# DESIGN STATEMENT

JULY 2024

SCAIRT HILL RESIDENTIAL DEVELOPMENT
FOR CETTI LTD

o'mahony pike

| | | | |
|---|---|---|---|
| **Project:** | Scairt Hill Residential Development | **Proj. No.:** | 20039 |
| **Location:** | Scairt Hill Cork | **Proj. Lead:** | CK |
| **Client:** | Cetti Ltd | **Created by:** | AW |
| **Doc. Title:** | Design Statement | **Doc. Purpose:** | S3 |
| **Doc. No.:** | 20039-OMP-XX-XX-PP-A-0020 | **Revision:** | C6 (05-07-2024) |


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# DESIGN DEVELOPMENT FROM PUBLIC CONSULTATION

In reponse to the recent consultation period, a number of changes have been made to the scheme. These changes contribute toward a balanced design with the existing neighbouring developments:

- the scheme now contains 54no. residential units
- Block A is now 3 storeys in height, with a set back on to Donnybrook Hill,
- Block B is now 2-3 storeys in height, in response to the rise of the site toward Scairt Hill,
- 3no. houses to the south west have changed from two storey to single storey,
- the majority of units in block A are now own door accessed,
- the number of dual aspect units has increased,
- there are now 13no. Universal Design standard units,
- all units in blocks A and B at ground level contain level access showers.

Proposed elevation to Donnybrook Hill (orange shows previous scheme outline)

Proposed elevation to Scairt Hilll (orange shows previous scheme outline)

View from junction of Donnybrook Hill and Scairt Hill (orange shows previous scheme outline)

View from Scairt Hill south (orange shows previous scheme outline)

# 01 | SCHEDULE

# SCHEDULE OF ACCOMMODATION

5no. 3-bed two-storey terraced houses and 3no. 2-bed single storey houses are proposed along the southern site boundary, 2no. apartment blocks, containing 22no. 1-bed, 11no.  2-bed 3 person and 13no. 2-bed 4 person units, 10 of which are duplexes, lie to the north. This brings the total number of units in the overall development to 54.

44no. car parking spaces are provided for both the houses and the apartments off the site access road.
94no. bicycle parking spaces are provided for the apartments/duplexes.

**GENERAL**

| | | |
|---|---|---|
| **Site Area** | 0.80Ha | |
| **Buildings footprint** | 1954.0m² | |
| **Site Coverage** | 24% | |
| **Floor Area Ratio** | 0.54 | |
| **Open Space** | 1073.2m² | 13.4% of site * 10% required in CCDP 2022-2028 Table11.11 Chapter 11 |
| **Demolition Area** | 0m² | |
| **Dual Aspect %** | 81.5% | |
| **Density** | 67.5 Units/Ha | |

**APARTMENT NUMBERS**

| **BLOCK A** | **1 BED APT** | **2 BED APT 3P** | **2 BED APT 4P** | | **Total** | **Dual Aspect** | |
|---|---|---|---|---|---|---|---|
| **Apartments** | | | | | | | |
| Level 00 | 10 | | 1 | | 11 | 11 | 100.0% |
| Level 01 | | 1 | | | 1 | 1 | 100.0% |
| Level 02 | | 1 | | | 1 | 1 | 100.0% |
| **Duplexes** | | | | | | | |
| Level 00 | | | | | | | |
| Level 01 | | | 10 | | 10 | 10 | 100.0% |
| Level 02 | | | | | | | |
| **TOTAL** | **10** | **2** | **11** | | **23** | **23** | **100.0%** |

| **BLOCK B** | **1 BED APT** | **2 BED APT 3P** | **2 BED APT 4P** | | **Total** | **Dual Aspect** | |
|---|---|---|---|---|---|---|---|
| Level 00 | 4 | 2 | 1 | | 7 | 3 | 42.9% |
| Level 01 | 4 | 4 | 1 | | 9 | 5 | 55.6% |
| Level 02 | 4 | 3 | | | 7 | 5 | 71.4% |
| **TOTAL** | **12** | **9** | **2** | | **23** | **13** | **56.5%** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **APARTMENTS TOTAL** | **22** | **11** | **13** | | **46** | **36** | **78.3%** |

| **HOUSES** | | **2 BED** | | **3 BED** | **Total** | **Dual Aspect** | |
|---|---|---|---|---|---|---|---|
| Level 00 | | 3 | | 5 | 8 | 8 | 100.0% |
| **TOTAL** | | **3** | | **5** | **8** | **8** | **100.0%** |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **RESIDENTIAL TOTAL** | **22** | **14** | **13** | **5** | **54** | **44** | **81.5%** |

| | | | | |
|---|---|---|---|---|
| | | **25.9%** | **24.1%** | |
| **RESIDENTIAL MIX** | **40.7%** | **50.0%** | | **9.3%** |

**RESIDENTIAL AREAS**

| **BLOCK A** | **GIA** | | **NIA** | | **EFFICIENCY** |
|---|---|---|---|---|---|
| **Apartments** | | | | | |
| Level 00 | 89.7m² | 965.5ft² | 81.9m² | 881.6ft² | 91.3% |
| Level 01 | 88.6m² | 953.7ft² | 68.4m² | 736.3ft² | 77.2% |
| Level 02 | 88.3m² | 950.5ft² | 68.4m² | 736.3ft² | 77.5% |
| **Duplexes** | | | | | |
| Level 00 | 509.2m² | 5481.0ft² | 481.0m² | 5177.4ft² | 94.5% |
| Level 01 | 509.2m² | 5481.0ft² | 460.0m² | 4951.4ft² | 90.3% |
| Level 02 | 509.2m² | 5481.0ft² | 403.0m² | 4337.9ft² | 79.1% |
| **SUBTOTAL** | **1794.2m²** | 19312.6ft² | **1562.7m²** | 16820.8ft² | **87.1%** |

| **BLOCK B** | **GIA** | | **NIA** | | **EFFICIENCY** |
|---|---|---|---|---|---|
| Level 00 | 672.0m² | 7233.3ft² | 404.5m² | 4354.0ft² | 60.2% |
| Level 01 | 672.0m² | 7233.3ft² | 549.0m² | 5909.4ft² | 81.7% |
| Level 02 | 514.3m² | 5535.9ft² | 406.3m² | 4373.4ft² | 79.0% |
| **SUBTOTAL** | **1858.3m²** | 20002.6ft² | **1359.8m²** | 14636.8ft² | **73.2%** |

| **HOUSES** | **GIA** | | **NIA** | | **EFFICIENCY** |
|---|---|---|---|---|---|
| Level 00 | 454.5m² | 4892.2ft² | 445.3m² | 4793.2ft² | 98.0% |
| Level 01 | 241.0m² | 2594.1ft² | 235.0m² | 2529.5ft² | 97.5% |
| **SUBTOTAL** | **695.5m²** | 7486.3ft² | **680.3m²** | 7322.7ft² | **97.8%** |

| | | | | | |
|---|---|---|---|---|---|
| **RESIDENTIAL TOTAL** | **4348.0m²** | 46801.5ft² | **3602.8m²** | 38780.2ft² | **82.9%** |

**PARKING**

| | |
|---|---|
| **BICYCLE PARKING NUMBERS** | **94** |
| **CAR PARKING NUMBERS** | **44** |

*93 required as per Sustainanble Urban Housing: Design Standards for New Apartments 2022 Guideline

Note: This schedule should be read in conjuction with the proposed site layout drawing and relevant drawings submitted as part of the subject application.

# 02 | SITE CONTEXT

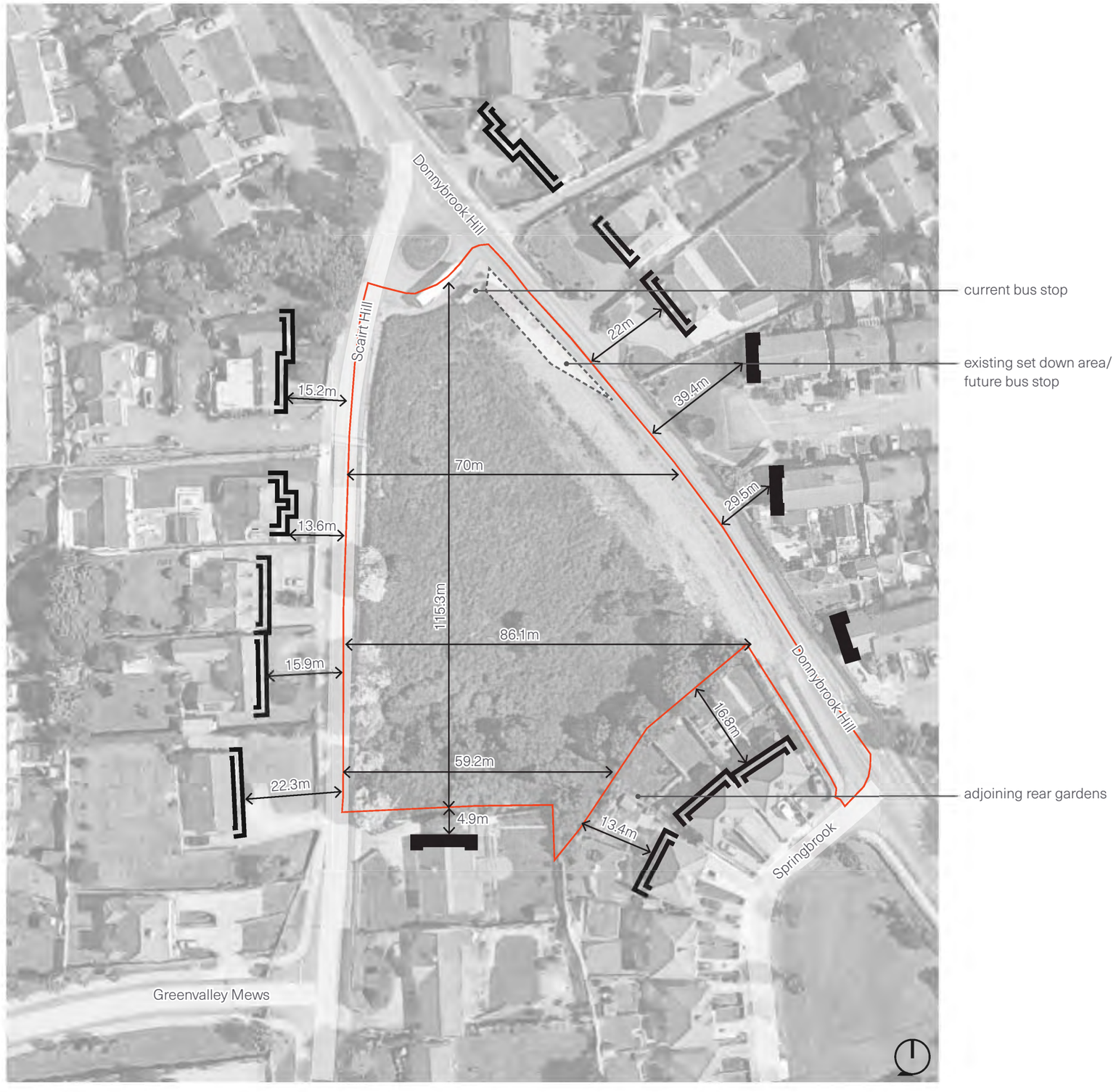
# SITE CONTEXT

The site is set on a junction between Donnybrook Hill and Scairt Hill, to the south east of Cork city and Douglas Village. There is no existing structures present.

It is surrounded on all sides by existing semi-detached and detached houses, ranging in height from one to two storeys. The south of the site adjoins 7no. rear gardens.

The site itself narrows to the north and terminates at the no. 207 bus stop that services the city centre and Glenheights to the north of the city.

A set down area exists on the north-eastern shoulder of the site.




primary facade

gable facade

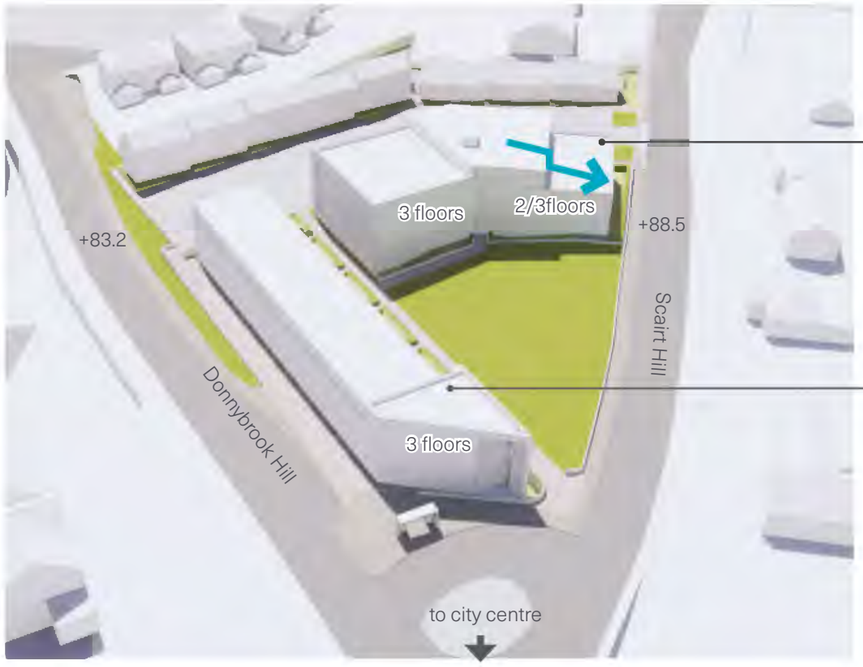
# 03 | SITE STRATEGY

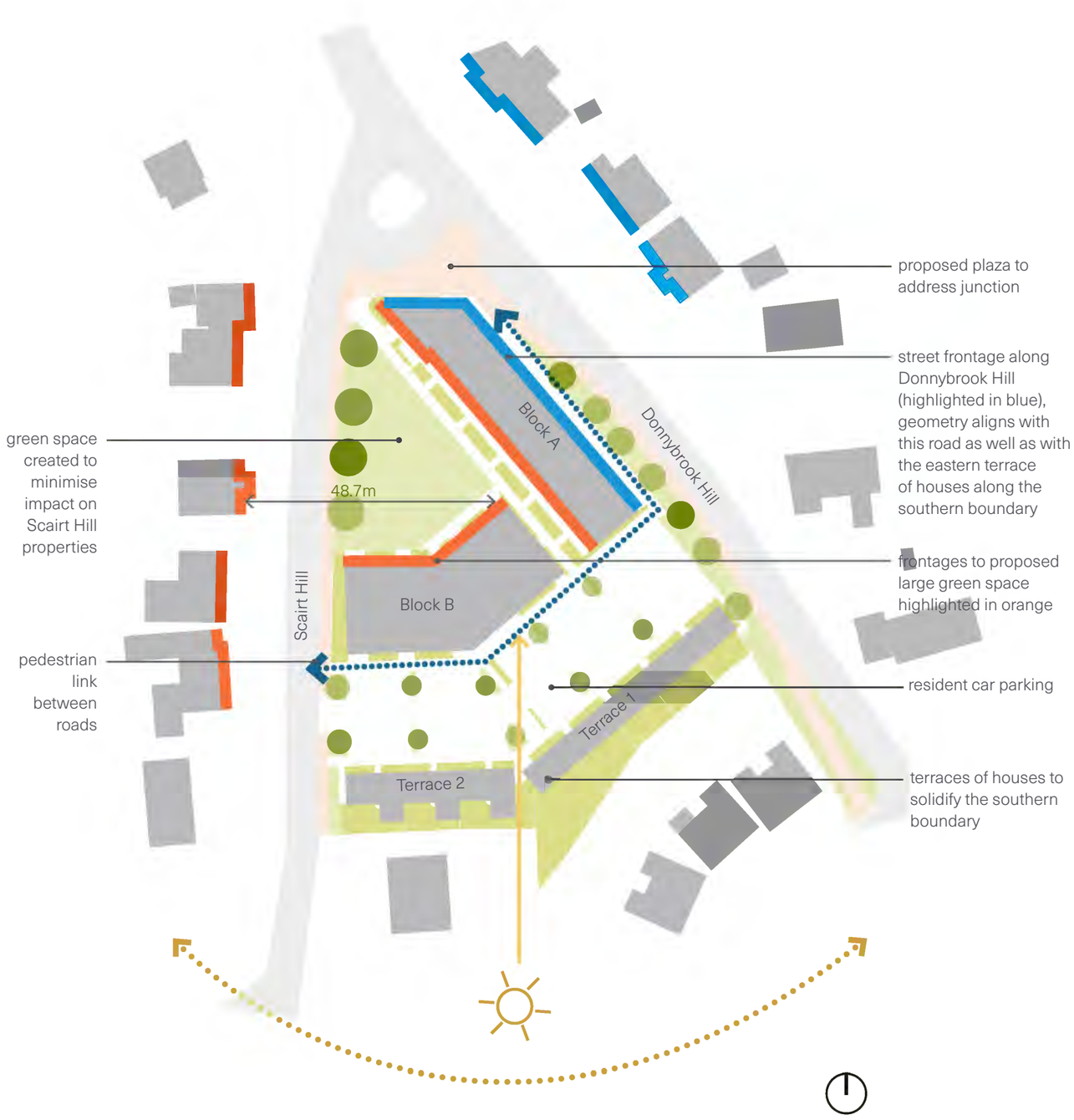
# CONCEPT

The scheme proposes two apartments blocks and eight houses. Block B is a small apartment block aligned to the west and steps in both plan and section to respond to the topography of the site and reduce the massing towards Scairt Hill. Block A  to the east is a combination of a row of duplexes units facing Donnybrook Hill, 3no. apartment units in the small triangular piece to the north addressing Scairt junction, and 10no. one bed apartments to Universal Design standards fronting on to Donnybrook Hill. Block A proposes front door units accessed from the pedestrian path running along Donnybrook Hill, Scairt junction and the proposed public open space, offering passive supervision on all three fronts. The two blocks frame a public open space that faces west and minimises impact on the residential properties on Scairt Hill. The proposed blocks are  2/3-storeys in height.

Eight houses in two cranked terraces line the southern boundary. One terrace of five three bed houses backs onto the existing Springbrook estate, with no living room facing existing back gardens to secure privacy.

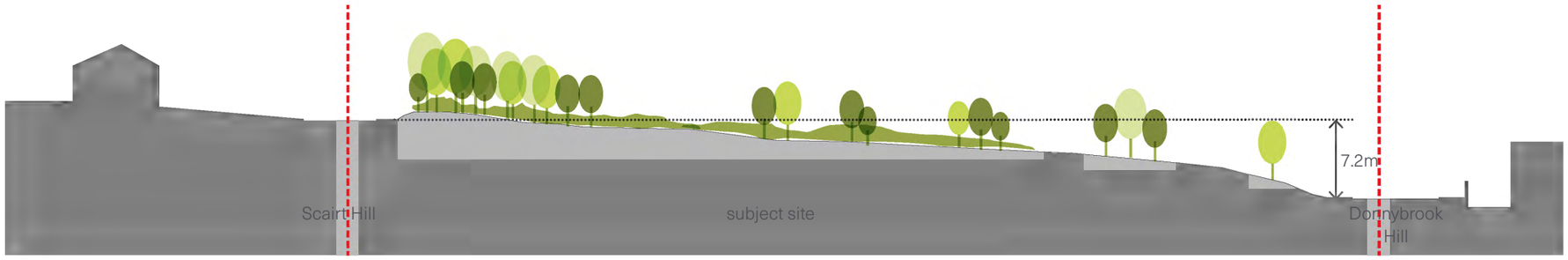
One terrace of three single storey two bed houses were designed following the Universal Design Guidelines for the elderly and to reflect the predominant height of single storey bungalows along Scairt Hill.



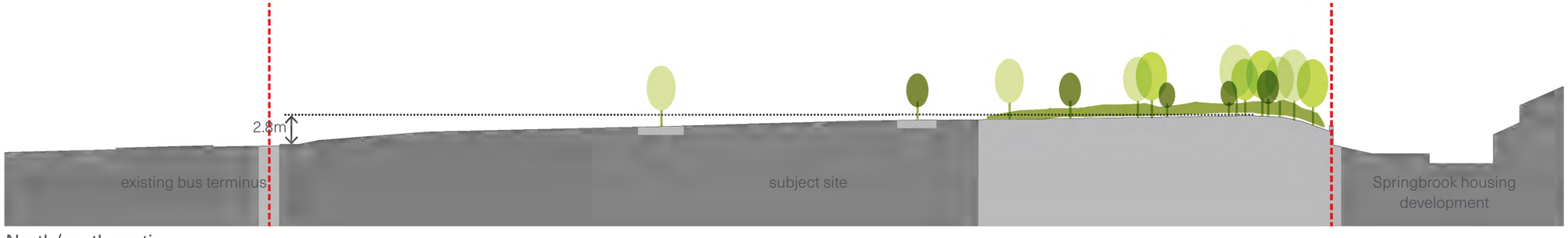



# TOPOGRAPHY

The existing topography of the site slopes down from Scairt Hill to the west to Donnybrook Hill to the east, and from the boundary of the existing housing development of Springbrook to the south to the existing bus terminus to the north.



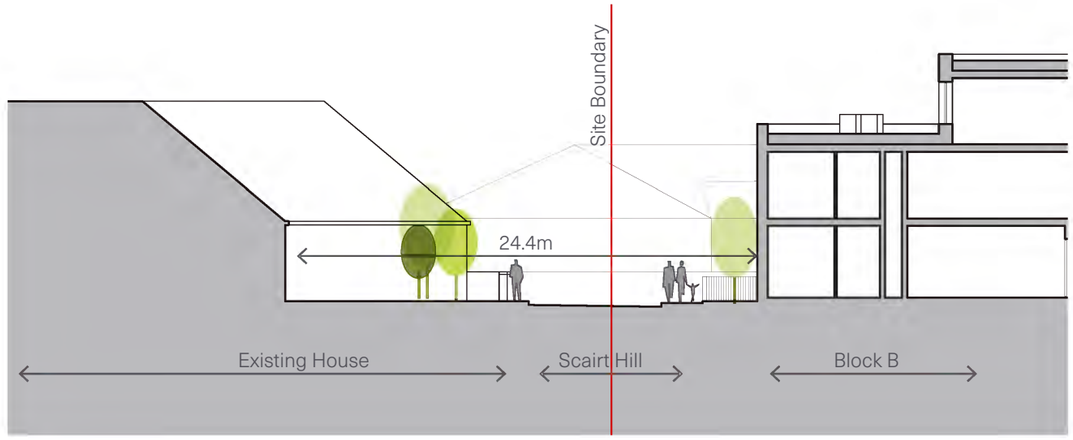

West/east section




North/south section

# SCAIRT HILL

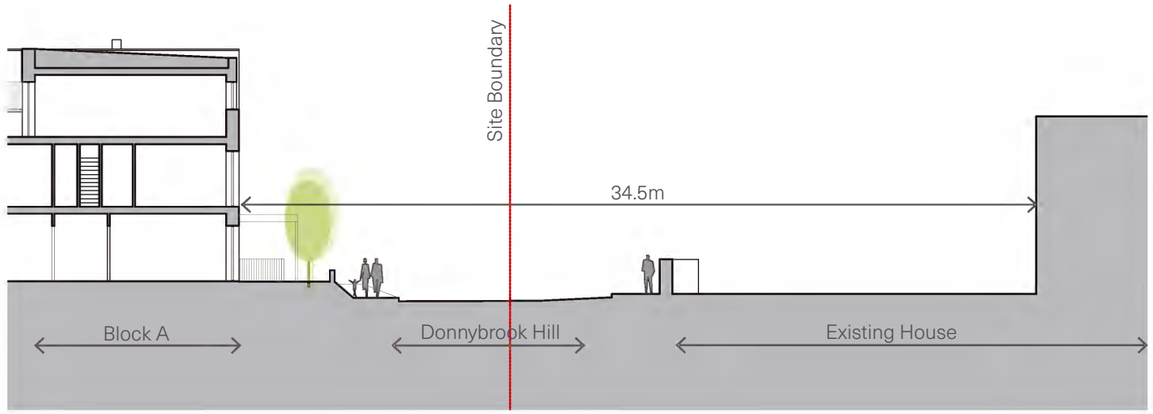
Scairt Hill sits to the west of the subject site, 3m to 7m higher than Donnybrook Hill on the east. The proposed Block B is set into the slope to reduce the height impact on neigbouring properties. This approach also means less impact on the proposed green space to Scairt Hill.




Scairt Hill section

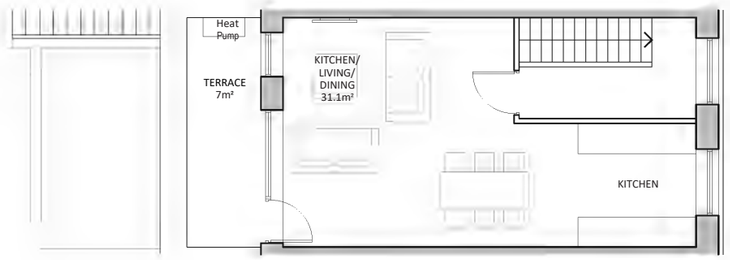

# DONNYBROOK HILL

Donnybrook Hill sits to the east of the subject site, the lowest point in the topography. Tree planting along this road will provide a visual buffer for the existing residents as well as privacy for the new residents.

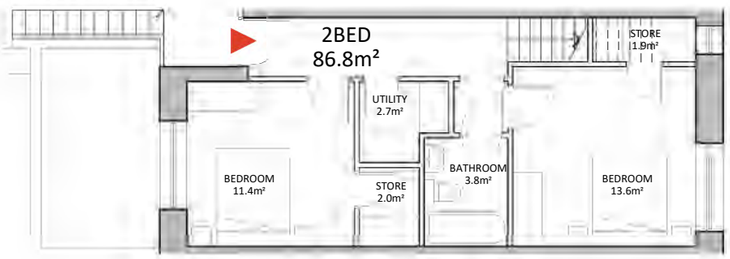



Donnybrook Hill section

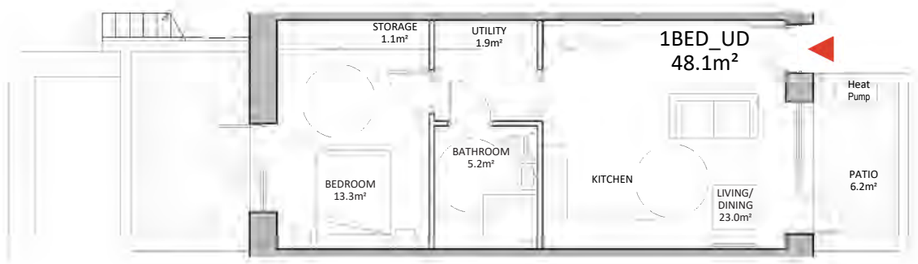
# BLOCK A - DUPLEXES & APARTMENT TYPES



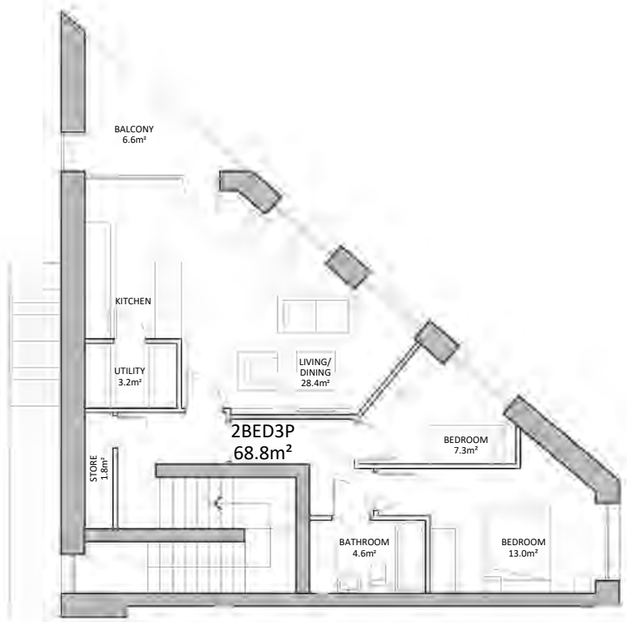

2 bed 4 person duplex unit - Level 02
(dual aspect)




2 bed 4 person duplex unit - Level 01
(dual aspect)
DUPLEXES




1bed unit - Level 00
(dual aspect)
APARTMENT
Designed to Universal Design Guidelines

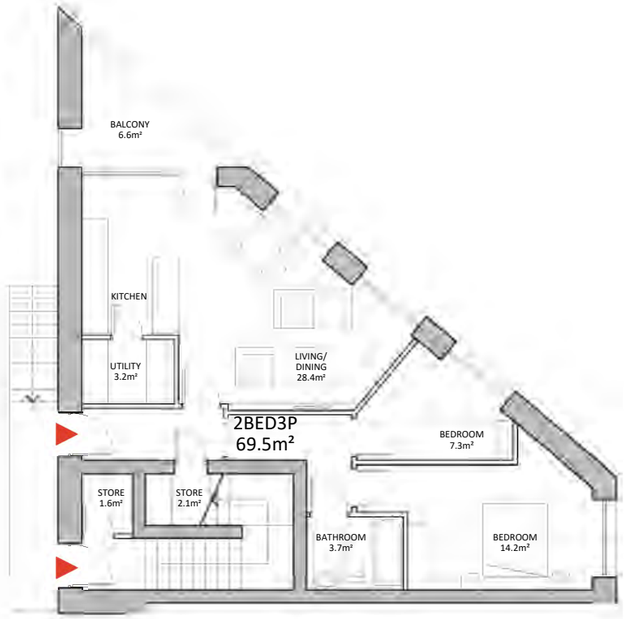



2bed 3 person unit - Level 02
(dual aspect)


2bed unit - Level 00
(dual aspect)

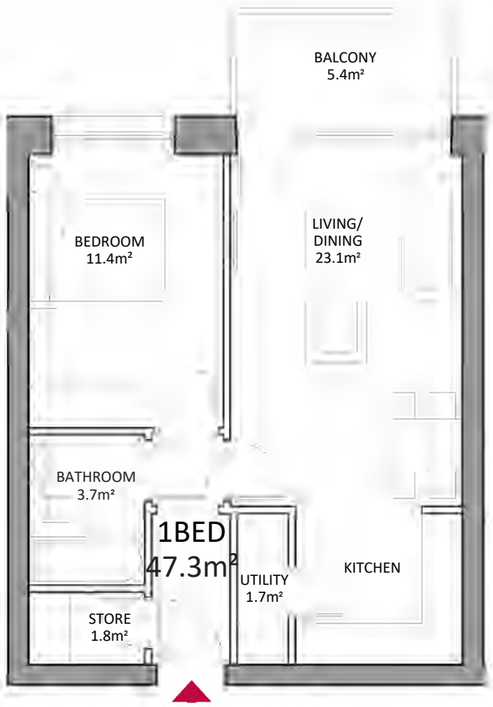
APARTMENTS

The duplexes and apartements in Block A have their own front door entrances accessed from Donnybrook Hill to the east and along the proposed public open space to the west.
They were designed to cater for the level change within the site.




2bed 3 person unit - Level 01
(dual aspect)

# BLOCK B - APARTMENT TYPES

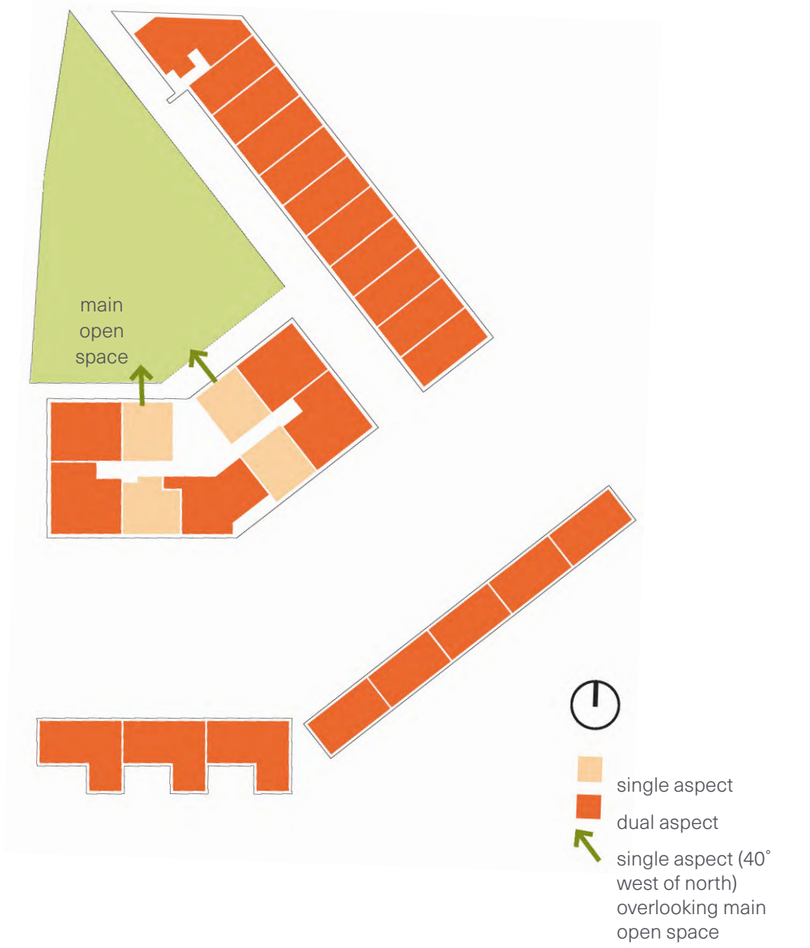



1bed unit - Level 00, level 01, level 02
(single aspect)


2 bed 3 person unit - Level 00, level 01, level 02
(dual aspect)


2 bed 4 person unit - Level 00, level 01
(dual aspect)

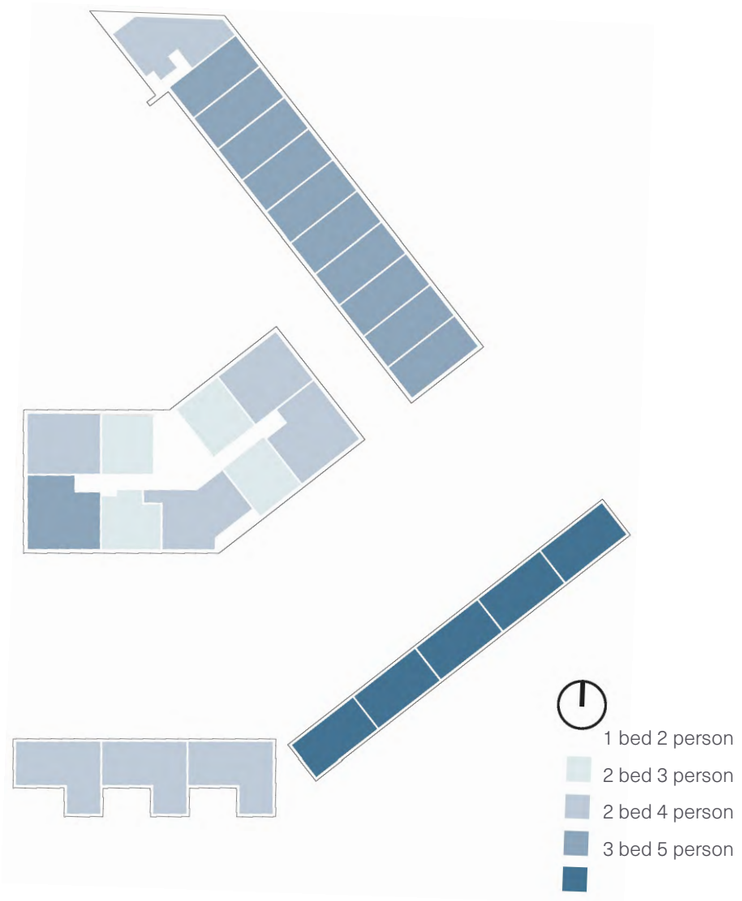
# ASPECT




The apartment blocks are configured to maximise dual aspect units whilst minimising vertical circulation through the use of centralised cores and corridors. More than 50% of the apartments, and all 2-bed units, are dual aspect. The orientation of the blocks to align with the site geometry gives rise to some single aspect 1-bed apartments with facades at 40˚ (rather than 45˚) west of north; however, these overlook the main open space in the scheme and would also receive sunlight in the evening for a large part of the year. *

The houses provide dual aspect at ground level while minimising overlooking to the rear at first floor level.

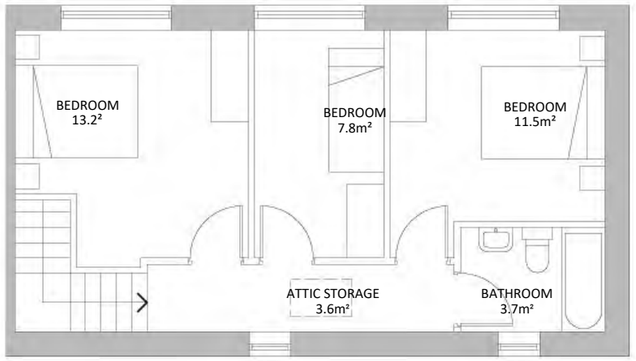
# MIX




There is a mix of 1bed, 2bed and 3bed units throughout the scheme. The apartment blocks have been laid out to achieve a c. 50:50 mix of 1 and 2 bed unit types.

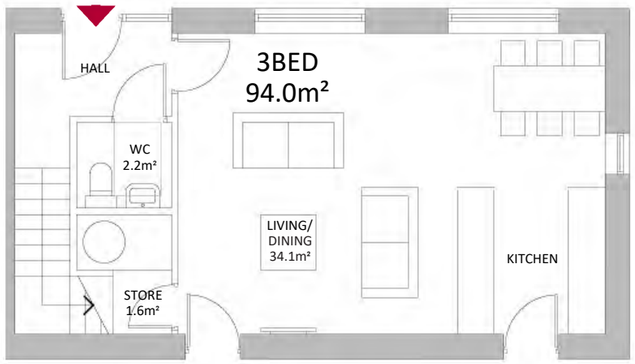
*From Sustainable Urban Housing: Design Standards for New Apartments, December 2022, Paragraph 3.18: *North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body some other amenity feature.*

# HOUSE TYPE 3 BED



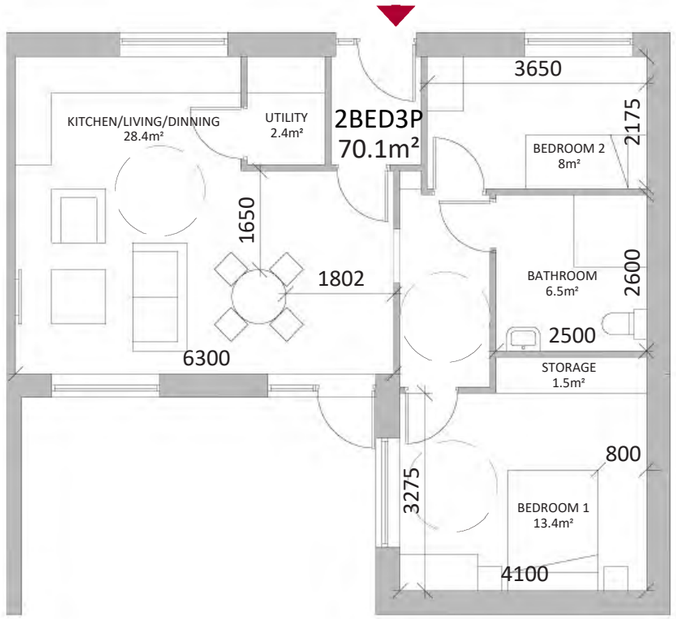

3bed unit
Level 01
(single aspect)

obscured high level windows
at first floor to secure privacy of
existing dwellings




3bed unit
Level 00
(dual aspect) - end of terrace unit with gable window

# HOUSE TYPE 2 BED




2bed unit end of terrace unit - Single storey
(dual aspect)
Designed to Universal Design Guidelines for elderly residents

# MATERIALITY

In keeping with the character of the area it is proposed to use a simple palette of materials. Render walls and tiled roofs are proposed for the houses.

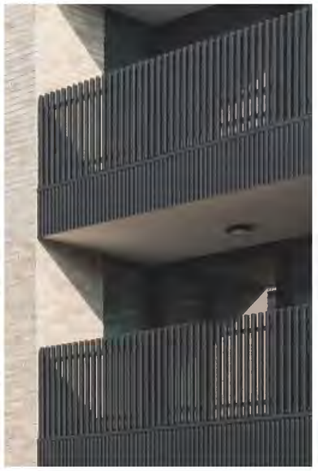
Metal balconies and railings along with dark frame windows will be used throughout the site, creating unity . A simple palette of materials  will be used for the apartments and duplexes, matching the proposed houses.

It is proposed to introduce a recessed metal cladding element on Block B to articulate the rotation north/west designed to aligned the block with Scairt Hill and work with existing topography.

Metal cladding mixed with variety of finishes

Recessed metal cladding element on Block B articulates the transition between floor levels

Townhouses with simple materials
Milkwood Road Housing, London
C.F. Møller Architects



Modern metal balconies

Simple material palette used on Arus Mhuire, Cork
O'Mahony Pike Architects

# DENSITY

While the density as expressed in units per Hectare is above the range suggested in Cork City Development Plan, we note that the units are generally 1&2 bedroom units resulting in a more compact development.

The gross development area proposed is 4,521.5sq.m on a site of 0.80Ha.
This results in a FAR of 0.57:1 which is at the median of the target range (0.2-1.5) for outer suburbs as per the Density Tables (Volume1 Chapter 11 of City Development Plan).
This page also contains a table of target heights for different areas. We also note that the proposed 2-3 storey development is in line with the target heights (2-4 storeys) for outer suburbs.

Furthermore, we note that the site is located on a BusConnects corridor in CMATS and there is a bus stop at the northern corner of the site. While residential densities are set out in Table 11.2 of the new plan, it also states that in accordance with the Sustainable Residential Development in Urban Areas minimum density targets will be applied in the development of all sites, and these Guidelines state that within public transport corridors and to maximise the return on the investment on BusConnects, it is recommended that increased densities should be promoted within 500 metres walking distance of a bus stop,  and minimum net densities of 50 dwellings per hectare should apply within these corridors.

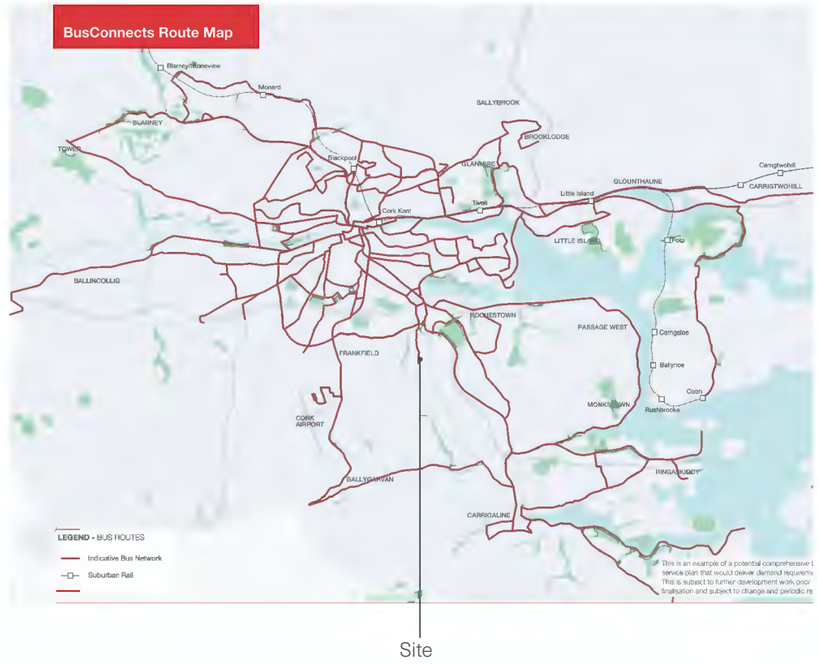


| Density and Building Heights Strategy | Density | | | | | Heights | | | |
|---|---|---|---|---|---|---|---|---|---|
| | FAR | | Dwellings Per Hectare | | | No. of Storeys | | | |
| | Prevailing | Target | Prevailing | Target* | | Prevailing | | Target | |
| | | | | Lower | Upper | Lower | Upper | Lower | Upper |
| **City** | **2.5 - 7** | **4+** | **10 - 25** | **100** | **N/A** | **2** | **5** | **4** | **8**** |
| City Centre | 2.5 - 7 | 4+ | 10 - 25 | 100 | N/A | 2 | 5 | 4 | 6 |
| North Docks | 0.5 - 1 | 3+ | 0 - 40 | 100 | N/A | 2 | 3 | 4 | 7 |
| South Docks | 0.5 - 1.5 | 4+ | 0 - 10 | 100 | N/A | 2 | 4 | 5 | 10** |
| **Fringe / Corridor / Centre** | **1.0 - 3.5** | **2.5 - 4+** | **25 - 100+** | **50** | **150** | **2** | **6** | **4** | **7** |
| City Fringe / Corridor | 1.5 - 3.5 | 2.5 - 4.5 | 25 - 100 | 50 | 150 | 3 | 6 | 5 | 7 |
| Mahon | 0.5 - 3.5 | 1 - 4 | 10 - 40 | 50 | 120 | 2 | 5 | 4 | 6 |
| Blackpool | 0.5 - 3.0 | 1 - 4 | 0 - 40 | 50 | 120 | 2 | 5 | 4 | 6 |
| Wilton | 0.5 - 3.5 | 1 - 4 | 10 - 25 | 50 | 120 | 2 | 4 | 3 | 5 |
| **Inner Urban Suburbs** | **0.2 - 1.5** | **0.5 - 2.5** | **10 - 40** | **45** | **100** | **2** | **4** | **3** | **5** |
| 1. The Urban North | 0.2 - 0.7 | 0.5 - 1.5 | 10 - 25 | 50 | 100 | 2 | 3 | 3 | 4 |
| 2. Tivoli | 0.2 - 0.7 | 0.5 - 3.5 | 0 - 10 | 50 | 100 | 2 | 4 | 3 | 5 |
| 3. Ballintemple & Blackrock | 0.2 - 1.5 | 0.5 - 1.5 | 10 - 25 | 40 | 80 | 2 | 4 | 3 | 5 |
| 4. Douglas | 0.2 - 2.5 | 0.5 - 3.5 | 5 - 20 | 50 | 100 | 2 | 3 | 3 | 4 |
| 5. South Link Road Corridor | 0.2 - 1.5 | 0.5 - 2.5 | 15 - 40 | 50 | 100 | 2 | 3 | 3 | 4 |
| 6. South West Corridor | 0.2 - 1.5 | 0.5 - 2.5 | 20 - 40 | 50 | 100 | 2 | 3 | 3 | 4 |
| 7. North West | 0.2 - 1.5 | 0.5 - 1.5 | 10 - 25 | 40 | 80 | 2 | 2.5 | 2 | 4 |
| 8. North Blackpool | 0.2 - 1.5 | 0.5 - 1.5 | 0 - 25 | 40 | 100 | 2 | 4 | 3 | 5 |
| 9. Central Ballincollig | 0.5 - 3.0 | 0.7 - 3.5 | 10 - 25 | 50 | 100 | 2 | 4 | 3 | 5 |
| 10. Blarney | 0.2 - 1.5 | 0.5 - 1.5 | 0 - 25 | 35 | 50 | 1 | 2 | 2 | 3 |
| 11. Stoneview | 0.2 - 0.7 | 0.5 - 1.5 | 0 - 25 | 40 | 80 | 1 | 2 | 2 | 3 |
| **Outer Suburbs** | **0 - 1.5** | **0.2 - 1.5** | **0 - 25** | **40** | **60** | **2** | **3** | **2** | **4** |

* Assuming resi-led scheme.
** Potentially suitable for exceptional tall building(s).

**Table 11.2:** Cork City Density and Building Height Standards.





# DENSITY

The Compact Urban Settlements Guidelines was published this year by the department of Housing Local Government and Heritage.
Page 16 defines density ranges for different part of Dublin and Cork city. The proposed site at Scairt Hill sits within a suburban zone as define by the guidelines which suggests a range of 40-80 dph for these sites.

We note that the current  proposed density is 67.5 dph which sits within the recommended range of the guidelines.



**(ii) Areas and Density Ranges Dublin and Cork**

Table 3.1 Areas and Density Ranges Dublin and Cork

| |
|---|
| **City Centre**<br>The city centres of Dublin and Cork, comprising the city core and surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the city centres of Dublin and Cork. |
| **City Urban Neighbourhoods (including Designated Town Centres and Public Transport Nodes and Interchanges)**<br>The city urban neighbourhoods category includes:- (i) the compact medium density residential neighbourhoods[6] around the city centre that have evolved overtime to include a greater range of land uses; (ii) town centres designated in development plans, and (iii) lands around an existing or planned high capacity public transport node or interchange (defined in Table 3.7) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods (including designated town centres and lands around existing or planned public high capacity transport nodes and interchanges) in the city and suburb areas of Dublin and Cork. |
| **City Suburban/Urban Extension**<br>Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the twentieth and early twenty first century, while urban extension refers to the greenfield lands at the edge of the built up area that are zoned for residential or mixed-use (including residential) development[7]. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations, and that densities of up to 150 dph (net) shall be open for consideration at accessible urban locations (defined in Table 3.7). |
| **Metropolitan Town[8]**<br>Metropolitan towns in Dublin and Cork are the network of towns outside of the city and suburb areas but within the designated metropolitan areas. These towns have good transport links to the city and are economically active towns in their own right. These settlements will accommodate significant population and economic growth in support of a consolidated metropolitan area. It is a policy and objective of these Guidelines that residential densities in the range 40-100 dph (net) shall generally be applied in metropolitan town centres and on lands around an existing or planned high capacity public transport node or interchange (defined in Table 3.7); and that residential densities in the range 35-50 dph (net) shall generally be applied at suburban and edge locations. |
| **Metropolitan Villages**<br>Metropolitan villages are small in scale and have limited infrastructure and services provision. Population growth in the villages should be limited and tailored to reflect existing density and / or built form and the capacity of existing services and infrastructure (including public transport and water services). |

6 The size of urban neighbourhood will vary across the five cities with Dublin and Cork having larger urban neighbourhoods.
7 Section 28 Guidelines, Development Plan Guidelines for Planning Authorities 2022 set out policy requirements in relation to the zoning of lands for residential purposes.
8 Defined within the Regional Spatial and Economic Strategy and Metropolitan Area Strategic Plan (MASP)

# INDICATIVE VIEWS

Aerial view from north junction

# INDICATIVE VIEWS

Street view from north junction

# INDICATIVE VIEWS

Aerial view from Scairt Hill

Western Site Elevation

Eastern Site Elevation

# 04 | DEVELOPMENT PLAN OBJECTIVES

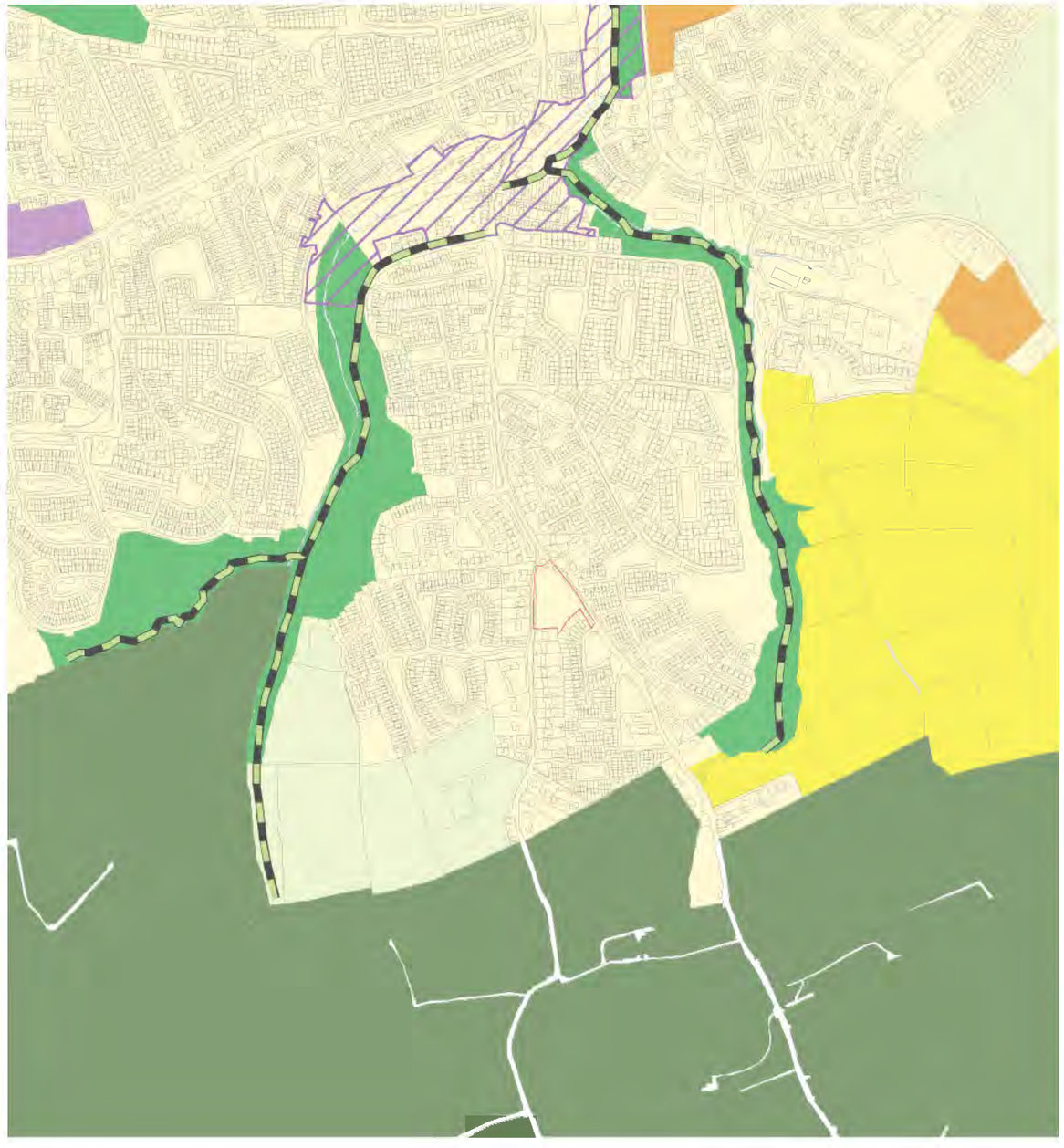
# CORK CITY COUNCIL DEVELOPMENT PLAN 2022-2028 - MAP 15

This submission is made under the Cork City Development Plan 2022-2028.

The site falls within the *ZO 01 Sustainable Res Neighbourhoods* zone. It is surrounded by the same zoning to the north, south, east and west.

**Zoning Objective 1:** To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.

Residential development as proposed is compatible with this zoning



Walkways & Cycleways
Area of High Landscape Value
Proposed ACA
Existing ACA
ZO 01 Sustainable Res Neig bourh ds
ZO 02 New Res Neighbourhoods
ZO 05 Mixed Use Dev
ZO 07 Urban Town Centre
ZO 09 Neighbourhod and Local Centres
ZO 11 Business & Tech
ZO 12 Retail Warehousing
ZO 13 Education
ZO 16 Public Open Space
ZO 17 Sports Grounds and Facilities
ZO 18 Landscape Preservation Zones
ZO 20 Rivers and Water Bodies
ZO 21 City Hinterland

**ZONING OBJECTIVES**

**ZO 1.1:**
The provision and protection of residential uses and residential amenity is a central objective of this zoning. This zone covers large areas of Cork City's built-up area, including inner-city and outer suburban neighbourhoods.

**ZO 1.2:**
Development in this zone should generally respect the character and scale of the neighbourhood in which it is situated.

**ZO 1.3:**
Primary uses in this zone include residential uses, crèches, schools, home-based economic activity, open space and places of public worship.

**ZO 1.4:**
Uses that contribute to sustainable residential neighbourhoods are also acceptable in principle in this zone provided they do not detract from the primary objective of protecting residential amenity and do not conflict with other objectives of this Development Plan.

**ZO 1.5:**
Where it can be suitable justified, the expansion of zoned Neighbourhood and Local Centres is open for consideration in this zone provided they meet the criteria for such centres set out in Chapter 7 Economy and Employment.

**ZO 1.6:**
The employment policies in Chapter Economy and Employment designate particular locations for offices, office-based industry and major retailing development, and these uses are not generally permitted in this zone, unless they are community -based enterprises or social enterprises.

**ZO 1.7:**
Many green areas of open space in residential estates in Cork City area included in this zone. There will be a presumption against development on all open space in residential estates including any green area or public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation or amenity open space, including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes.

# CORK CITY COUNCIL  DEVELOPMENT PLAN

This document, along with the associated drawings, maps and schedules, describes a scheme of mixed housing types (apartments and houses) on the subject site at the junction of Scairt Hill and Donnybrook Hill, designed to meet the growing needs of the city in line with its strategic objectives.

## CORK CITY COUNCIL DEVELOPMENT PLAN 2022-2028 STRATEGIC OBJECTIVES:

**SO 1: Compact Liveable Growth**
Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration infill development and strategic greenfield expansion adjacent to existing city.

**SO 2: Delivering Homes and Communities** Provide densities that create liveable, integrated communities by using a mix of house types, tenures and sizes linked to active and public transport. Provide amenities, services and community and cultural uses to enable inclusive, diverse and culturally rich neighbourhoods.

**SO 3: Transport and Mobility**
Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.

**SO 4: Climate and Environment**
Transition to a low-carbon, climate-resilient and environmentally sustainable future. Implement climate mitigation and adaptation measures that reduce our carbon footprint including sustainable energy consumption, sustainable transport, circular economy, green construction and flood risk mitigate and adaptation.

**SO 5: Green & Blue Infrastructure, Open Space and Biodiversity**
Manage and enhance green and blue infrastructure, to protect and promote biodiversity, ecology and habitat connectivity, protect natural areas, enhance landscape character and maritime heritage, and manage access to green and blue spaces that provide recreation, amenity and natural areas.

**SO 6: Economy and Employment**
Be a national and regional economic driver delivering strong, resilient, diverse and innovative economic growth. Focus new employment in strategic areas across the city. Enhance Cork's role as a city of learning, using knowledge and talent as a key enabler for city and economic growth.

**SO 7: Heritage, Arts and Culture**
Protect and enhance the unique character and built fabric of the city its neighbourhoods, urban towns and settlements by caring for Protected Structures, archaeological monuments and heritage, Architectural Conservation Areas and intangible heritage. Identify, protect, enhance and grow Corks unique cultural heritage and expression in an authentic and meaningful way. Ensure Cork's heritage, culture and arts are celebrated and developed to create an attractive, vibrant and inclusive place to live, work, study and visit.

**SO 8: Environmental Infrastructure**
Ensure efficient and sustainable use of water services, enhance water quality and resource management. Manage waste generation and treatment and support the principles of the circular economy. Improve air quality and promote proactive management of noise. Enable the sustainable delivery of digital infrastructure, renewable energy and environmental improvements.

**SO 9: Placemaking and Managing Development**
Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.

# 05 | URBAN DESIGN CRITERIA

# URBAN DESIGN CRITERIA

Context
The subject site is located in an established residential area in the southern suburbs of the city. The addition of a new residential scheme on a vacant site is appropriate to this context. Although largely an apartment scheme (in order to provide smaller unit types and an increase in density), some terraced houses are proposed, backing onto the existing houses at the south of the site . These provide a transition in scale from the existing context to the proposed apartment buildings.

Connections
The site is adjacent to the current 207 bus terminus at the junction of Scairt Hill and Donnybrook Hill, and will also be next to the proposed new bus stop to the east on Donnybrook Hill when the route is reconfigured. This currently provides a (c. 30 minute frequency) bus link to Douglas and the city centre. The layout provides for a new pedestrian route through the centre of the site from Scairt Hill to Donnybrook Hill.

Inclusivity
A variety of unit types from 1-bed apartments to 3-bed houses is provided to meet the needs of a range of people and households. Buildings present an open aspect to passersby, with mainly soft landscaping rather than walls between them and public space so that all areas of the site are passively supervised. Open space is generous and easily accessible for all residents. The apartments are all arranged on a single level, accessed via a lift, and would be suited to a wide range of occupants. The scheme is readily accessed by public transport.

Variety
The provision of 1 & 2 bed apartments in particular adds to the range of accommodation available in this area of the city, which currently contains mainly larger detached and semidetached dwelling houses. The proposed houses provide further diversity of typology within the development itself. The scheme is proposed to be social housing, contributing to a variety in tenure in an area largely composed of private dwellings.

Efficiency
Providing residential development at a higher density than the surrounding context ensures that efficient use is made of this vacant site in an established area of the city served by public transport.  As smaller 1 and 2 bedroom residential units are proposed, the scheme is largely an apartment scheme. The apartment blocks are arranged efficiently, with vertical circulation cores kept to a minimum and corridors double-loaded.

Distinctiveness
The proposed apartment buildings will form a local landmark addressing the junction of Scairt Hill and Donnybrook Hill. The houses echo the forms of the surrounding residential buildings, whilst being contemporary in expression to tie in with the apartment blocks.

Layout
The layout of the 8no. houses at the southern boundary is designed to create a sense of privacy for the existing houses adjoining the site by securing their rear gardens. The apartment blocks are located to the north of the site, allowing for a large open green space to the west to provide a buffer to the existing houses along Scairt Hill. The access road and path provide a new pedestrian route connecting Scairt Hill to Donnybrook Hill. The design of the buildings provides passive supervision to all open space, roads and pedestrian routes.

Public Realm
A large green open space is described by the arrangement of the apartment blocks, facing west to Scairt Hill.  At 13.4 % of the site area, this green space combine with a public plaza facing the northen junction, provide a generous level of amenity. The design of the buildings provides passive supervision to these areas and to all public space, including the access road, the shared parking/turning area and the plaza at the junction of Scairt Hill and Donnybrook Hill.
A small play area (85m$^2$) is provided within the green public open space as required in paragraph 4.13 of the Sustainable Urban Housing: Design standards for New Apartments 2022.

# URBAN DESIGN CRITERIA

Privacy and Amenity

All apartments in the scheme have a private amenity space linked to the main living room in compliance with relevant standards. More than half of the apartments are dual aspect; where some single aspect apartments face 40˚ (rather than 45˚) west of north, they overlook the main open space as allowed for in Sustainable Urban Housing: Design Standards for New Apartments. All apartments have easy access to this green space via the central cores. Houses have private rear gardens in compliance with development plan standards.

Parking

44no. car parking spaces are located on the access road between the houses and the apartment buildings, a rate of 0.8 spaces per apartment and 1 per house.

74no. secure bicycle parking spaces are provided at ground floor level of Block B and 20 visitor parking spaces on the eastern edge of the public open space and accessible from proposed pedestrian path.

Residents bicycle parking is provided at a rate of 1 per bedroom (94no. proposed), in compliance with Sustainable Urban Housing: Design Standards for New Apartments 2022 ( *1 cycle storage space per bedroom[ ] Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units*).
It is noted that Cork City Development Plan 2022-2028 contains a bicycle parking requirement of 0.5 spaces per unit in the suburbs.

All car parking areas and the access route to bicycle parking area are passively supervised.

Detailed Design

The materiality and detailing of the buildings will use neutral tones and a contemporary expression to form a coherent scheme that is distinctive yet relates to the surrounding context.

Adaptability

All of the proposed apartments are on a single level, accessible by lift, with large open plan living/dining/kitchen area, allowing for adaptability in use.
All homes will be built in compliance with Part L of the Building Regulations, with well insulated fabric, energy efficient windows and doors and heating by means of heat pumps.
Three single storey houses and ten ground level apartments are provided to cater for a variety of residents and follow the principles of Universal Design Guidelines in their layouts.

# 06 | SITE SERVICES

Please refer to engineer's report for site services layout,  access and connection points.