	AP-1C	49.3	1	1
				26



Second Floor Plan (Part V)

1:500

10

Detail Design

10.11 - Part V Proposal

PLEASE NOTE: Unit types indicated on the Part V floor plan layouts have been enclosed in the next section of the Design Report.

Overall Development Breakdown	
Total Number of Units	130

Summary Schedule of Units - Part V		
Unit Type	No. Beds	Quantity
AP-1B	1	8
AP-1C	1	7
AP-1D	1	7
AP-1F	1	2
AP-1UD	1-UD	1
AP-2F	2	1
		26

Application Site Boundary

Part V Units

Schedule of Units - Part V				
Unit No.	Unit Type	Floor Area	No. Beds	Quantity
Apt-07	AP-1B	54.3	1	1
Apt-08	AP-1B	54.3	1	1
Apt-09	AP-2F	83.5	2	1
Apt-41	AP-1B	54.3	1	1
Apt-43	AP-1D	44.8	1	1
Apt-44	AP-1C	49.3	1	1
Apt-45	AP-1D	44.8	1	1
Apt-46	AP-1C	49.3	1	1
Apt-51	AP-1B	54.3	1	1
Apt-52	AP-1B	54.3	1	1
Apt-65	AP-1B	54.3	1	1
Apt-67	AP-1D	44.8	1	1
Apt-68	AP-1C	49.3	1	1
Apt-69	AP-1D	44.8	1	1
Apt-70	AP-1C	49.3	1	1
Apt-71	AP-1UD	83.5	1-UD	1
Apt-75	AP-1B	54.3	1	1
Apt-76	AP-1B	54.3	1	1
Apt-91	AP-1D	44.8	1	1
Apt-92	AP-1C	49.3	1	1
Apt-93	AP-1D	44.8	1	1
Apt-94	AP-1C	49.3	1	1
Apt-97	AP-1F	47.9	1	1
Apt-98	AP-1F	47.9	1	1
Apt-107	AP-1D	44.8	1	1
Apt-108	AP-1C	49.3	1	1
				26



Third Floor Plan (Part V)

1:500

10

Detail Design

10.12 - Part V Proposal

PLEASE NOTE: Unit types indicated on the Part V floor plan layouts have been enclosed in the next section of the Design Report.

Overall Development Breakdown	
Total Number of Units	130

Summary Schedule of Units - Part V		
Unit Type	No. Beds	Quantity
AP-1B	1	8
AP-1C	1	7
AP-1D	1	7
AP-1F	1	2
AP-1UD	1-UD	1
AP-2F	2	1
		26

Application Site Boundary

Part V Units

Schedule of Units - Part V				
Unit No.	Unit Type	Floor Area	No. Beds	Quantity
Apt-07	AP-1B	54.3	1	1
Apt-08	AP-1B	54.3	1	1
Apt-09	AP-2F	83.5	2	1
Apt-41	AP-1B	54.3	1	1
Apt-43	AP-1D	44.8	1	1
Apt-44	AP-1C	49.3	1	1
Apt-45	AP-1D	44.8	1	1
Apt-46	AP-1C	49.3	1	1
Apt-51	AP-1B	54.3	1	1
Apt-52	AP-1B	54.3	1	1
Apt-65	AP-1B	54.3	1	1
Apt-67	AP-1D	44.8	1	1
Apt-68	AP-1C	49.3	1	1
Apt-69	AP-1D	44.8	1	1
Apt-70	AP-1C	49.3	1	1
Apt-71	AP-1UD	83.5	1-UD	1
Apt-75	AP-1B	54.3	1	1
Apt-76	AP-1B	54.3	1	1
Apt-91	AP-1D	44.8	1	1
Apt-92	AP-1C	49.3	1	1
Apt-93	AP-1D	44.8	1	1
Apt-94	AP-1C	49.3	1	1
Apt-97	AP-1F	47.9	1	1
Apt-98	AP-1F	47.9	1	1
Apt-107	AP-1D	44.8	1	1
Apt-108	AP-1C	49.3	1	1
				26



Fourth Floor Plan (Part V)

1:500

Adaptability & Accessibility

Kitchen/Living/Dining Space

- An open-plan arrangements has been incorporated for people with hearing difficulties as it allows for clear visual communication.
- The kitchen and main living area contain an unobstructed turning area for wheelchair users, scooter users and people who use walking aids.
- Single run of worktop has sink and hob in it, and can move up and down to suit user.
- Clear space below worktop for persons seated.
- Ovens located higher than standard with doors which opens sideways to more than 100° for ease of access.
- Good tonal contrast between floor and cupboards.
- Deep plinth and toe space provided below all base units.

Bathroom

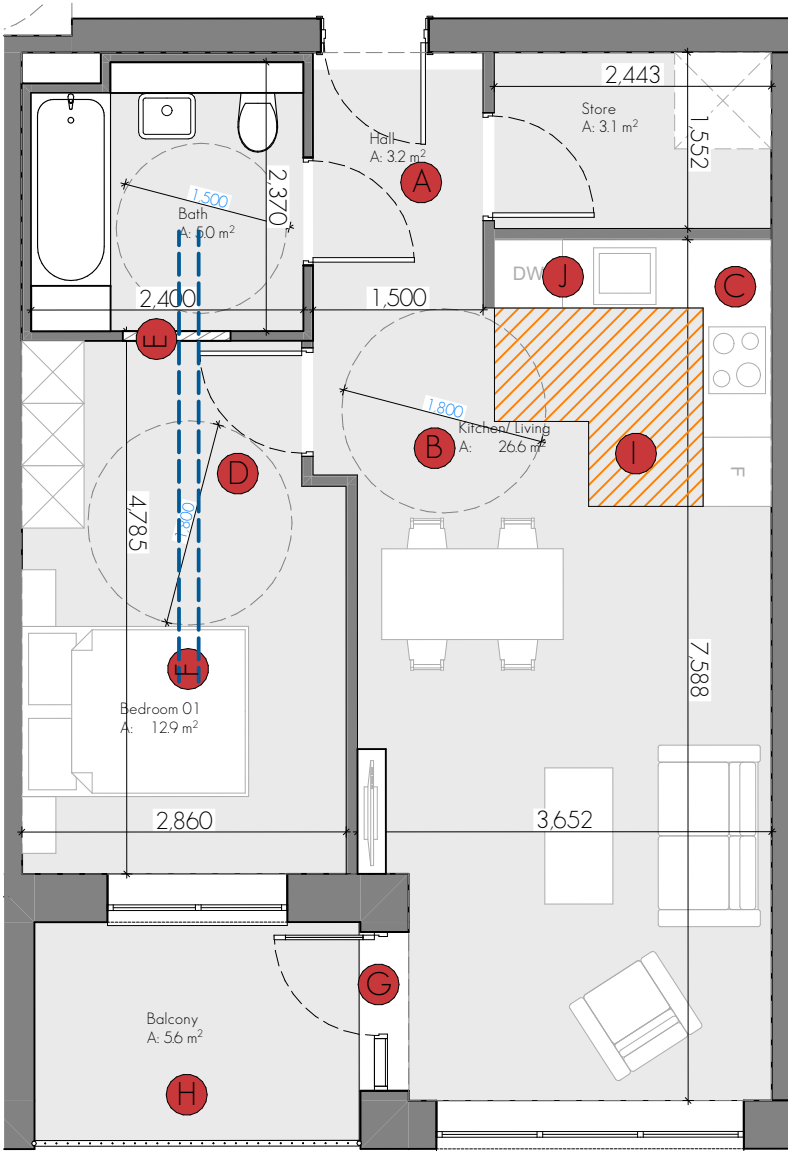
- Bathroom can be easily converted to incorporate a level access shower.
- Tank floor and walls up to a height of 2000mm in bathrooms. Ensure ceiling plasterboard and light fittings are moisture resistant.
- Walls will be constructed strong enough to take fittings and rails.
- Side transfer space for bath is provided.
- Tap offset on corner of bat

Bedroom

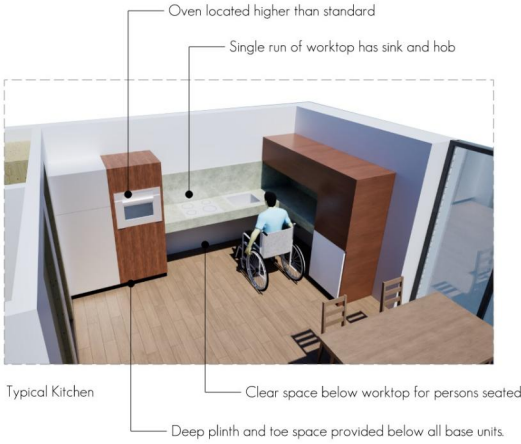
- At least one bedroom incorporates an unobstructed turning area for wheelchair users, scooter users and people who use walking aids.
- At least 800mm clear space is provided around the bed.
- Sockets and switches installed at between 400mm and 1000mm above floor level.
- A bathroom has been immediately adjacent to the main bedroom a full height 'soft spot', for future installation of a door.
- A 'hard spots' in the ceiling of the main bedroom and of the bathroom, has been provided to allow a hoist-track to be installed supported by the ceiling construction.
- Light switches at the entry door and on both sides of the double bed to be provided.

Additional Notes

- One continuous floor finish throughout for ease of access.
- Window transoms could be lowered to avoid blocking sight level when seated and the window handle should be lowered
- A minimum of 750mm wide clear route between items and in front of openable windows and doors is provided.
- Thermostat to be located at a recommended height of 400mm above floor level.
- Internal surface materials to aid in keeping background noise level low for those who have hearing difficulties or who cannot hear.



Apartment Type 1B



- A** Wide Halway (circa. 1500mm)
- B** Circa. 1800 - 2000mm turning circle is all Living rooms
- C** Large 'L' shaped kitchen
- D** Circa. 1800mm turning circle is all main bedrooms
- E**  Soft-spots' provided in internal walls to allow rooms to be adapted.
- F**  Provision of 'hard-spots' in ceiling to allow for the installation of a hoist track linking the bedroom and bathroom.
- G** All Balconies to have level access
- H** Balcony with permeable paving that is firm, non-slip, non reflective and suitable for all weathers.
- I**  1m clear space in front of kitchen units
- J** Kitchen/Living/Dining furniture layout has been designed to be inclusive of a wheelchair user.

Apartment Type 1B	
FFL	Quantity
Lower Ground Floor	3
Upper Ground Floor	5
First Floor	5
Second Floor	5
Third Floor	1
	19

Apt. Type 1B - (1 bed)				
Room	Area Required	Provided	Width Required	Provided
Kitchen/Living/Dining	n/a	n/a	3.30	3.65
Bedroom 01	11.40	12.90	2.80	2.86
Storage	3.00	3.10	n/a	n/a
Private Open Space	5.00	5.60	n/a	n/a
Overall	45.00	54.30		

Apartments have been designed with reference to both the "Universal Design Guidelines for Homes in Ireland" and CEUD's " Building for everyone".

Kitchen/Living/Dining Space

- An open-plan arrangements has been incorporated for people with hearing difficulties as it allows for clear visual communication.
- The kitchen and main living area contain an unobstructed turning area for wheelchair users, scooter users and people who use walking aids.
- Single run of worktop has sink and hob in it, and can move up and down to suit user.
- Clear space below worktop for persons seated.
- Ovens located higher than standard with doors which opens sideways to more than 100° for ease of access.
- Good tonal contrast between floor and cupboards.
- Deep plinth and toe space provided below all base units.

Bathroom

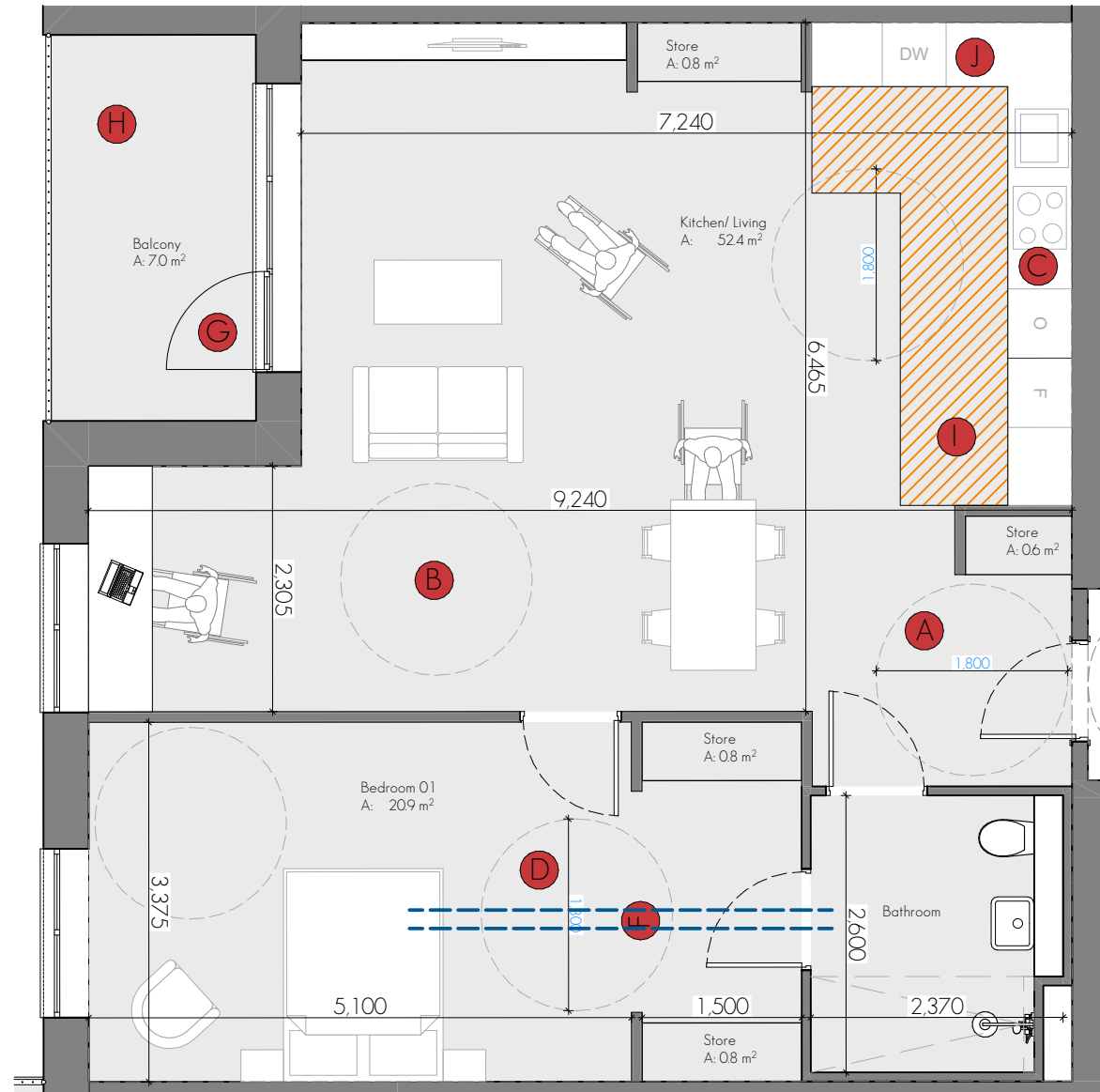
- Bathroom can be easily converted to incorporate a level access shower.
- Tank floor and walls up to a height of 2000mm in bathrooms. Ensure ceiling plasterboard and light fittings are moisture resistant.
- Walls will be constructed strong enough to take fittings and rails.
- Side transfer space for bath is provided.
- Tap offset on corner of bat

Bedroom

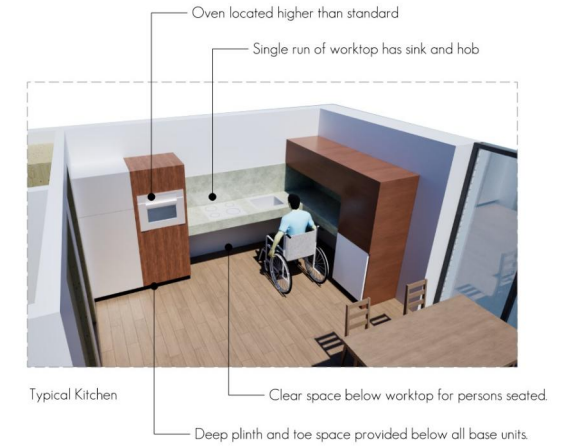
- At least one bedroom incorporates an unobstructed turning area for wheelchair users, scooter users and people who use walking aids.
- At least 800mm clear space is provided around the bed.
- Sockets and switches installed at between 400mm and 1000mm above floor level.
- A bathroom has been immediately adjacent to the main bedroom a full height 'soft spot', for future installation of a door.
- A 'hard spots' in the ceiling of the main bedroom and of the bathroom, has been provided to allow a hoist-track to be installed supported by the ceiling construction.
- Light switches at the entry door and on both sides of the double bed to be provided.

Additional Notes

- One continuous floor finish throughout for ease of access.
- Window transoms could be lowered to avoid blocking sight level when seated and the window handle should be lowered
- A minimum of 750mm wide clear route between items and in front of openable windows and doors is provided.
- Thermostat to be located at a recommended height of 400mm above floor level.
- Internal surface materials to aid in keeping background noise level low for those who have hearing difficulties or who cannot hear.



Apartment Type 1UD



- A** Wide Hallway (circa. 1500mm)
- B** Circa. 1800 - 2000mm turning circle is all Living rooms
- C** Large 'L' shaped kitchen
- D** Circa. 1800mm turning circle is all main bedrooms
- E** Soft-spots' provided in internal walls to allow rooms to be adapted.
- F** Provision of 'hard-spots' in ceiling to allow for the installation of a hoist track linking the bedroom and bathroom.
- G** All Balconies to have level access
- H** Balcony with permeable paving that is firm, non-slip, non reflective and suitable for all weathers.
- I** 1m clear space in front of kitchen units
- J** Kitchen/Living/Dining furniture layout has been designed to be inclusive of a wheelchair user.

Apartment Type 1UD	
FFL	Quantity
Upper Ground Floor	1
First Floor	1
Second Floor	1
Third Floor	1
	4

Apt. Type 1UD - (1 bed)				
Room	Area Required	Provided	Width Required	Provided
Kitchen/Living/Dining	n/a	n/a	3.30	6.46
Bedroom 01	11.40	20.90	2.80	3.37
Storage	3.00	3.00	n/a	n/a
Private Open Space	5.00	7.00	n/a	n/a
Overall	45.00	83.50		

Apartments have been designed with reference to both the "Universal Design Guidelines for Homes in Ireland" and CEUD's "Building for everyone".