



DESIGN STATEMENT

26TH JUNE 2026

RESIDENTIAL DEVELOPMENT AT BLACKROCK AVENUE, EDEN, BLACKROCK, CORK
FOR JOHN SISK & SON (HOLDINGS) LTD.

 mahony pike

Project: Residential Development
Location: Blackrock Avenue, Eden, Blackrock, Cork
Client: John Sisk & Son (Holdings) Ltd.
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1.0 | SCHEDULE OF ACCOMMOATION

SCHEDULE OF ACCOMMODATION

GENERAL

Gross Site Area	0.91Ha
Net Site Area	0.78Ha
Buildings Footprint	1885.8m ²
Gross Site Coverage	20.7%
Net Site Coverage	24.2%
Development Area (GIA)	8896.4m ²
Units Number	114
Gross Site Ratio	1:1.0
Public Open Space	872.8m ²
Communal Open Space	690.2m ²
Dual Aspect	57.0%
Gross Density	125.3 Units/Ha
Net Density	146.2 Units/Ha

APARTMENT BLOCKS

UNIT NUMBERS

BLOCK A	1BED APT	2BED 3P APT	2BED 4P APT	Total	Dual Aspect	%	+10% Area	%
Level 00	5	1	3	9	4	44.4%	4	44.4%
Level 01	5	1	5	11	7	63.6%	4	36.4%
Level 02	5	1	5	11	7	63.6%	4	36.4%
Level 03	5	1	5	11	7	63.6%	4	36.4%
Level 04	3	1	4	8	4	50.0%	3	37.5%
TOTAL	23	5	22	50	29	58.0%	19	38.0%

BLOCK B	1BED APT	2BED 3P APT	2BED 4P APT	Total	Dual Aspect	%	+10% Area	%
Level 00	5		3	8	4	50.0%	3	37.5%
Level 01	6		6	12	7	58.3%	3	25.0%
Level 02	6		6	12	7	58.3%	3	25.0%
Level 03	6		6	12	7	58.3%	3	25.0%
Level 04	6		6	12	7	58.3%	3	25.0%
Level 05	3	1	4	8	4	50.0%	3	25.0%
TOTAL	32	1	31	64	36	56.3%	18	28.1%

SUBTOTAL	55	6	53	114	65	57.0%	37	32.5%
MIX	48.2%	5.3%	46.5%	100.0%				
BEDROOMS	55	12	106	173				

AREAS

BLOCK A	GIA (m ²)	NIA RESI (m ²)	PLANT/ BIN/ CARETAKER/ BICYCLES (m ²)	EFFICIENCY*
Level 00	847.0m ²	540.1m ²	123.3m ²	63.8%
Level 01	816.9m ²	690.6m ²		84.5%
Level 02	816.9m ²	690.6m ²		84.5%
Level 03	816.9m ²	690.6m ²		84.5%
Level 04	624.6m ²	519.5m ²		83.2%
TOTAL	3922.3m²	3131.4m²	123.3m²	79.8%

BLOCK B	GIA (m ²)	NIA RESI (m ²)	PLANT/ BIN/ CARETAKER/ BICYCLES (m ²)	EFFICIENCY*
Level 00	875.1m ²	467.9m ²	218.3m ²	53.5%
Level 01	868.6m ²	740.9m ²		85.3%
Level 02	868.6m ²	740.9m ²		85.3%
Level 03	868.6m ²	740.9m ²		85.3%
Level 04	868.6m ²	740.9m ²		85.3%
Level 05	624.6m ²	519.4m ²		83.2%
TOTAL	4974.1m²	3950.9m²	218.3m²	83.8%

TOTAL AREAS

	GIA (m ²)	NIA RESI (m ²)	PLANT/ BIN/ CARETAKER/ BICYCLES (m ²)	EFFICIENCY*
TOTAL	8896.4m²	7082.3m²	341.6m²	79.6%

* Efficiency compares NIA to GIA. NIA figure considered includes residential units NIA. Plant, cores and outer walls are discounted.

TOTAL DEVELOPMENT

UNIT NUMBERS AND AREAS

	1BED	2BED 3P	2BED 4P	Total No.	TOTAL GIA
TOTAL	55	6	53	114	8896.4m²

OPEN SPACE

PUBLIC OPEN SPACE	872.8m²
COMMUNAL OPEN SPACE	690.2m²

PARKING

	CAR SPACES (SURFACE)	RATIO	ACCESSIBLE CAR SPACES	% of car spaces	EV CAR SPACES	% of car spaces	MOTORCYCLE SPACES	% of car spaces
TOTAL	56	0.49 per Unit	3	5%	12	21%	6	11%

	BICYCLE PARKING	RESIDENTIAL (SECURE)	Spaces per bedroom	VISITOR (EXTERNAL)	Spaces per apartment	TOTAL
TOTAL	173	1.00 per Unit	58	0.51 per Unit	231	

2.0 | SITE

SITE LOCATION

The site is located on Blackrock Avenue off Skehard Road in the southeast suburbs of Cork City. It is bound to the north by Eden residential development (with a 5-storey apartment/creche block, currently under construction, immediately adjacent), to the east by Blackrock Avenue and Blackrock Hall (a 4-storey mixed-use neighbourhood centre building), to the south by open green space with a raised pedestrian walkway, and to the west by the greenway on the former Passage West railway line, including a recently built access ramp.

The gross area of the site (including Blackrock Avenue) is 0.91ha with the net development area (excluding Blackrock Avenue) totalling 0.78ha.



SITE SUITABILITY

The site is zoned ZO 01, Sustainable Residential Neighbourhoods, in the Cork City Development Plan 2022 - 2028. It is deemed an accessible City-Urban Neighbourhood location in the Sustainable Residential Development and Compact Settlements Guidelines 2024 due to its location adjacent employment, education and institutional uses such as Mahon Point, Mahon Retail Park and the Mater Hospital, the N40 and high-capacity public transport routes. As such it is suitable for residential development with a net density of 50 - 250 dph.

It is located in an existing residential area with many local services and amenities as well as public transport links readily available in the vicinity. The proposed development will form a logical extension to the existing urban fabric.

..... bus routes in the vicinity of the site



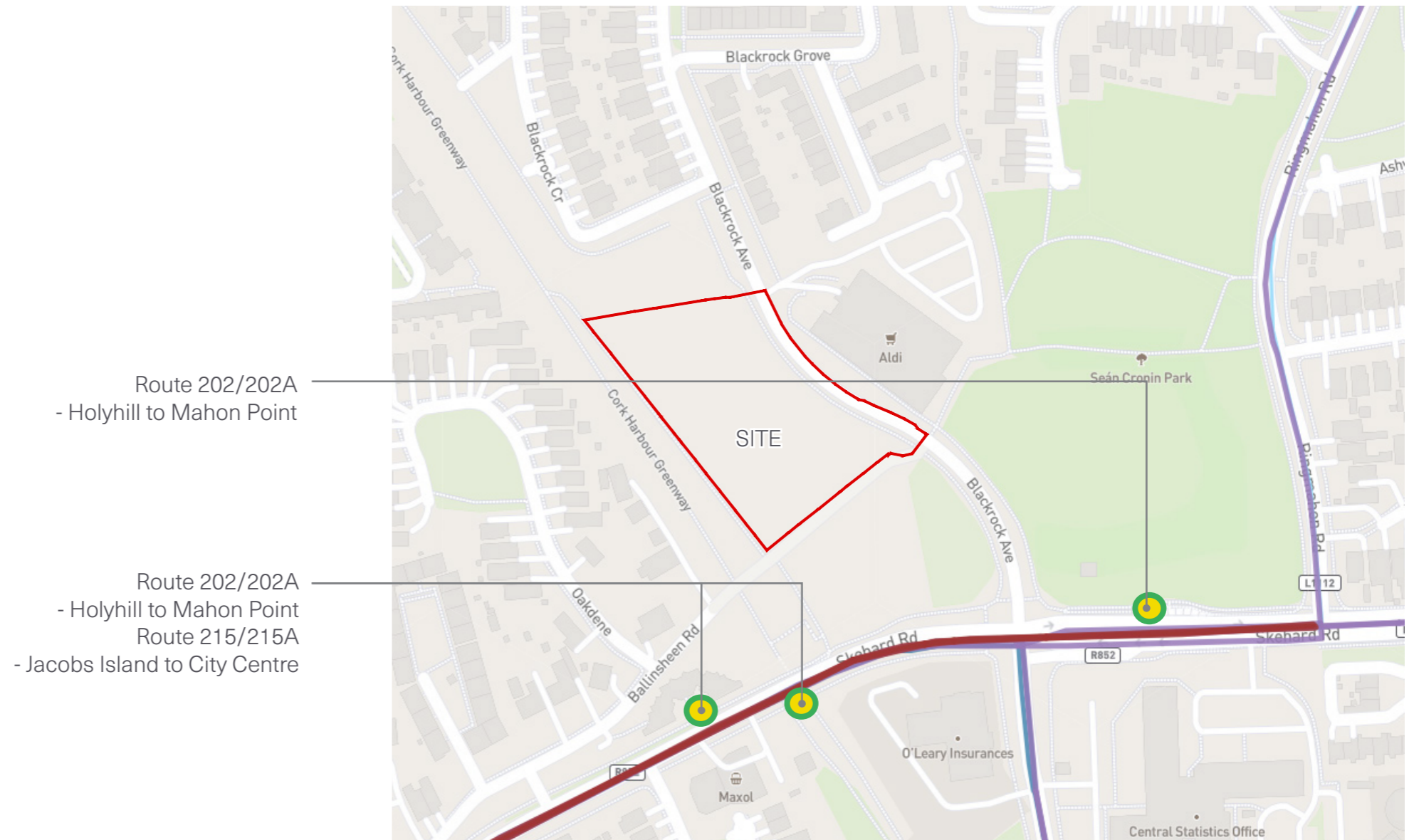
EXISTING PUBLIC TRANSPORT LINKS

The subject site is ideally located less than a 5-minute walk to bus stops on Skehard Road. These bus stops are well serviced by existing bus routes, the 202/202A and the 215/215A which both serve Cork City Centre.

They operate on a high frequency:

- The 202/202A stops here every 10 minutes
- The 215/215A stops here every 20 minutes

The site would be defined as an accessible location in the Sustainable Residential Development and Compact Settlements Guidelines 2024 as it is within 500m of both existing and planned high frequency (10 minute peak hour frequency) urban bus services.



Route 202/202A
- Holyhill to Mahon Point

Route 202/202A
- Holyhill to Mahon Point
Route 215/215A
- Jacobs Island to City Centre

■ Up to 10 min	■ 10-15 min	■ 16-20 min
■ 21-30 min	■ 31-60 min	■ 120 min

Accessible Location

- Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

Table 3.8

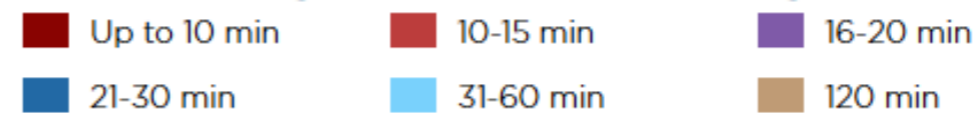
PROPOSED PUBLIC TRANSPORT LINKS

BusConnects is the NTA's programme of bus service improvement in Irish metropolitan areas. It includes measures which will transform Cork's bus system, making public transport more useful to more people. In the future, the bus stops servicing the site would be included in the Cork City South East Sustainable Transport Corridors Scheme.

Routes 1, 3 and 16 would mean the bus stops would provide connections through Cork City Centre and on to Ovens and Lehenaghmore, and through Toghher to CUH, with improved frequency (Route 1 would have 10 minute peak frequency and Routes 3 & 16 would have 15 minute peak frequency).



- Route 1 - Ovens to Mahon Point
- Route 1 - Ovens to Mahon Point
- Route 3 - Lehenaghmore to Mahon Point
- Route 16 - CUH to Mahon Point



The subject site is also strategically located adjacent to key sustainable transport corridors identified in the Cork Metropolitan Area Transport Strategy (CMATS) 2040. The indicative route of the proposed light rail line runs along the southern boundary of the site.

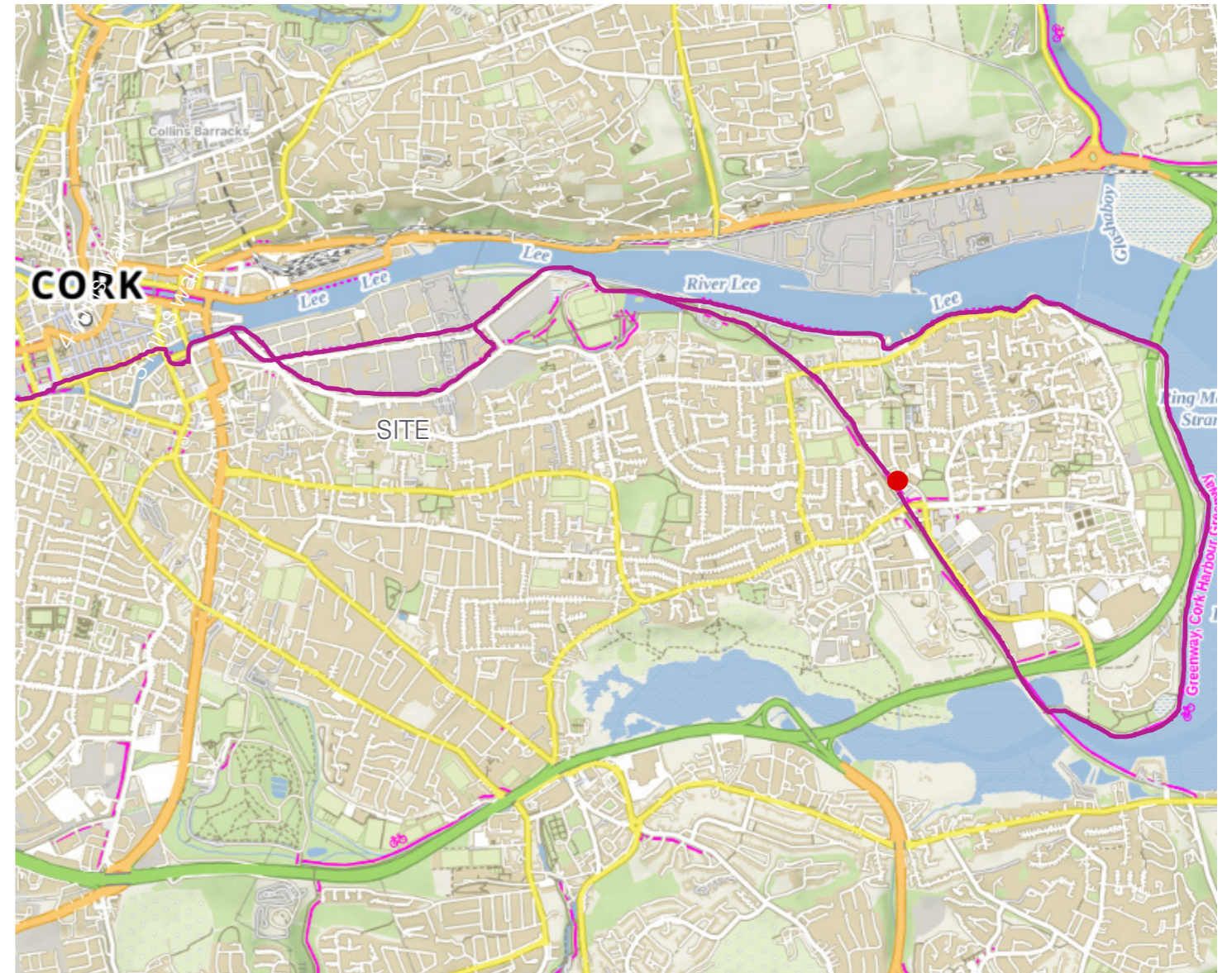
PASSAGE RAILWAY GREENWAY

PEDESTRIAN AND CYCLING ACCESS

The site is directly adjacent to the Passage Railway Greenway, a scenic, off-road shared-use path for walking and cycling.

- Cyclists can commute to Cork City Centre in less than 20 minutes from the site
- Cyclists can commute to Mahon Point in less than 10 minutes
- The greenway is also a scenic walking/cycling loop for leisure purposes

The Sustainable Residential Developments and Compact Settlements Guidelines 2024 note that *'in areas where car parking levels are reduced studies show that people are more likely to walk, cycle or choose public transport for daily travel'*. The ready availability of an attractive dedicated off-road cycle route which serves a wide range of employment, education, institutional and commercial destinations will further promote a shift to this mode of transport over private cars.



— Passage Railway Greenway ● Site Location

CYCLING INFRASTRUCTURE

The Passage Railway Greenway intersects Skehard Road at a controlled junction with dedicated cycle infrastructure. Cycle lanes along Skehard Road and Mahon Link Road extend connectivity between the greenway and the broader city network.

The Sustainable Residential Developments and Compact Settlements Guidelines 2024 go on to further note that *'in order to meet the targets set out in the National Sustainable Mobility Policy 2022 and in the Climate Action Plan 2023 for reduced private car travel it will be necessary to apply a graduated approach to the management of car parking within new residential development.*

The approach should take account of proximity to urban centres and sustainable transport options, in order to promote more sustainable travel choices. Car parking ratios should be reduced at all urban locations, and should be minimised, substantially reduced or wholly eliminated at locations that have good access to urban services and to public transport.'



----- Passage Railway Greenway ----- Cycle lanes

CAR PARKING STRATEGY

PRECEDENT SCHEMES

A car parking provision of 0.49 spaces per unit is proposed, having regard to the site's immediate interface with the Passage Railway Greenway and other cycle infrastructure, as well as existing and proposed high frequency bus services along Skehard Road. The development incorporates secure and convenient cycle storage for residents and visitors in line with current apartment guidelines. This provides a viable alternative to private car ownership and supports policy objectives encouraging sustainable travel behaviour.

Recent planning permissions for comparable residential schemes granted in the vicinity of the site at Clover Hill Court, Bessboro Road and at Skehard Road suggest that the level of car parking proposed is appropriate in this highly accessible and sustainable location.

In similar suburban contexts, permission has recently been granted for 124 no. residential units with 26 no. car parking spaces at Barry's Field, Douglas (Planning Register Reference No. 25/43605), a ratio of 0.21 spaces per unit, and for 348 no. residential units at Sarsfield Road, Wilton with 148 no. car parking spaces (Planning Register Reference No. 25/43819), a ratio of 0.43 spaces per unit.



Part 8 Planning Reference No. P8.RD.22.12: Clover Hill Court, Bessboro Road, Mahon
- 49 no. spaces per 90 no. units = 0.54 spaces/unit



Planning Register Reference No. 23/420092 (ABP-319092-24): Skehard Road
- 24 no. car parking spaces per 90 no. units = 0.27 spaces/unit

3.0 | SITE STRATEGY









DESIGN PRINCIPLES

- Two similar L-shaped double-loaded apartment blocks oriented along a north-south axis are proposed for maximum efficiency, favourable dual aspect ratio and avoidance of north-facing single-aspect units
- The buildings split the site into two distinct zones and address the significant amenity of the adjacent greenway to the west
- Returning gables to the east of the blocks frame an urban space opposite Blackrock Hall
- Public and communal open green space is located to the west adjacent and connected to the greenway
- Location of the blocks results in separation distances in excess of 42m from the nearest houses in Oakdene to the west
- Location of car parking area to the north of the blocks results in separation distances of in excess of 21m from the permitted apartment/creche block to the north
- Car parking at a ratio of 0.49 per unit organised along Blackrock Avenue to avoid vehicular ingress further into the site and promote safe pedestrian/cycle movement in the majority of the site area
- Vehicular access at northern entrance from Blackrock Avenue, with southern vehicular egress point for emergency vehicles only (demountable bollards)
- Residential bicycle stores accessed both externally and from the internal communal circulation provide convenient storage and encourage this mode of transport





HEIGHT

- The proposed development varies in height from three to five storeys over ground floor
- Proposed heights increase from north to south, in keeping with Cork City Development Plan 2022-2028
- Highest points along the greenway
- Heights and density form a coherent ensemble with Blackrock Hall and permitted buildings to the north

 site boundary	 1 storey residential	 4 storey residential
 permitted buildings	 2 storey residential	 5 storey residential / 3 storey commercial
	 3 storey residential	 6 storey residential / 4 storey commercial



-  Primary Urban Corridors & Principal Towns
-  Inner Urban Suburbs

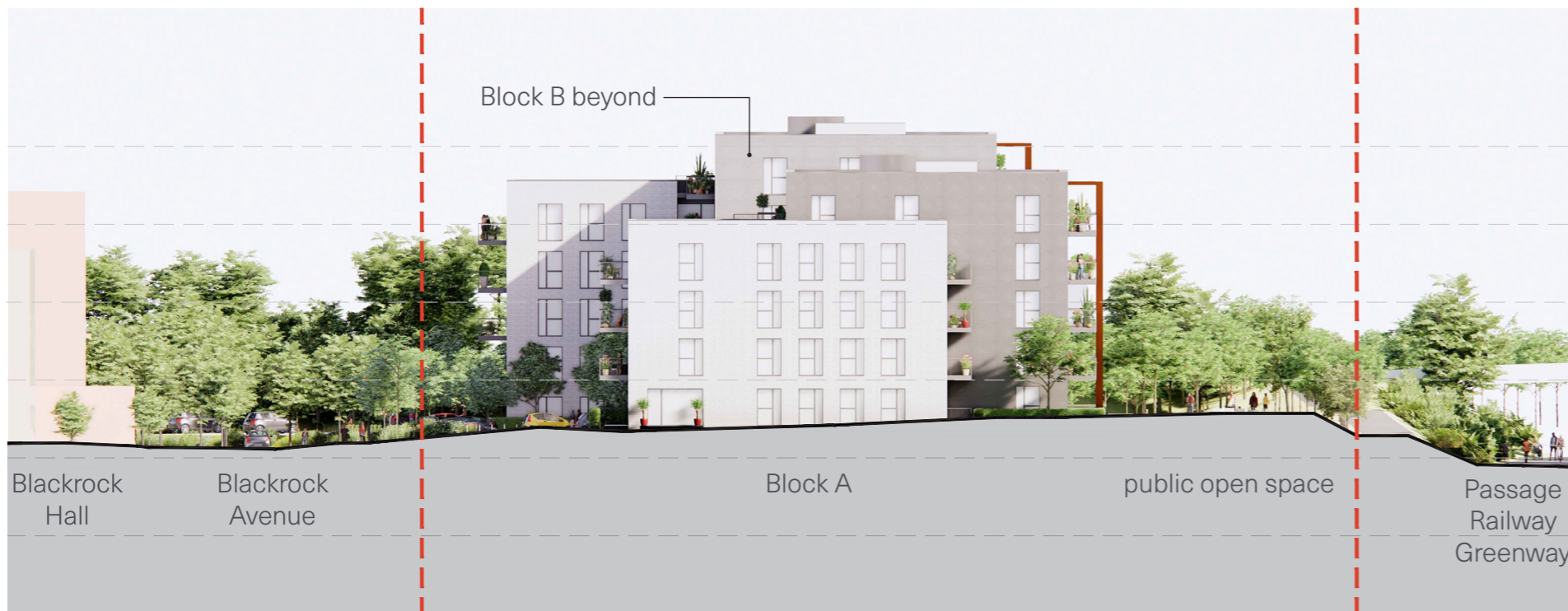
Extract from Height Map 06 of Cork City Development Plan 2022 - 28



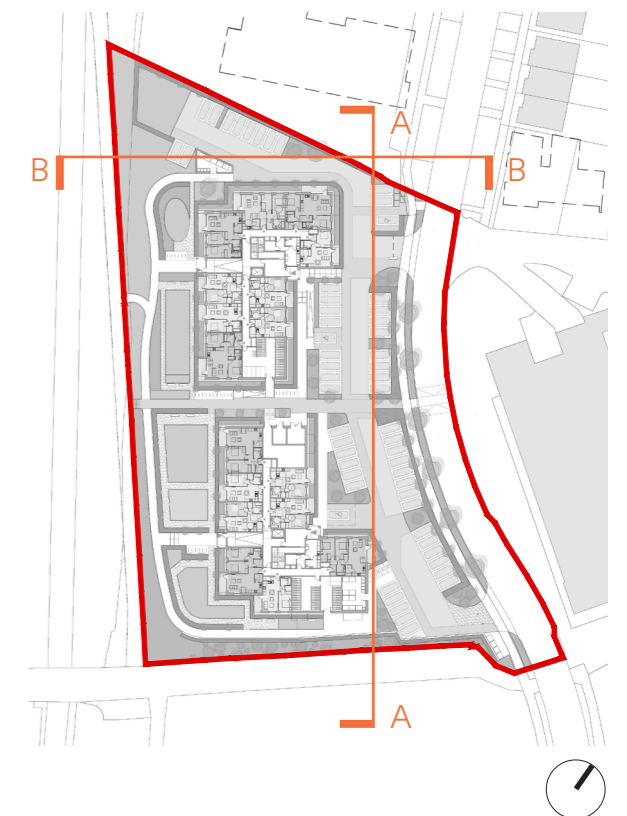
SITE SECTIONS



Site Section AA - East Elevation to Blackrock Avenue



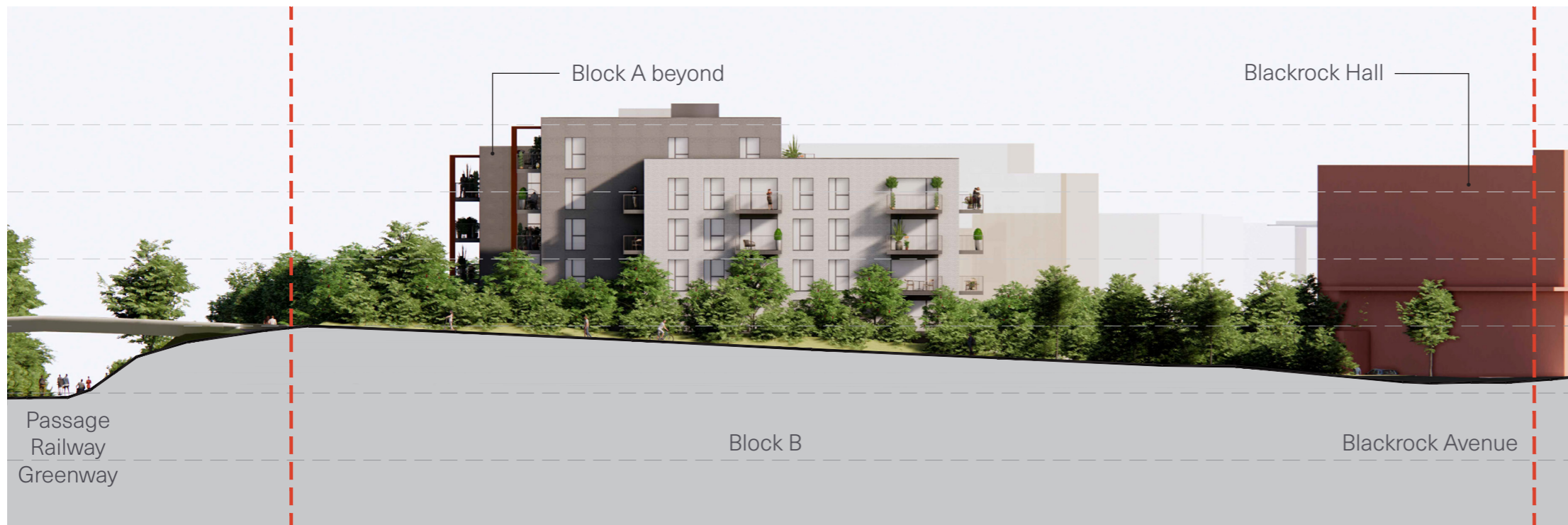
Site Section BB - North Elevation to apartments/creche (under construction)



SITE SECTIONS



Site Section CC - West Elevation to Greenway



Site Section DD - South Elevation to pedestrian walkway/open space



PUBLIC REALM - AERIAL VIEWS



Generous public and communal green open space is located so that it fronts onto and connects to the existing Passage Railway Greenway to the west. The southwest orientation of the space ensures that it has good sunlight access. The exclusion of vehicles from this zone maximises pedestrian and cyclist safety.

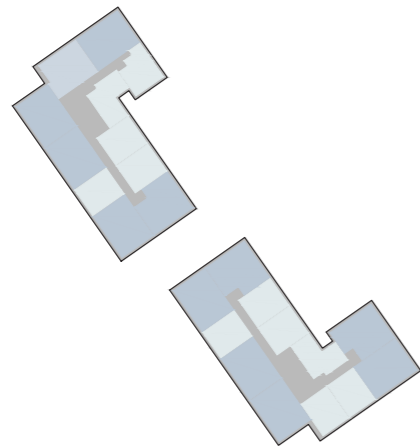
PUBLIC REALM - AERIAL VIEWS



Extensive tree & hedge/shrub planting enhances amenity and privacy in the new urban space created by Blackrock Hall and the returning eastern gables of the proposed apartment blocks.

DENSITY, MIX AND DUAL ASPECT

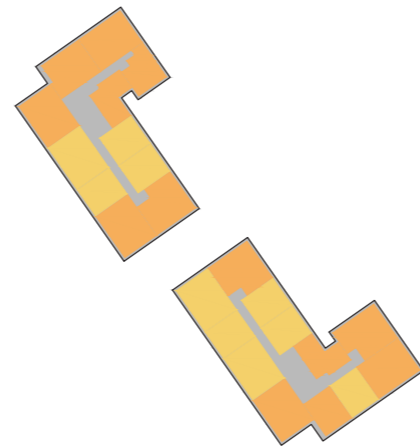
- A gross density of 125.3 units per hectare is proposed
- A net density of 146.2 units per hectare is proposed
- In order to provide a greater variety of unit types in the vicinity of the site (currently there is a predominance of 3 and 4 bedroom houses), the proposed unit mix is 48.2% 1-Bed 2-Person, 5.3% 2-Bed 3-Person and 46.5% 2-Bed 4-Person, totalling 114 no. apartments
- 32.5% of units are 10% larger than minimum area
- 57.0% of units are dual aspect, ensuring a high level of amenity for the residents.



MIX

Each typical floor comprises 11 no. 1 Bed, 1 no. 2 Bed 3P, 11 no. 2 Bed 4P.

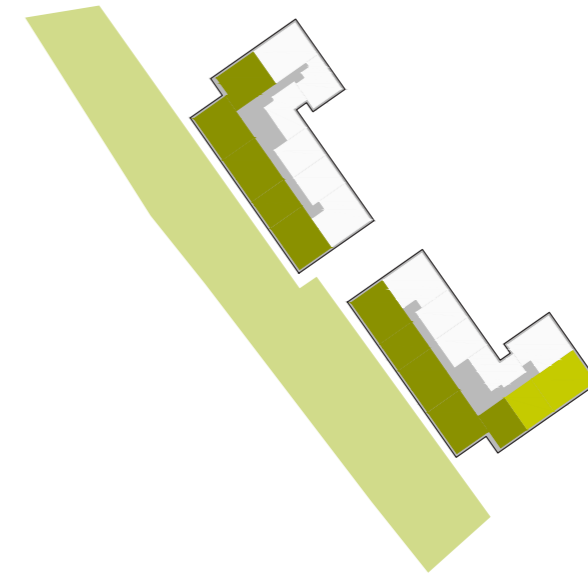
- 1-Bed 2-Person
- 2-Bed 3-Person
- 2-Bed 4-Person



ASPECT

Each typical floor comprises 14 no. dual aspect units, and 9 no. single aspect units (of which 6 no. have views over a primary or secondary open space).

- dual aspect
- single aspect



VIEW OVER OPEN SPACE

On each typical floor, 10 no. units (43%) benefit from a view over a primary open space, and 2 no. units (9%) benefit from a view over a secondary open space.

- view over primary open space
- view over secondary open space

SITE LAYOUT PLAN

- LEVEL 00



Flat bar metal railings & gates to mark communal open spaces



Shared surface area using changes in paving materials & patterns to delineate pedestrian & vehicular routes and parking spaces



Buffer planting to ground floor units



SITE LAYOUT PLAN

- OPEN SPACE & PEDESTRIAN CONNECTIONS

872.8m² public open space
(11.1% net site area)

greenway access point (no steps)

pedestrian through route/
greenway access point

690.2 m² communal open space
(as per 2025 apartment guidelines)

↔ main pedestrian route connecting
Blackrock Avenue to Greenway &
building entrances

↔ other pedestrian routes

public open space

communal open space

pedestrian routes in shared surface zones
demarcated using changes in materials



SITE LAYOUT PLAN

- CAR PARKING

56 no. surface car parking spaces
(0.49 spaces per unit)

bin collection point

main vehicular entrance

tree planting and soft landscaping to
soften urban plaza

5.4% accessible spaces located
near building entrances

main pedestrian entrance

10.7% motorcycle parking spaces


12 no. EV charging spaces (21.4%) -
ductwork installed fto all other spaces

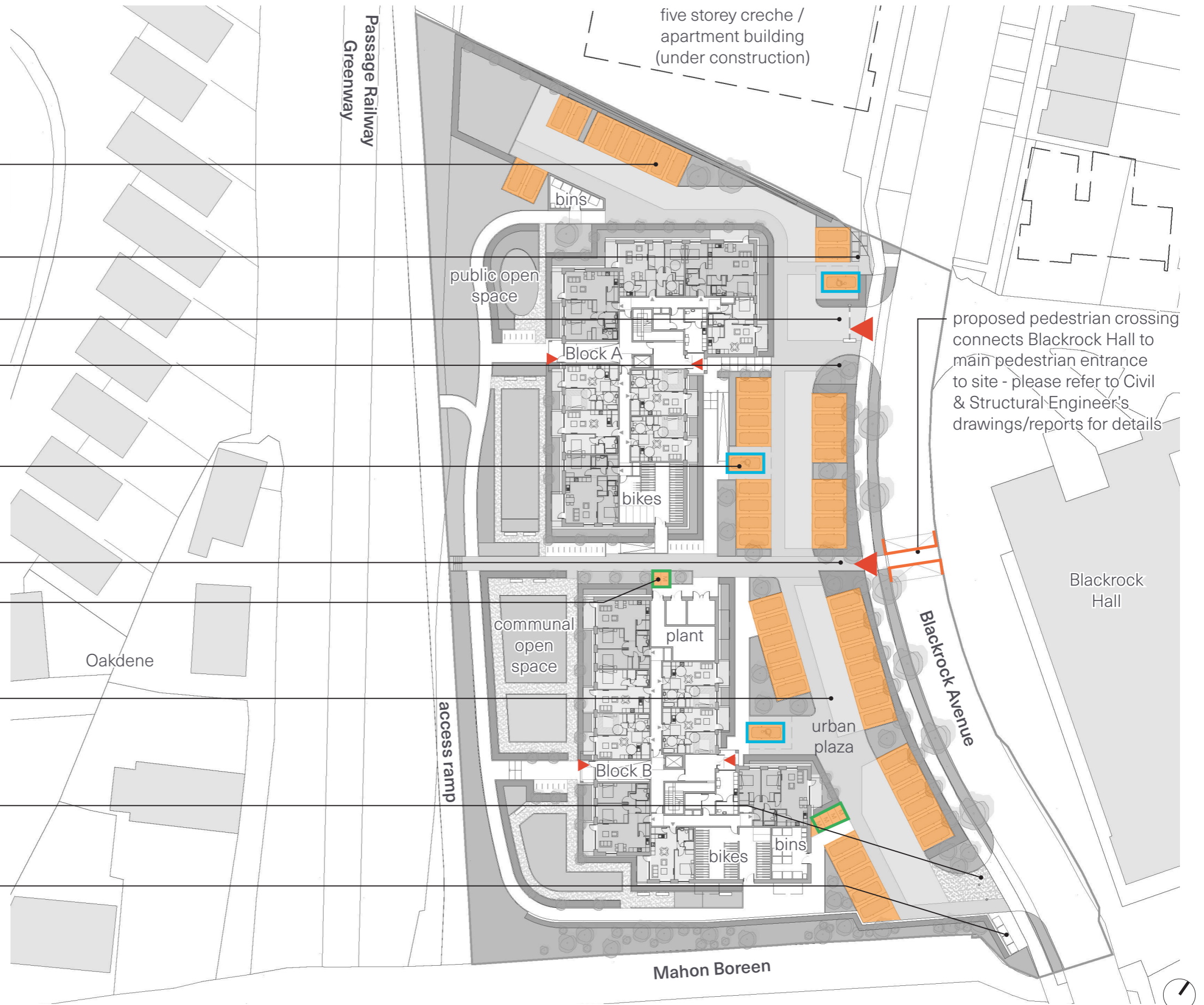
exit for fire tender and other
occasional large vehicles
(demountable bollards)

bin collection point

 3 no. accessible spaces (5.4%)

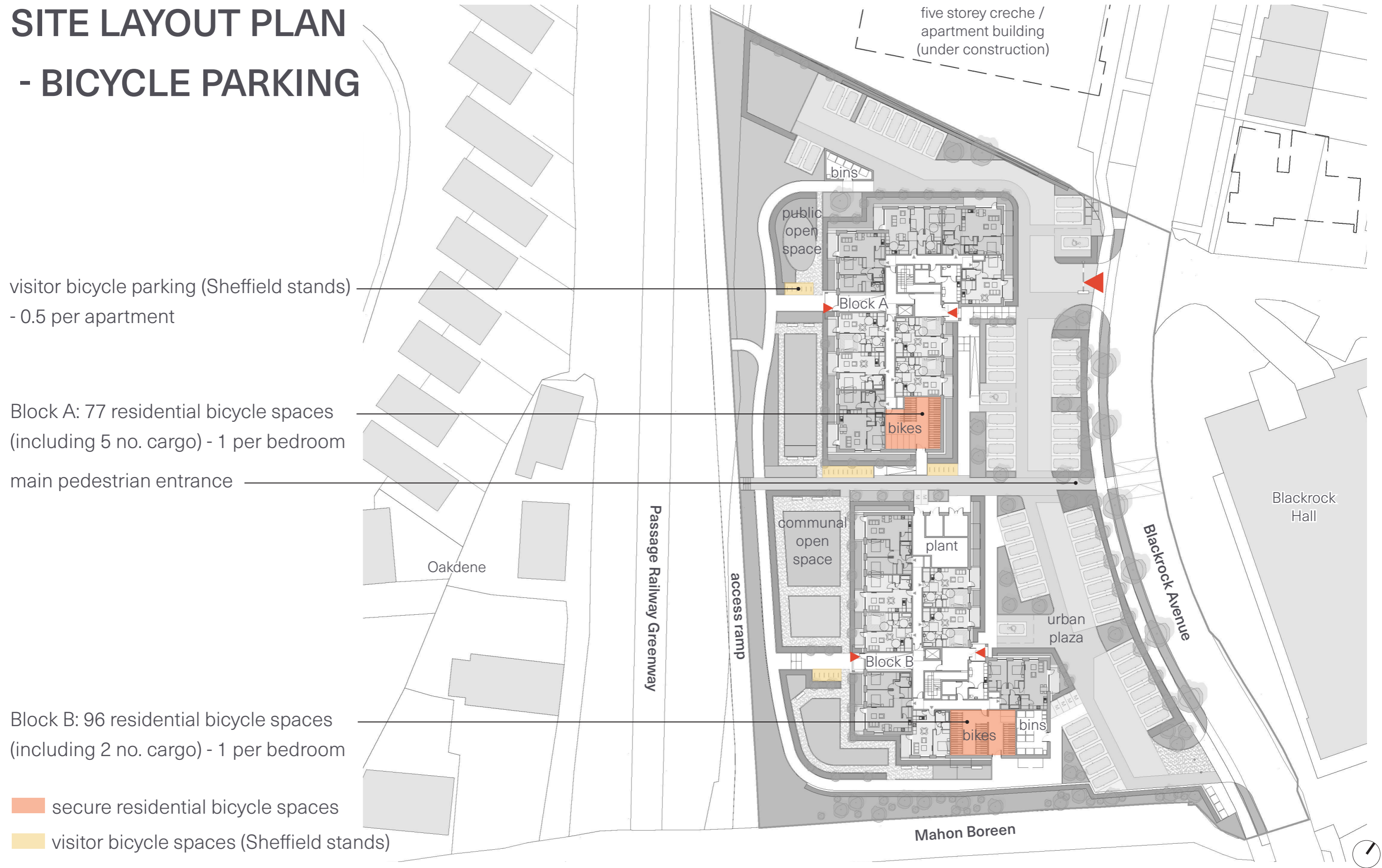
 6 no. motorcycle spaces (10.7%)

 pedestrian crossing to Blackrock Avenue



SITE LAYOUT PLAN

- BICYCLE PARKING



visitor bicycle parking (Sheffield stands)
- 0.5 per apartment

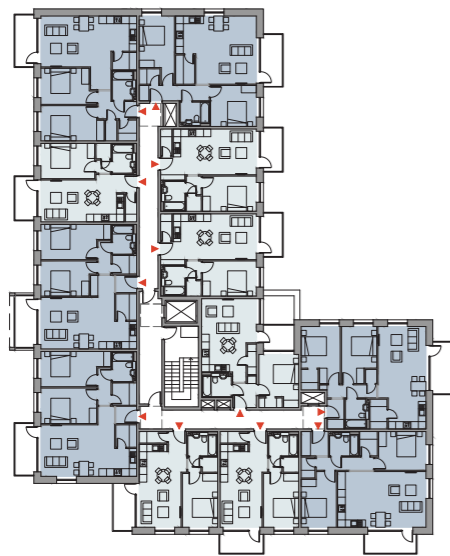
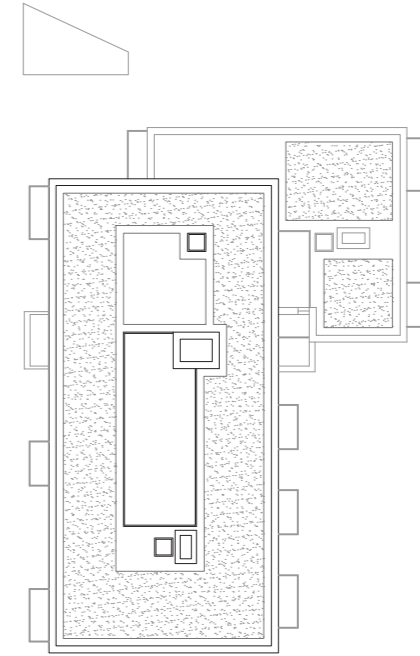
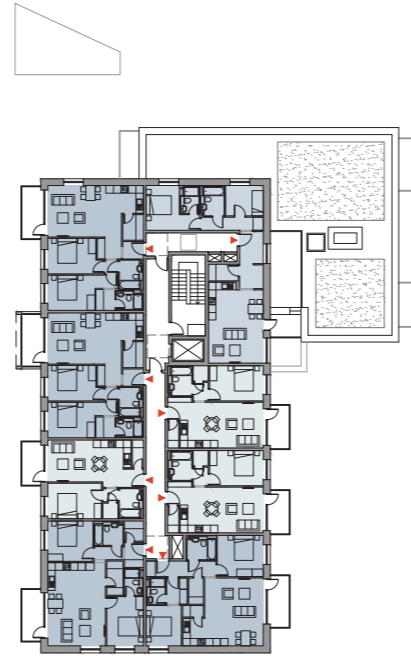
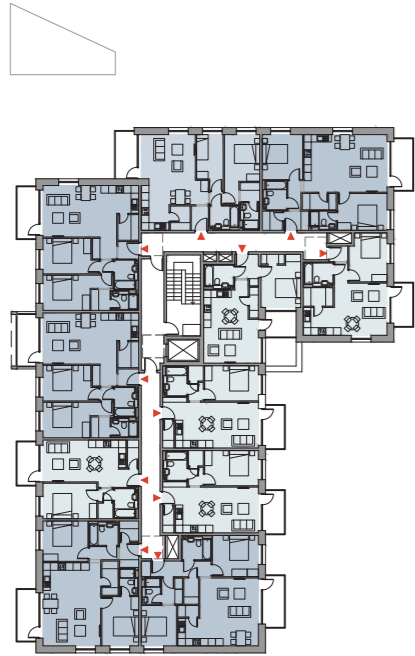
Block A: 77 residential bicycle spaces
(including 5 no. cargo) - 1 per bedroom

main pedestrian entrance

Block B: 96 residential bicycle spaces
(including 2 no. cargo) - 1 per bedroom

- secure residential bicycle spaces
- visitor bicycle spaces (Sheffield stands)

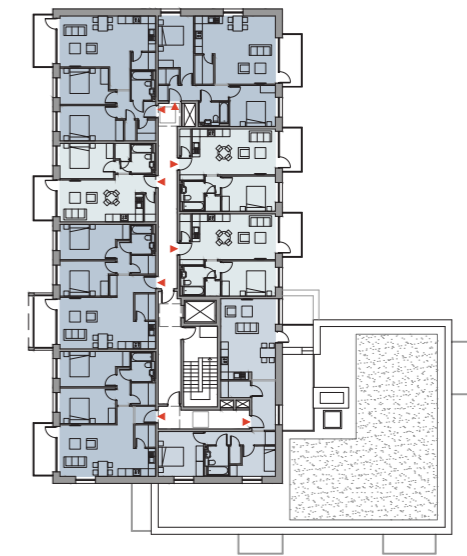
UPPER LEVEL FLOOR PLANS



TYPICAL (01 TO 03)



LEVEL 04

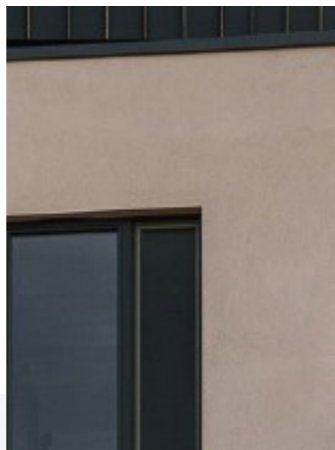


LEVEL 05

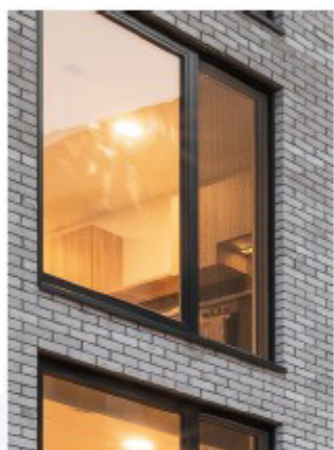
MATERIALS AND ELEVATION STRATEGY



Metal balconies to selected colour(s)



Render to selected colour(s)



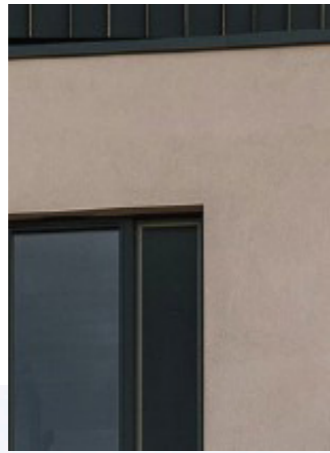
Aluminium/aluclad windows & doors to selected colour

Selected light-coloured brick



Block A - East Elevation (Block B similar)

MATERIALS AND ELEVATION STRATEGY



Render to selected colour(s)



Metal frame structures to selected colour



Selected light-coloured brick



Block B - West Elevation (Block A similar)

MATERIALS AND ELEVATION STRATEGY



Metal frame structures to selected colour



Metal balconies to selected colour(s) - soffits to same colour as metal frame structures



View of west elevation from pedestrian bridge over Passage Railway Greenway showing metal frame structures emphasising the building entrances



View of east elevation Block A entrance showing metal frame structure emphasising the building front door (Block B similar)

INDICATIVE VIEWS



View 1 from Blackrock Avenue looking north

INDICATIVE VIEWS



View 2 from Blackrock Avenue looking north

INDICATIVE VIEWS



View 3 from Blackrock Avenue looking north

INDICATIVE VIEWS



View from Blackrock Avenue looking south

INDICATIVE VIEWS



View 1 from Passage Railway Greenway looking south

INDICATIVE VIEWS



View 2 from Passage Railway Greenway looking south

INDICATIVE VIEWS



View from Passage Railway Greenway access ramp looking north

INDICATIVE VIEWS



View from pedestrian walkway (Mahon Boreen) looking north

4.0 | DEVELOPMENT PLAN OBJECTIVES

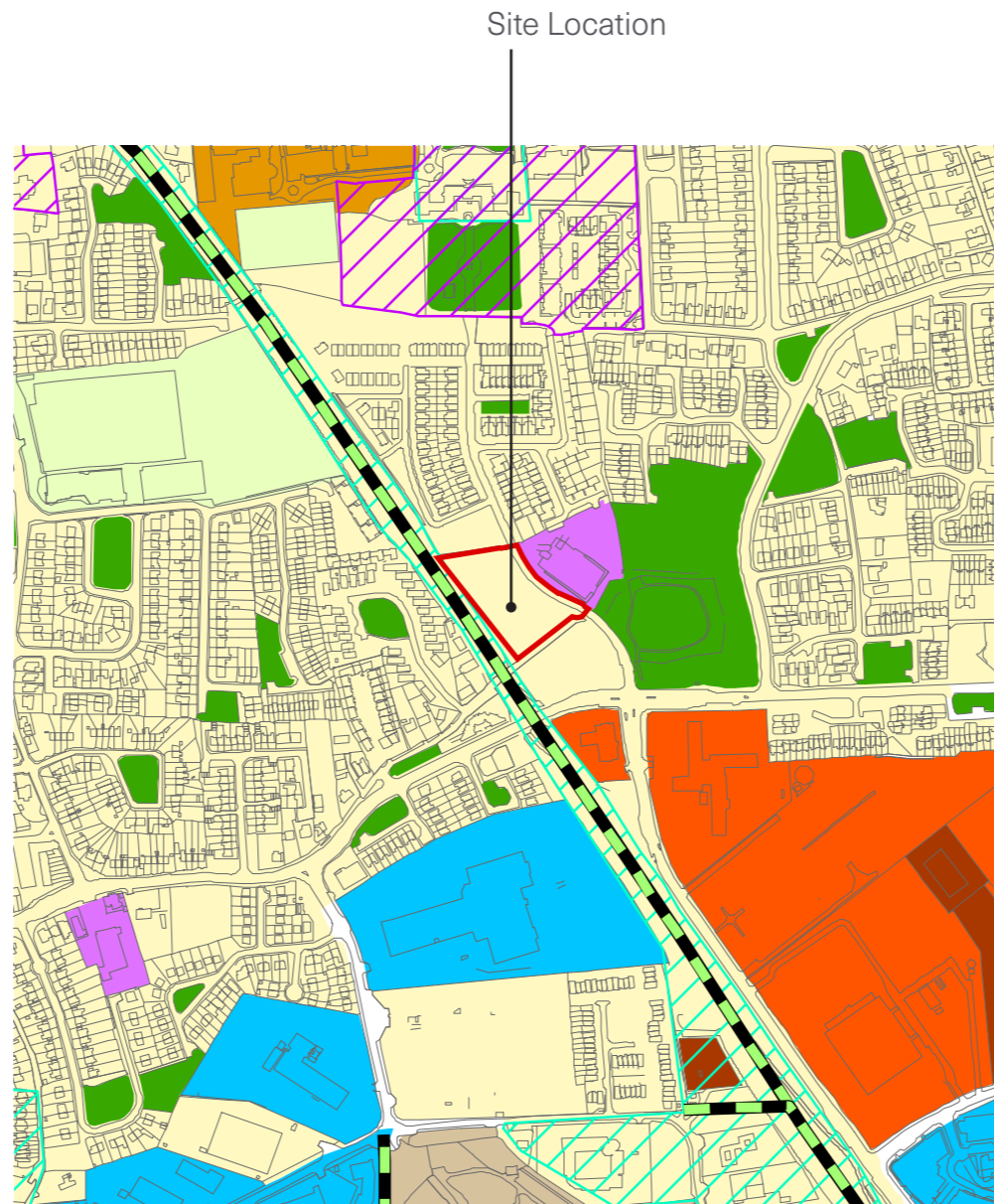
DEVELOPMENT PLAN

Zoning

The site is zoned ZO 01, Sustainable Residential Neighbourhoods in the Cork City Development Plan 2022 - 2028. The zoning objective is: *“To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.”* Residential use is permitted in principle.

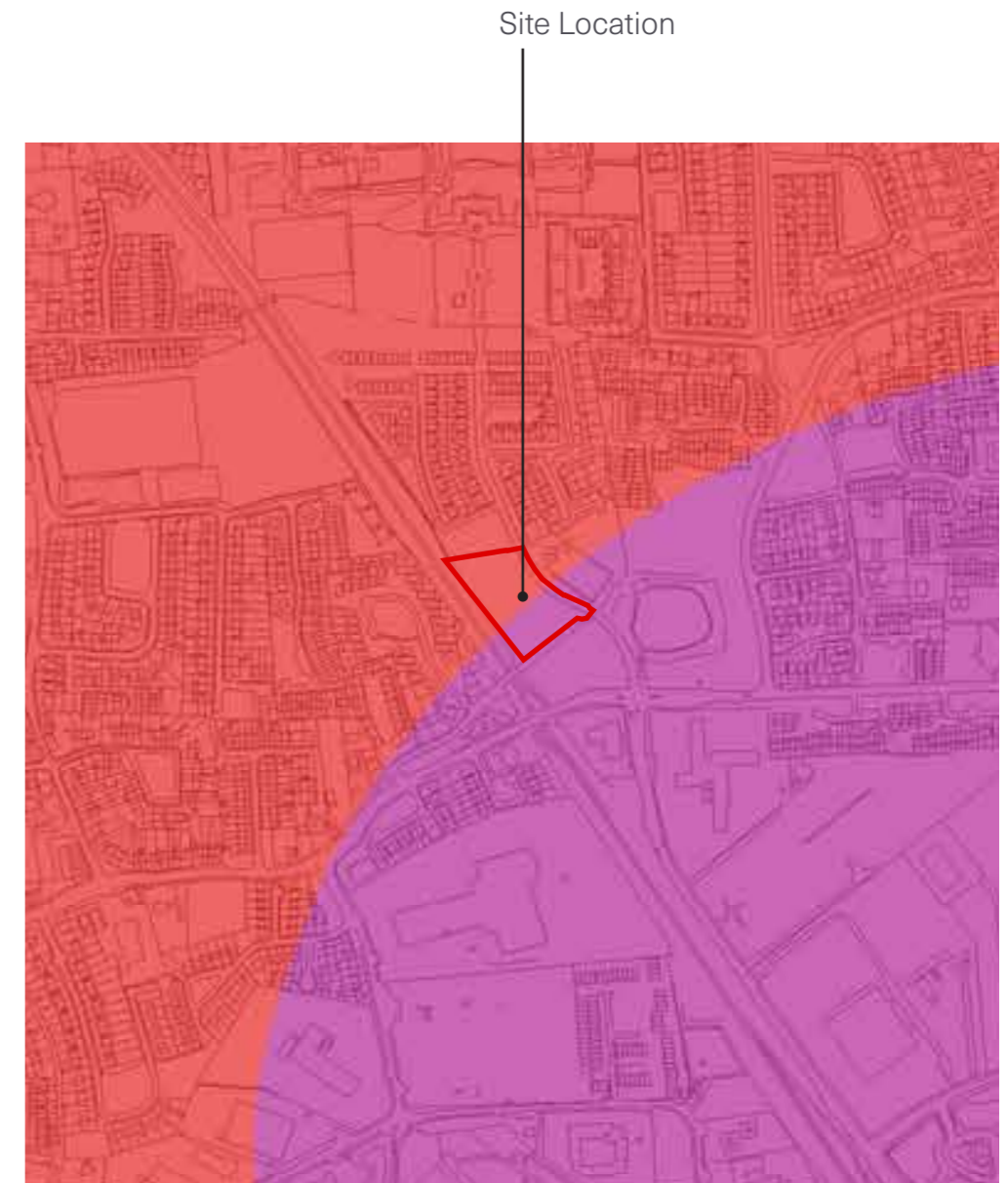
Building Height & Density

The site is located across two height zoning target, namely primary urban corridor and inner urban suburbs in the CCDP Density and Building Height Spatial Strategy. The primary urban corridor outlines a lower target of 4 storeys and an upper target of 6 storeys and target density of 50 - 120 dph. While the inner urban suburbs outlines a target range of 3 - 5 storeys and target density of 40 - 80 dph.



Extract from Zoning Map 06 of Cork City Development Plan 2022 - 28

ZO 01, Sustainable Residential Neighbourhoods



Extract from Height Map 06 of Cork City Development Plan 2022 - 28

Primary Urban Corridors & Principal Towns

Inner Urban Suburbs

5.0 | URBAN DESIGN CRITERIA

URBAN DESIGN CRITERIA



CONTEXT

Context - How does the development respond to its surroundings?

The site presents an opportunity for an increased density, as per Cork City Development Plan 2022-2028 and the Sustainable and Compact Settlements Guidelines 2024, especially as it is adjacent to an existing neighbourhood centre containing supermarket, pharmacy & medical facilities and there is a variety of local services readily available in the vicinity.

The proposed apartment blocks are arranged so that they address the Passage Railway Greenway to the west, providing generous additional green open space as well as passive supervision of the surrounding pedestrianised public realm. Their returning gables frame an urban space opposite Blackrock Hall to the east, forming a node on the thoroughfare of Blackrock Avenue.

It is considered that the completion of this building will make a positive contribution to the streetscape and identity of the area while providing additional housing within an attractive and desirable locality.



CONNECTIONS

Connections - How well is the new neighbourhood / site connected?

Skehard Road is one of the significant arteries of Cork's south eastern neighbourhoods. Bus stops are located within a few minutes walk of the site, serving the 215/215A and 202/202A routes. Service and frequency will further improve under the BusConnects scheme. The estimated journey time from Mahon Point to the City Centre is given as 17 minutes by BusConnects' documentation. The subject site is also strategically located adjacent to key sustainable transport corridors identified in the Cork Metropolitan Area Transport Strategy (CMATS) 2040. The indicative route of the proposed light rail line runs along the southern boundary of the site.

There is existing cycle infrastructure on the surrounding road network. The significant amenity of the Passage Railway Greenway, which adjoins the site to the west, provides connections for cyclists and pedestrians from the site towards the City Centre to the north, as well as Rochestown to the south, and Monkstown beyond.

URBAN DESIGN CRITERIA



INCLUSIVITY

Inclusivity - How easily can people use and access the development?

Provision of a housing scheme of social/affordable/cost rental tenure promotes a socially balanced and inclusive society in all housing areas within Cork City. Both buildings are designed so that they are accessible to all, both access routes and internally. The layout and landscape will comply with the requirements of Part M of the Buildings Regulations - Access for People with Disabilities. Landscape design and detailing of streetscape and footpaths will provide for movement by people with impaired mobility. The development prioritises pedestrian usage, with car parking organised along Blackrock Avenue and kept away from the landscaped green public open space areas to the west of the apartment blocks.



VARIETY

Variety - How does the development promote a good mix of activities?

The proposed development will bring vibrancy and activity to the area, increasing footfall and safety in the immediate vicinity by providing residential use that is complementary to the retail/medical/office use of Blackrock Hall.

The scheme proposes a mix of 1 and 2 bedroom apartments, which departs from the prevalent local housing stock of 3 to 4-bedroom family houses in the wider area. In addition the social/affordable/cost-rental nature of the scheme will enhance diversity of tenure.

The proposed development will benefit from and participate in the vibrancy of the existing neighbouring retail and services units.

URBAN DESIGN CRITERIA



EFFICIENCY

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

The proposed development is located on a greenfield site in an established residential neighbourhood, making use of existing infrastructure. The proposed density, in line with the Sustainable and Compact Settlements Guidelines 2024, makes efficient use of these lands with maximum heights as per Cork City Development Plan 2022-2028.

A large area of open space is provided to the west of the apartment blocks fronting onto the Passage Railway Greenway, and the proposal has been developed to maximise the number of units overlooking, and benefiting from this visual amenity.

The form of the apartment buildings make for a compact and efficient development, their orientation allowing for good dual aspect ratio (57%) with no north facing single-aspect apartments.



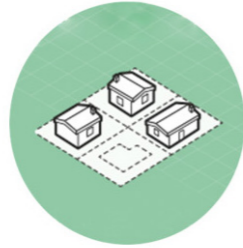
DISTINCTIVENESS

Distinctiveness - How does the proposal create a sense of place?

On Blackrock Avenue, the form of the apartment blocks and their comparable scale create a new urban space along with Blackrock Hall. This forms a node on the route between the Eden development to the north and Skehard Road to the south.

The buildings are arranged so that they divide the site into two distinct zones - a tree-lined, paved urban plaza to Blackrock Avenue, and a green open space connecting to the Passage Railway Greenway to the west. At upper levels, generous windows will provide good overlooking of the open spaces and public realm, and visual connections between the scheme and its surroundings.

URBAN DESIGN CRITERIA



LAYOUT

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

The layout of the proposed development is clear and forms a logical extension of the existing urban fabric. DMURS sets out four core design principles which designers must have regard to in the design of roads and streets. These principles are summarised as:

- 1: Connected networks
- 2: Multi functional streets
- 3: Pedestrian focus
- 4: Multi-disciplinary approach

The proposed site layout encourages visual and pedestrian permeability. Within the site, cars are confined to the eastern edge at Blackrock Avenue, in a shared surface homezone arrangement.

Pedestrian routes around and between the apartment blocks connect Blackrock Avenue to the adjacent Passage Railway Greenway via the new public open space to the west of the site.

We submit the design principles of DMURS are complied with.



PUBLIC REALM

Public Realm - How safe, secure and enjoyable are the public areas?

The layout and design has taken into account security and passive surveillance, providing a high level of passive surveillance over the existing and proposed public realm. The design of the dwellings provide overlooking to all public and communal spaces creating a safe, secure and enjoyable residential development.

The orientation of the main public open and communal space is such that it will enjoy good access to sunlight. The design of the scheme, with urban plaza to Blackrock Avenue to the east and green open space to the west linked to the Passage Railway Greenway, will offer two distinctive character areas for the residents and local community to enjoy. The landscape design of the urban plaza will be carefully considered to maximise tree and screen planting for the benefit of the occupants of the east-facing apartments and the users of the site in general.

URBAN DESIGN CRITERIA



ADAPTABILITY

Adaptability - How will the buildings cope with change?

Each of the proposed dwellings meets, and 32.5% exceeds, the minimum standards for residential unit size. Along with this the development provides a mix of dwelling types to allow residents choice and adaptability in the future. Living areas are open plan spaces to allow for adaptability in use. The architectural style is contemporary and reflects the modern requirements to balance sunlight and daylight access with the need to satisfy energy reduction objectives. Consideration has been given to the requirements of Building Regulations in relation to durability and design life. The development is designed to allow best practice principles to be followed to ensure that the long-term durability and maintenance of its materials is an integral part of its design and specifications.



PRIVACY AND AMENITY

Privacy and Amenity - How do the buildings provide a high quality amenity?

The design of the scheme allows for a generous proportion of dual aspect apartments (57%) and there are no single aspect north-facing apartments. On a typical floor, 52% of dwellings benefit from a direct view of a green open space. The development provides for adequate separation distances between dwellings and the public realm with landscaped privacy strips of typically 2.4m depth in front of ground floor apartment windows. Each residential dwelling is provided with a usable private open space which meets or exceeds the apartment guideline standards. Adequate construction zones have been designed in to prevent sound transmission by appropriate acoustic insulation at detail design stage. Adequate storage in line with section 28 guidelines have been designed into the scheme. A detailed HQA is included in the submission.



PARKING

Parking - How will the parking be secure and attractive?

All car parking, at a ratio of 0.49 spaces per apartment, is provided in a shared surface urban space opposite Blackrock Hall, allowing the rest of the site to be prioritised for pedestrian and cyclist movement. Generous tree & hedge/shrub planting will provide visual interest and screening in this area.

231 no. bicycle spaces are proposed in line with the Apartment Guidelines. 173 no. covered spaces, including 7 no. cargo bike spaces, are provided within the two blocks and directly accessible from the internal circulation spaces in order to maximise convenience for residents. 58 no. visitor spaces in external Sheffield stands are proposed, conveniently located throughout the site to facilitate ease of use.



DETAILED DESIGN

Detailed Design - How well thought through is the building and landscape design?

The scheme is being designed to allow for robust construction details to be developed at detailed design stage. A simple massing, with a consistent, legible use of materials and details is proposed.

The landscaping will form an essential part of the scheme, with landscaped areas throughout the site, and landscaped buffers providing privacy to all ground floor apartments. Please refer to landscape architect's drawings for further details.

6.0 | SITE SERVICES

SITE SERVICES

All mains services (water, foul & surface water sewers, electricity, gas, telecom) are available in the vicinity of the site - please refer to Civil & Structural Engineer's drawings and report.