

DESIGN STATEMENT

23RD OF JANUARY 2025

CARRIGALINE ROAD / CHURCHYARD LANE, DOUGLAS, CORK
FOR BARRY'S FIELD LTD.

mahony pike

Project:	Mixed Use Development	**Proj. No.:**	23060
Location:	Carrigaline Road / Churchyard Lane, Douglas, Cork	**Proj. Lead:**	AR
Client:	Barry's Field Ltd.	**Created by:**	AR / SV
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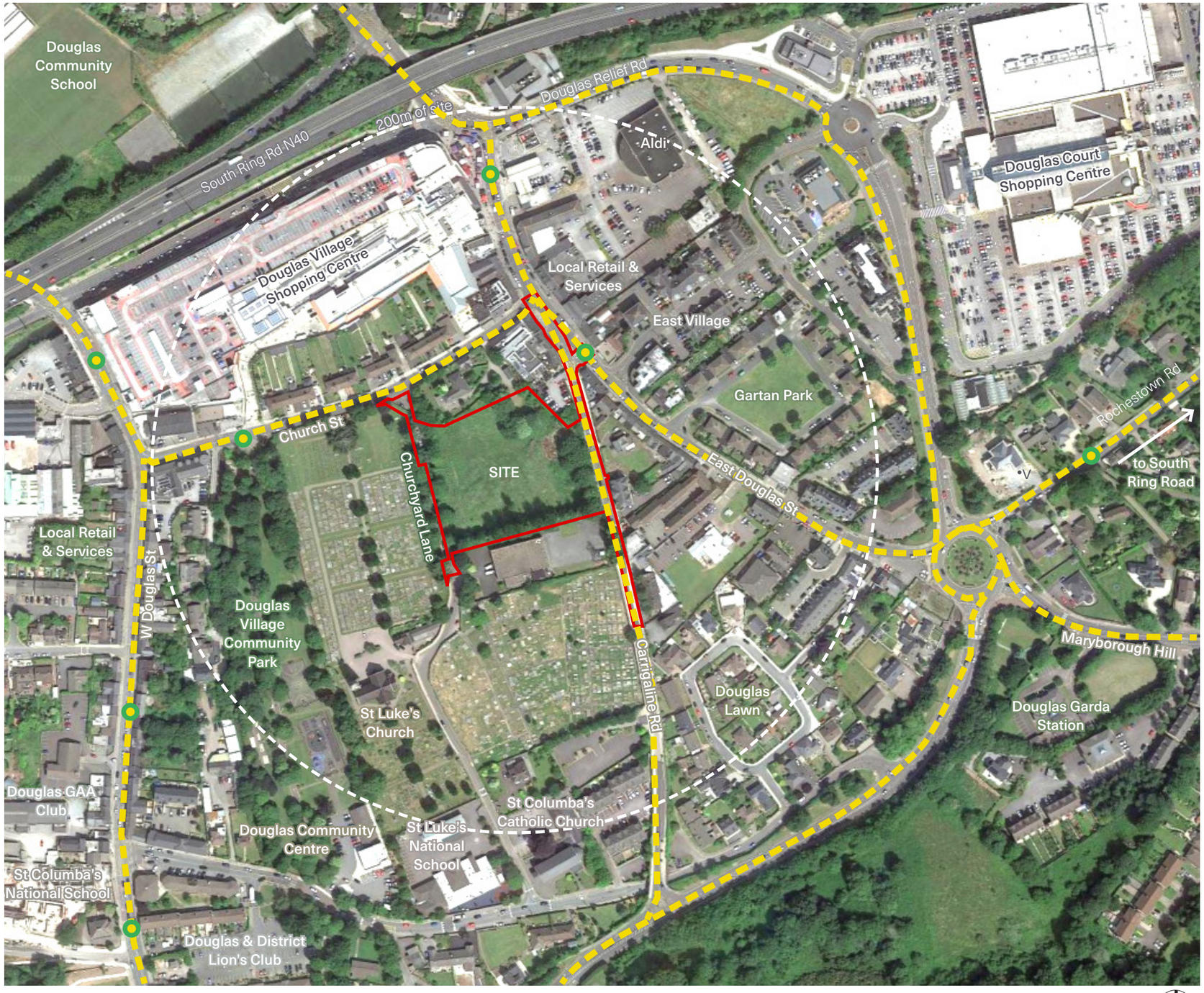
01 | CONTEXT

SITE LOCATION

The site is located between Carrigaline Road and Churchyard Lane, in the southern suburbs of Cork City. It is within the village of Douglas, which contains Douglas Village Shopping Centre, Douglas Court Shopping Centre and a variety of other commercial premises. The site is surrounded in all directions by local services, retail areas and public amenities just a few minutes walk away. Schools, both primary and secondary, are also available in the area, within walking distance of the site.

There are various leisure facilities in the vicinity, including Douglas Village Community Park and playing fields.

The site is well served by various existing bus routes connecting to the City Centre and a selection of suburbs. It is also close to the South Ring Road (N40), which gives access to Cork Airport, the ferry terminal at Ringaskiddy and links to other cities.



bus routes & stops in the vicinity of the site

206 Grange to South Mall - every 15 mins

207 Donnybrook to Glenheights - every 30 mins

216 Monkstown to CUH - every 30 mins

219 Mahon to MTU - every hour

220 Carrigaline to Ovens - every 15 mins

223 Ringaskiddy to South Mall - every hour

SITE DESCRIPTION

The site is bound to the north by single and two storey houses and bar/restaurant premises, to the east by Carrigaline Road, to the south by Douglas Telephone Exchange and to the west by Churchyard Lane.

The site is relatively level (gently sloping up from north to south) with green space and mature trees throughout, and is currently not in use. Existing trees and hedgerows/sod & stone ditches line the site, sheltering it from neighbouring properties. The area of the site is c. 0.84ha.

There are three bus stops serving Route Nos. 207, 216, 219, 220 & 223 just to the north and west of the site, and many more bus stops are within walking distance as outlined on the previous page (Route No. 206 as well as 207/216/219/220/223).



Protected Structure



SITE DESCRIPTION

The site is bound to the north by two houses on Church Street and by Barry's of Douglas Bar & Restaurant, the garden area of which is screened from the majority of the site by mature trees. There is a small vacant site between this garden and the site along Carrigaline Road.

To the east, the site is bound by Carrigaline Road, a one-way road partially bordered by sod & stone wall/ditch with hedgerow and large, mature trees.

To the west, the site is bound by Churchyard Lane, a narrow road which is lined on one side by a stone wall and on the site boundary by a sod & stone wall/ ditch with hedgerow. Both sides of the lane are lined with mature trees.

To the south, the site is bound by a telephone exchange premises. A wall separates the two properties, and large mature trees just to the north (site) side of this provides significant screening in views from the south.

Two graveyards are located to the south and west of the site.



Aerial view from Southwest



View from Carrigaline Rd looking South



Barry's of Douglas Bar & Restaurant to the North of the site



View looking North towards Douglas Village Shopping Centre



View from Carrigaline Rd looking North



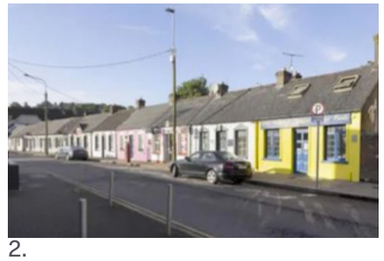
View from Churchyard Lane looking South

SITE DESCRIPTION

EXISTING BUILT FABRIC

The existing built fabric of Douglas is varied in typology, style, age and scale as can be seen from the following images of buildings in the vicinity of the site.


1.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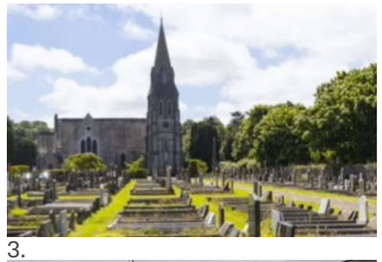
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DEVELOPMENT PLAN & ZONING

CORK CITY DEVELOPMENT PLAN 2022-2028

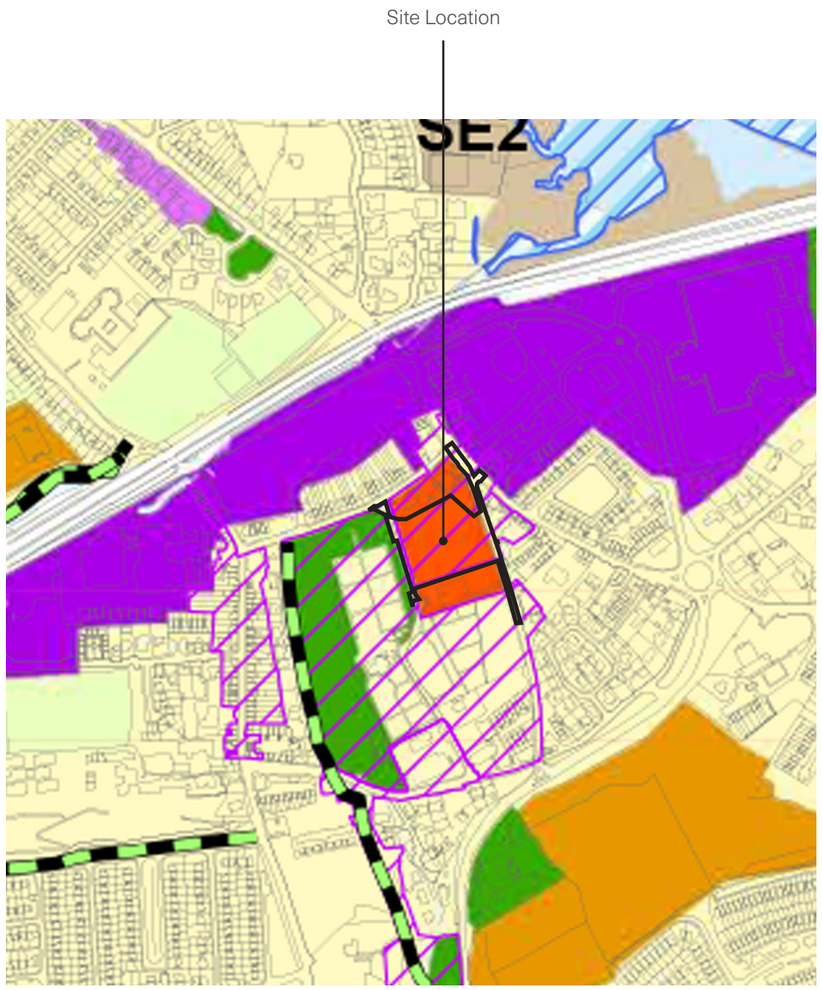
Zoning

The site is zoned ZO 04, Mixed Use Development, in Cork City Development Plan 2022 - 2028. The zoning objective is: *"To provide and promote a mix of residential and other uses to ensure the creation of a vibrant and sustainable urban area."* Residential use is permitted in principle.

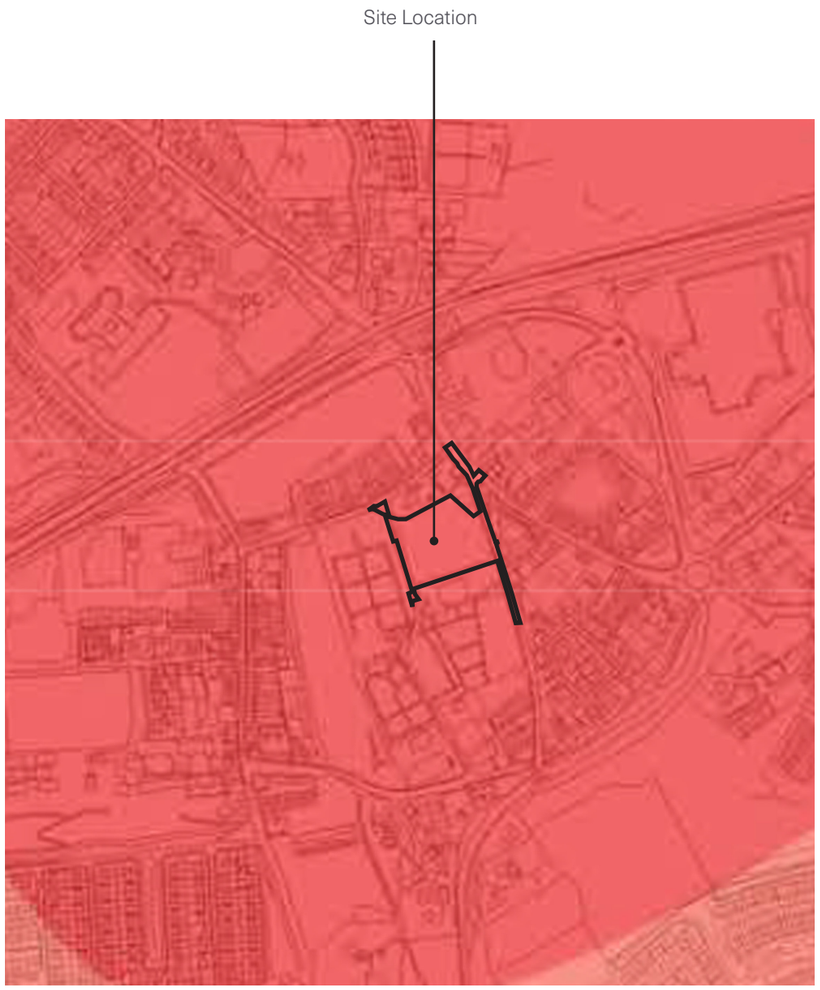
The site is within an Architectural Conservation Area (Douglas Donnybrook ACA - Sub Area B).

Building Height & Density

The site is located within Douglas Inner Urban Suburb in the Cork City Development Plan Density and Building Height Spatial Strategy. The Inner Urban Suburbs generally have a target height of 3 to 5 storeys, with Douglas having a target height of 3 to 4 storeys and target density of 50 - 100 dph.



Extract from Zoning Map 14 of Cork City Development Plan 2022 - 28



Extract from Height Map 14 of Cork City Development Plan 2022 - 28

- Architectural Conservation Areas
- ZO 01, Sustainable Residential Neighbourhoods
- ZO 07, District Centre
- ZO 04, Mixed Use Development
- ZO 08, Neighbourhood and Local Centres
- ZO 12, Education
- ZO 15, Public Open Space
- ZO 16, Sports Grounds and Facilities
- ZO 17, Landscape Preservation Zones
- ZO 19, Rivers and Water Bodies Protection
- Walkways & Cycleways

- Inner Urban Suburbs
- Outer Suburbs

DEVELOPMENT PLAN & ZONING

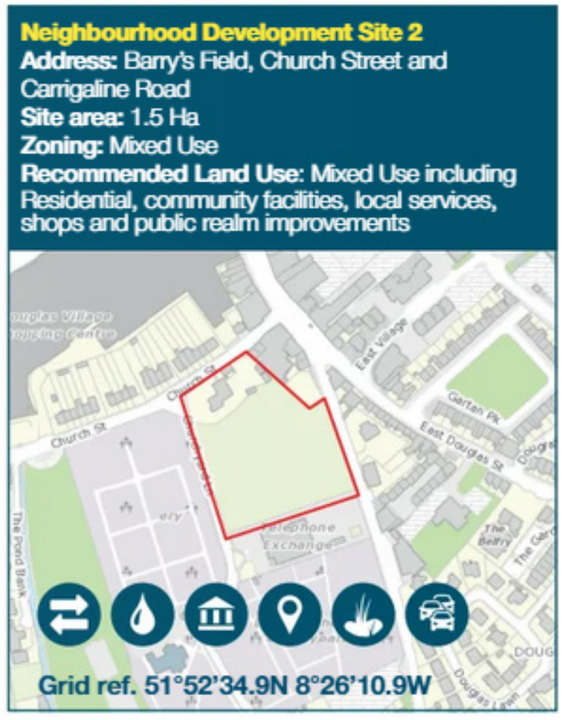
NEIGHBOURHOOD DEVELOPMENT SITE 2

Along with the houses to the north fronting onto Church Street, the site also forms part of Neighbourhood Development Site 2. This has the following objective:

Objective 10.100 - Neighbourhood Development Sites

Cork City Council in collaboration with land owners and relevant stakeholders will progress the neighbourhood development sites through active land management. These sites will benefit the local neighbourhood and support compact growth. Development proposals will address the relevant points highlighted by the text and icons associated with the maps and relevant objectives throughout this plan.

Particular issues related to this site include access & permeability, placemaking & integration into the historic environment; these are addressed in this document, as well as in the Architectural Heritage Impact Assessment prepared by John Cronin & Associates. Other requirements include a Flood Risk Assessment (prepared by Arup Consulting Engineers), SuDS proposals (included in civil and structural engineering information provided by Denis O'Sullivan & Associates), and a Traffic & Transport Assessment (prepared by MHL Consulting Engineers).



Access and Permeability
Consideration should be given to permeability and how users will access the site from any adjoining roads or paths. This includes access by all modes of transport, with priority given to sustainable and active travel. Connections to all nearby local roads should be maximised.

Flood Risk Assessment
A flood risk assessment should be submitted with the planning application. Pre-application consultations will clarify the level of flood assessment required.

Historic Environment
An Architectural Conservation Area and / or Protected Structure and / or other historic asset falls within or adjacent to the site. Planning applications should show how the development compliments the historic environment and its setting.

Placemaking Priority
Public realm improvements are required and should be considered as part of any development proposal.

Sustainable Drainage Systen (SuDS)
SuDS details are required at the planning application stage. Proposed SuDS systems should maximise use of permeable and natural materials, support biodiversity and avoid culverts.

Transport Assessment
A traffic and transport assessment is required as part of the planning application. Pre-application consultations will clarify the level of assessment required (e.g., a transport statement or a more detailed Traffic Impact Assessment).

SUSTAINABLE RESIDENTIAL DEVELOPMENT & COMPACT SETTLEMENTS

GUIDELINES FOR PLANNING AUTHORITIES

Referring to Sustainable and Compact Settlements - Guidelines for Planning Authorities published in January 2024, the site would be categorised as a city urban neighbourhood, as it is both (i) a compact medium density residential neighbourhood around the city centre that has evolved over time to include a greater range of land uses and (iv) land around existing or planned high-capacity public transport nodes or interchanges. It is a highly accessible urban location with good access to employment, education and institutional uses and public transport), suggesting a density range of 50-250 dph (for Dublin and Cork) should be applied to the site.

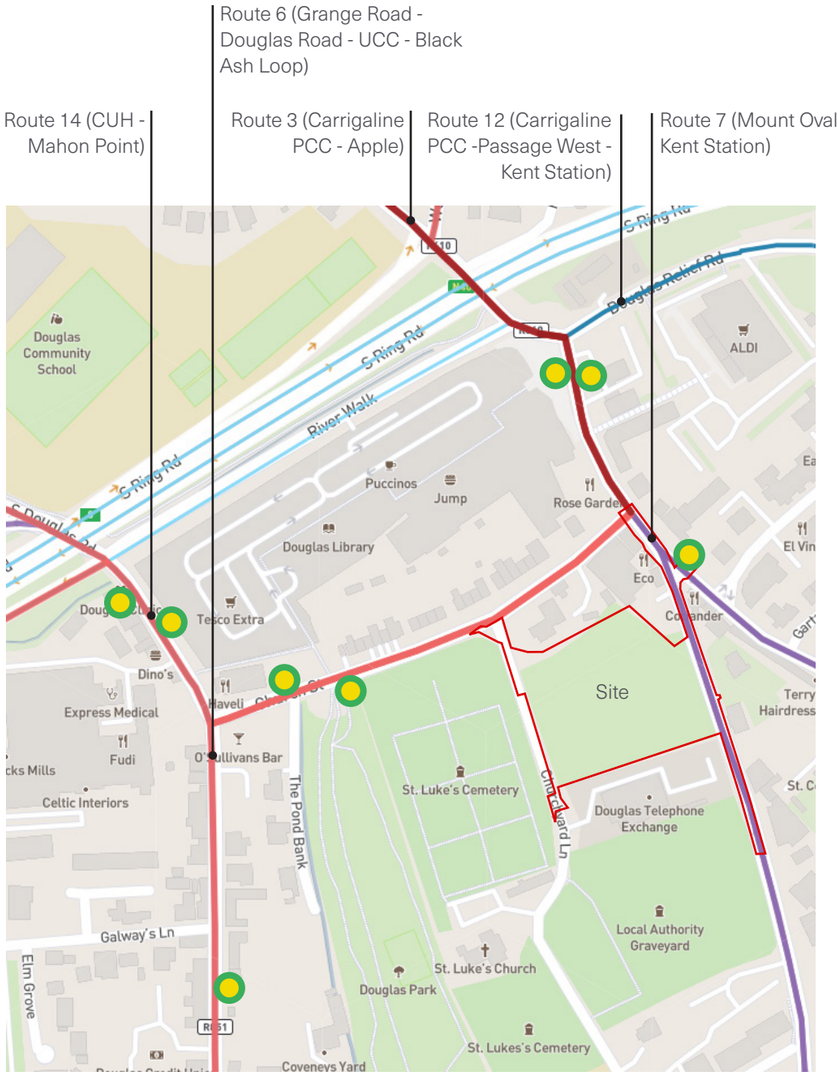
In order to further refine the appropriate density within the above range, accessibility of the site is the major factor to consider. As it is within 500m of existing or planned high frequency urban bus services, the site would be considered an accessible urban location. Proposed Route 3, with a 10-minute frequency has stops just to the north of the site at Douglas Village Shopping Centre. Several other routes (6, 7, 12, 14) also serve the site, using the stops at Douglas Village Shopping Centre or on Church Street a short distance to the west of the site. These are of slightly lesser frequency but overall contribute to the excellent connectivity provided by the site location. This suggests that a residential density at or above the midrange of 150dph should be encouraged for development on this site.

City - Urban Neighbourhoods The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations[7], (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – 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 of Dublin and Cork.

Table 3.1: Areas and Density Ranges Dublin and Cork (extract from Sustainable and Compact Settlements Guidelines for Planning Authorities)

High Capacity Public Transport Node or Interchange • Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail[11], light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor'[12] stop. • Highest densities should be applied at the node or interchange and decrease with distance. • 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.
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: Accessibility (extract from Sustainable and Compact Settlements Guidelines for Planning Authorities)



Extract from Bus Connects Cork New Network Online Map

Up to 10 min
10-15 min
16-20 min
21-30 min
31-60 min
120 min
proposed bus stops in the vicinity of the site

URBAN DEVELOPMENT AND BUILDING HEIGHTS

GUIDELINES FOR PLANNING AUTHORITIES

The guidelines published in 2018 have arisen from a recognition that the targets set for growth within the footprints of the existing cities will not be met in the absence of developments of greater scale and density to what has been experienced up to now. The guidance outlines the careful balance to be struck by planning authorities between on the one hand enabling long-term and strategic development of relevant areas, while ensuring the highest standards of urban design and architectural quality and place-making outcomes on the other.

The guidelines refer to the generic limits that have frequently been placed on height in urban development plans which have *"resulted from local-level concerns, like maintaining the character of an existing built-up area, for example."*

The guidelines recognise that such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. The Governments view is underlined that *"there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas."*

Increased building height is identified in the guidance 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".*

In terms of Development Management, the guidelines suggest that proposals should satisfy various criteria at the scale of the city, the district / neighbourhood/ street and the site / building. The various criteria are addressed individually in the Statement of Consistency that accompanies the application but can be summarised as follows:

- The site is well served by public transport.
- increased building height, should successfully integrate into/ enhance the character and public realm of the area
- Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.
- On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making.
- The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape
- The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.
- The proposal enhances the urban design context for public spaces and key thoroughfares
- The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated
- The proposal positively contributes to the mix of uses and/ or building/dwelling typologies available in the neighbourhood.
- The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.
- Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision
- Specific impact assessment of the micro-climatic effects such as down-draft.
- In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision
- An assessment that the proposal allows for the retention of important telecommunication channels

SPPR 3

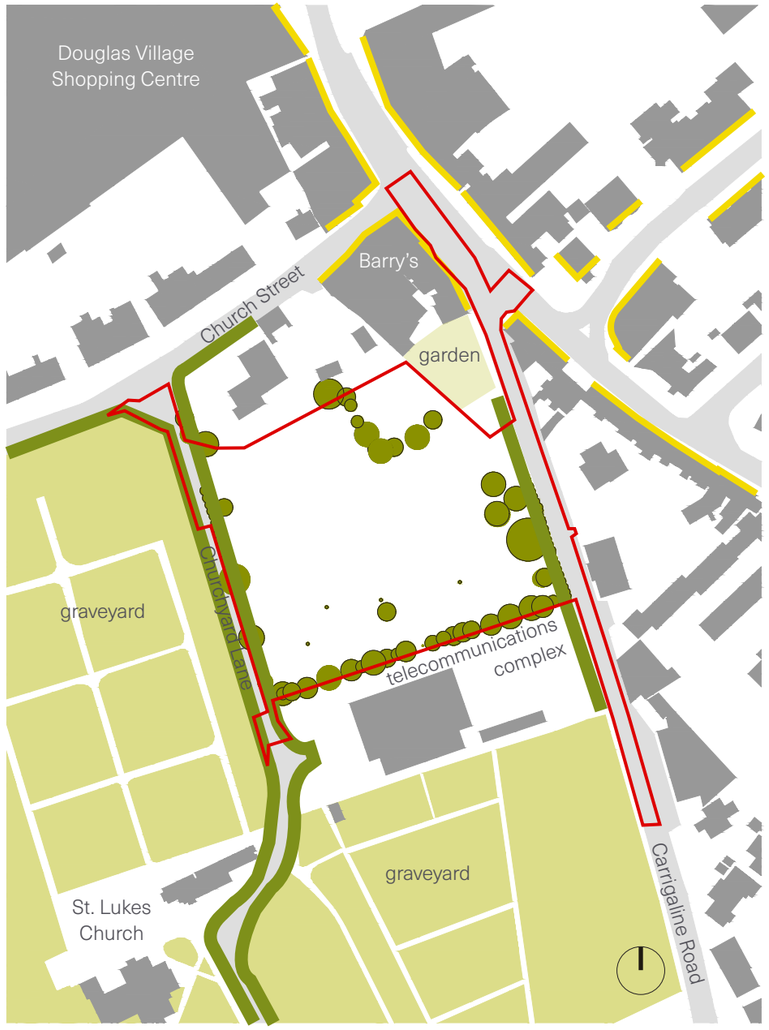
It is a specific planning policy requirement that where;

1. ***an applicant for planning permission sets out how a development proposal complies with the criteria above; and***
2. ***the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines;***

then the planning authority may approve such development, even where specific objectives of the relevant development plan, local area plan or planning scheme may indicate otherwise.

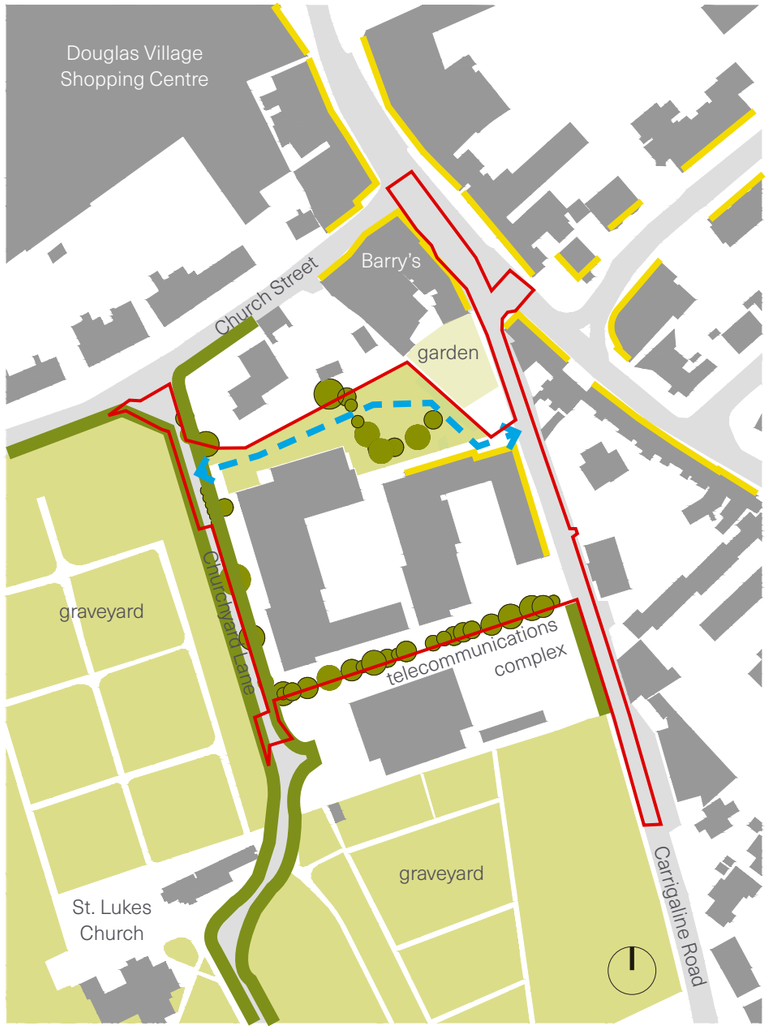
02 | STRATEGY

SITE STRATEGY



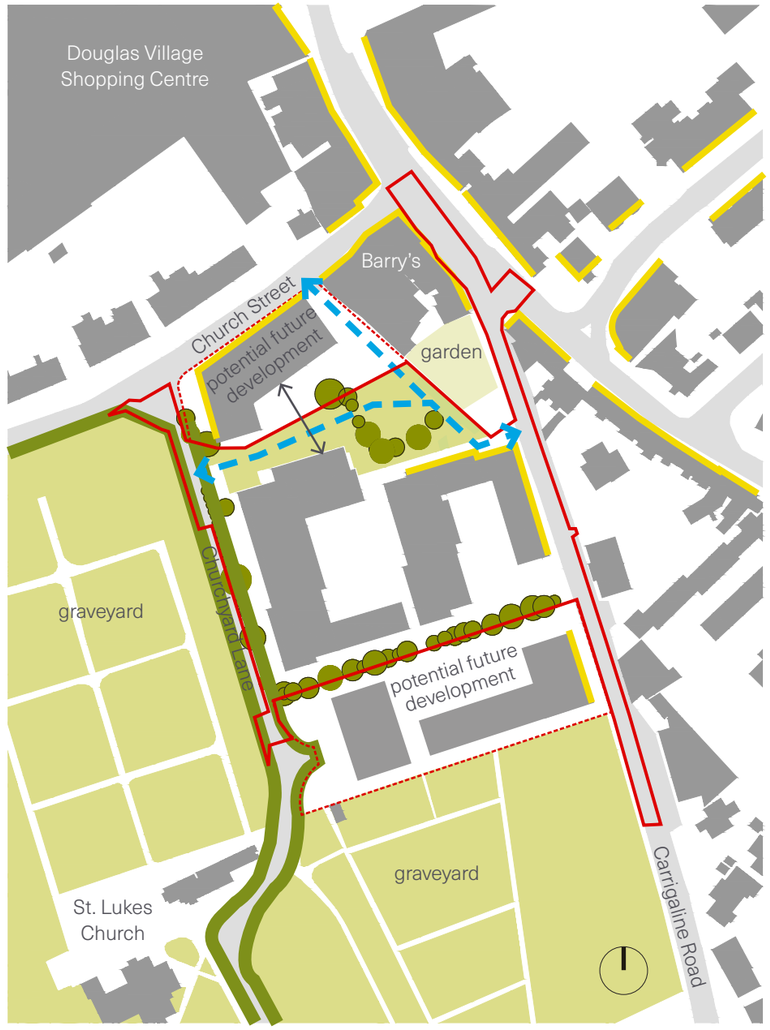
EXISTING LANDSCAPE

The site forms a green backdrop to Douglas Village along with the surrounding graveyards and park. Its eastern boundary is with Carrigaline Road (original approach route to the village from the south) and its western boundary is with the tree-lined Churchyard Lane.



PRESERVING GREEN BACKDROP

The proposed buildings are set back from the western boundary so as to preserve the character of Churchyard Lane, and from the southern boundary to retain the screening and pleasant green setting provided by the mature trees here. A public pocket park and east-west pedestrian route through the site is centred on a retained stand of trees at the northeast corner which contributes to the green backdrop to the village. A lower development block provides active frontage to Carrigaline Road as well as to the proposed park.



FUTURE DEVELOPMENT

The layout allows for the future development of a retail/apartment building on Church Street to the north which would provide continuity with the commercial frontage to the east. Mixed-use/ residential development is a possibility on the site to the south.

retail/commercial frontage

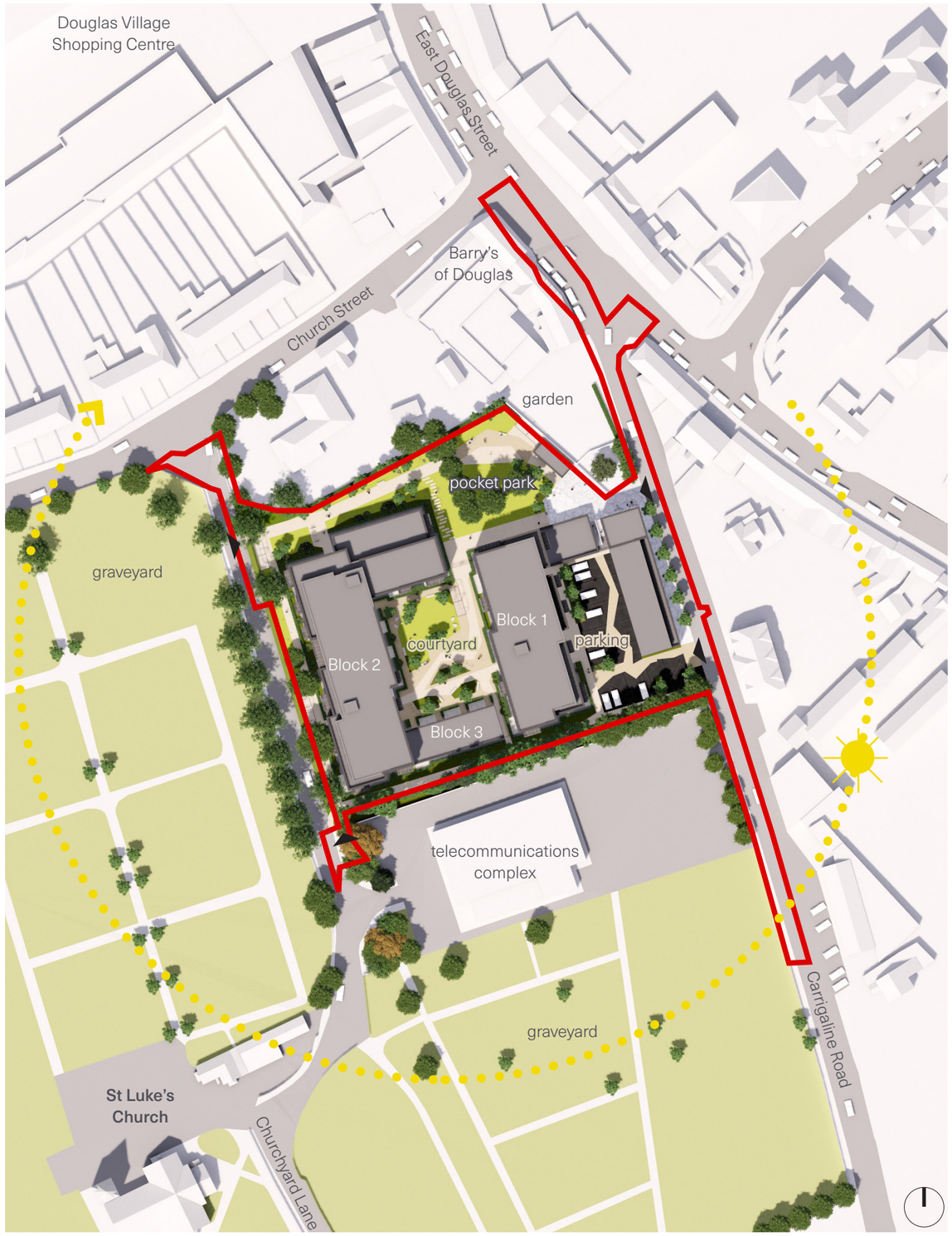
existing green boundary

pedestrian route

SITE STRATEGY

PROPOSED SITE LAYOUT

In addition to the guiding principles set out on the previous page, linear apartment blocks have been arranged on the site so that they generally lie approximately north-south along the axis set up by Carrigaline Road and Churchyard Lane. This is in order to maximise possibilities for east and west apartment orientation and avoid single aspect north-facing units. It is also beneficial for sunlight access in the central communal courtyard (please refer to Sunlight and Daylight Analysis Report by DKP).



SITE STRATEGY

GROUND FLOOR LEVEL

Site Area
1.04 ha (redline boundary, including road/footpath/service connection areas outside control of applicant)
0.84 ha (gross/net site area)
0.81 ha (net residential site area)

Café/Offices
395.9m²

Unit Mix

50 no.	1-bed 2-person	40.3%
12 no.	2-bed 3-person	9.7%
52 no.	2-bed 4-person	41.9%
10 no.	3-bed 5-person	8.1%
124 no.	**Total Apartments**	

Residential Density
153.7 dph

Public Open Space
1,444.9m² (17.2% net site area)

Communal Open Space
789.7m² (9.4% net site area)

Car Parking
26 no. spaces (0.21 per unit)

Café/Office
1-bed 2-person
2-bed 3-person
2-bed 4-person
3-bed 5-person

Public & Communal Open Space Boundaries (bicycle parking excluded from areas)



HEIGHT AND MASSING

CONTEXT

The proposed buildings range from 1 to 5 storeys.

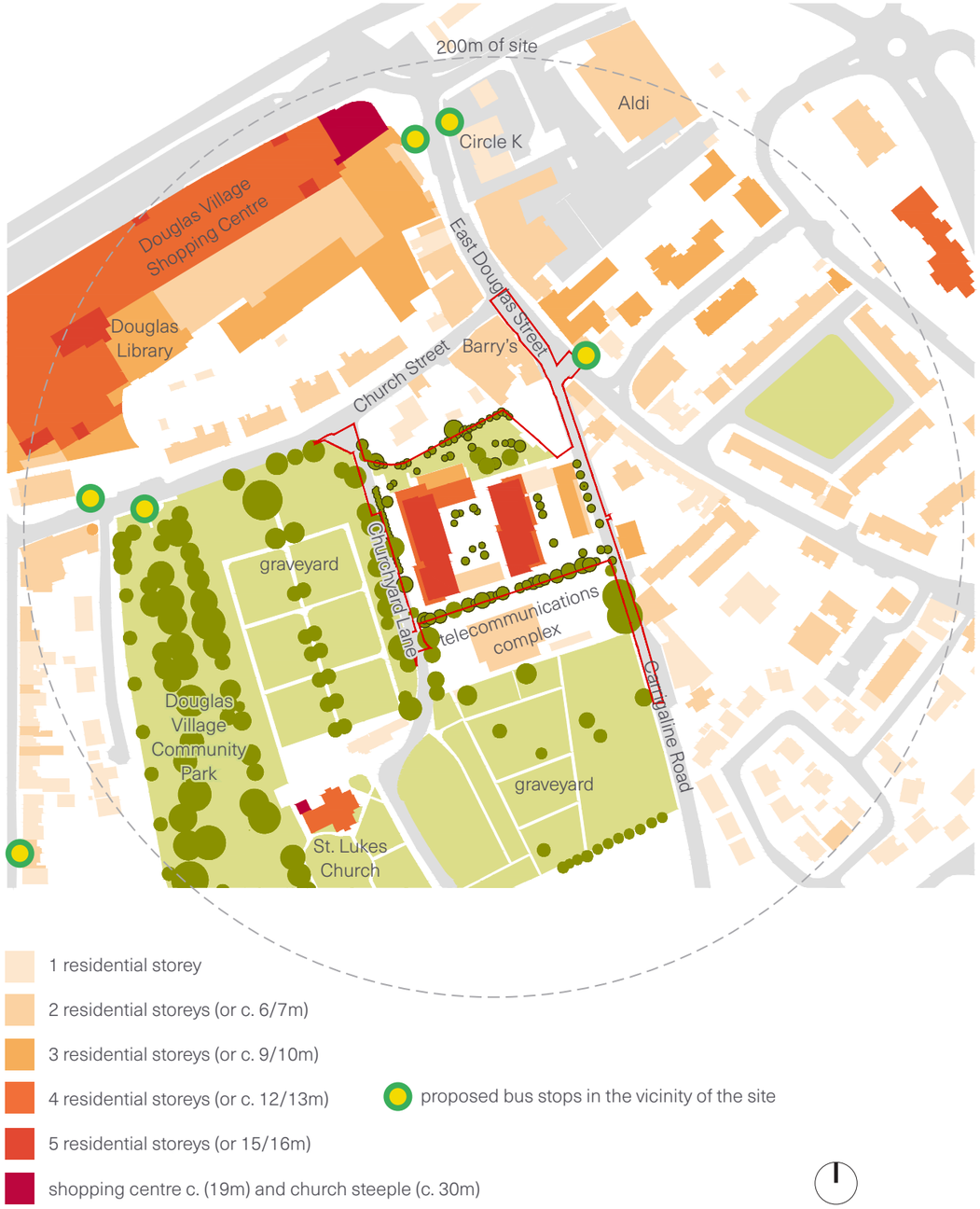
The context is low-rise, with Douglas village and outskirts mostly comprising one, two and three storey buildings. The exception is Douglas Village Shopping Centre, which rises to c. 19m at the northeast corner. The target height for the area in Cork City Development Plan is three to four storeys.

However, increased building height is identified in the 2018 Urban Development and Building Height Guidelines 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 proposed height of up to five storeys is supported by the location of the site, within close walking distance of all the amenities and employment opportunities available in Douglas Village and on significant existing and proposed public transport routes. The setbacks from existing buildings and the retention of a significant number of trees as well as the existing boundary treatment to the west mean that the development can be integrated successfully into its context. The provision of a new public open space and pedestrian routes through the site will enhance the public realm of the village.

The proposed development will bring variety and activity to the area. The surrounding buildings are largely commercial in nature, and the residential offering in the wider area is mainly larger family houses at a quite low densities. The proposed scheme will bring additional footfall and activity to the neighbourhood, and benefit the existing local retail and service businesses.





HEIGHT AND MASSING

STRATEGY

The scheme is organised in a rigorous grid parallel to Churchyard lane and Carrigaline Road. The taller blocks are organised along a north-west south-east axis to allow maximum light penetration into the site and the proposed amenities.
The proposed heights respond to the existing context, as detailed below.

- Along Carrigaline Road, Block 1B/C is generally 2 storey with setback, with a small portion to the north rising to 3 storeys to mark the main pedestrian entrance to the site and access to the public open space and east west pedestrian route. The proposed height reinforces the emerging 2 to 3 storeys datum along the road.
- To the west, Block 2 is 4+1 storeys high, responding to the generous open expanse of the graveyard. The retained existing trees on site, as well as the trees within the graveyard, will ensure that the scheme is barely visible from this location. The central Block 1A is also generally 4+1 storey, with a setback along the elevation to Carrigaline Road, ensuring a gradual rise in proposed heights as seen from the east or the west.
- To the south and north, the scheme presents as gables and lower rise elements, largely hidden from view by the retained existing trees.







Verified view 11

The proposed scheme is largely hidden by the existing trees along its boundary and the evergreen trees within the graveyard.



Verified view 7

A 3 storey element marks the pedestrian entrance to the site. The 2+1 Block 1C relates to existing datum along Carrigaline Road and allow a gentle transition to the 4+1 storeys of Block 1A behind.

HEIGHT AND MASSING

SUSTAINABLE AND COMPACT SETTLEMENTS - APPENDIX D DESIGN CHECKLIST

Appendix D of Sustainable and Compact Settlements Guidelines for Planning Authorities provides a checklist divided in 4 sections:
1. Sustainable and Efficient Movement
2. Mix of Land Uses
3. Green and Blue Infrastructure
4. Responsive Built Form.

It is stated that:
"The Design Checklist [...] has been developed to assist in the application of Section 4.3 - Key Indicators of Quality Urban Design and Placemaking of these Guidelines. The checklist presents a series of questions that are intended as helpful prompts that can be used in the refinement and review of detailed plans (such as masterplans or urban design frameworks) and in the consideration of individual planning applications. [...]"

1. Sustainable and Efficient Movement

(i) Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?

(ii) Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?

(iii) Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?

(iv) Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?

A legible network of footpaths, park and courtyards is established within the site. The eastern end of the proposed new east-west pedestrian route through the site is clearly marked by the location of the cafe with its large windows and outdoor seating area on Carrigaline Road. The pocket park with its retained stand of trees and the main pedestrian/cycle route accessing the apartment blocks are accessible and clearly visible from the street, encouraging foot traffic through the site and to Churchyard Lane and on to Church Street. While most of the existing sod & stone wall/ ditch, hedgerow and trees are retained along Churchyard Lane, two new pedestrian connections are proposed: one as part of the northern east west pedestrian route, and one along the proposed boundary walk. These will facilitate pedestrian access to the bus routes on West Douglas Street and Church Street. Along Carrigaline Road, it is proposed to remove the existing sod & stone wall/ditch and hedgerow, and widen the existing footpath to at least 2.9m. New street tree planting is also proposed.
The gated communal courtyard garden is accessible and visible from the public open space, as well as from the parking court and boundary walk, and the residential cores have direct access to the public as well as the communal realm. Clear signage will be provided throughout the site.
Secure, well overlooked bicycle parking is proposed on site, easily accessible from all cores and from the public realm. 26 car parking spaces (0.21 per residential unit) are proposed in a small, well overlooked parking court. The site is located in close proximity to a wide range of services, amenities and bus stops. All proposals comply with DMURS.

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

(i) Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?

(ii) Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?

(iii) Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?

(iv) Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?

The proposal offers a range of unit types, from own-door duplexes to 1, 2 and 3 bed apartments, as well as office space and a café, framing generous public and communal open spaces.
Proposed uses comply with the Development Plan zoning, and the proposed residential density is 153.7 units per hectare, around the midrange of the 50 to 250 dwellings per hectare recommended in Table 3.1 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. It is to be noted that the Cork City Development Plan 2022-2028 set a population target increase of 13% by 2028 for the South-East Suburbs. Public routes through the site ensure permeability and ease of access to local services and bus stops.
The site is extremely well served by public transport and is located in a central location, in close proximity to Douglas Village Shopping Centre, shops, restaurants, Douglas Village Community Park and a number of schools.
The site is currently a greenfield space surrounded by mature trees, of which a large number will be retained. The proposal will add vitality to Douglas Town Centre, promote town centre living, enhance permeability and promote footfall and activity.
On Carrigaline Road, the public realm will benefit from the new active frontage of Block 1, with own door offices and café at ground floor level.

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

(i) Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?

(ii) Have a complementary and interconnected range of open spaces, corridors and planted/landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?

(iii) Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?

(iv) Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?

The scheme's footprint, massing, set backs, and materials have been carefully developed to respond to the site's specific character and location, minimise the proposal's impact on adjoining existing features including existing mature trees and views from surrounding streets and lanes, and integrate the proposal into its neighbourhood.

The site coverage is 37.9%: 62.1% of the site area is landscaped.

Existing mature trees, sod & stone walls/ditches and hedgerows are largely retained, protecting existing habitat. In addition, a pocket park, communal courtyard garden and buffer planting create a network of diverse habitats, and offer varied interconnected communal open spaces and views of trees and planting to the future residents as well as the local community. All open spaces and pedestrian routes through the site are universally accessible, and a range of uses and activity is proposed, including informal play, sitting, and lawn space. East-West public pedestrian routes through the site anchor the scheme in its neighbourhood and facilitate access to the existing local amenities and bus stops. An appropriate number of secure bicycles spaces is provided, in excess of the Development Plan's recommendations. All are located in well overlooked, convenient locations. A neutral colour robust brick wall finish is proposed, which will act as a backdrop to the landscaping, and refer in colour and texture to the existing walls and ditches of the area.

Landscaping and SUDS strategy reports have been prepared by Cunnane Stratton Reynolds Landscape Architects and DOSA Consulting Engineers.

4. Responsive Built Form

(i) Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?

(ii) Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?

(iii) Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?

(iv) Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?

The orientation of the proposed buildings was established in response to the existing context, along a broadly North-South / East-West orthogonal grid aligned with Churchyard Lane and Carrigaline Road. Building heights are modulated to respond to site conditions, with heights of 2/3 storeys proposed along Carrigaline Road, in keeping with Douglas Town Centre heights, and taller north-south blocks further within the site where they sit comfortably within the existing mature trees enclosure. This will minimise the scheme's impact, both visually, in terms of privacy of existing dwellings, and regarding access to sunlight and daylight to existing properties and within the subject site. A Sunlight and Daylight Analysis Report report prepared by DKP concludes that impact on existing residential properties is minimal, and that the proposed units and open spaces have adequate access to sunlight and daylight.

The 2 to 3-storey Block 1B/1C on Carrigaline Road was designed to strengthen the urban fabric of Douglas Town Centre, and signal the main pedestrian access point of the scheme. The proposed ground floor café on Carrigaline Road, own door offices and the generous windows of residential units themselves will all contribute to an active, well overlooked public and communal realm. Further to the west, the proposed scale of the development is appropriate for an extremely well serviced site in a town centre location. The proposed tallest height at the centre of the site is lower than Douglas Village Shopping Centre 100m to its north, and the retained existing mature trees largely screen the proposal from the surrounding streets and properties. An appropriate distance is kept from the only adjoining residential property to the north. These measures all contribute to the good integration of the scheme within its existing setting, while preserving an appropriate density in this town centre location.

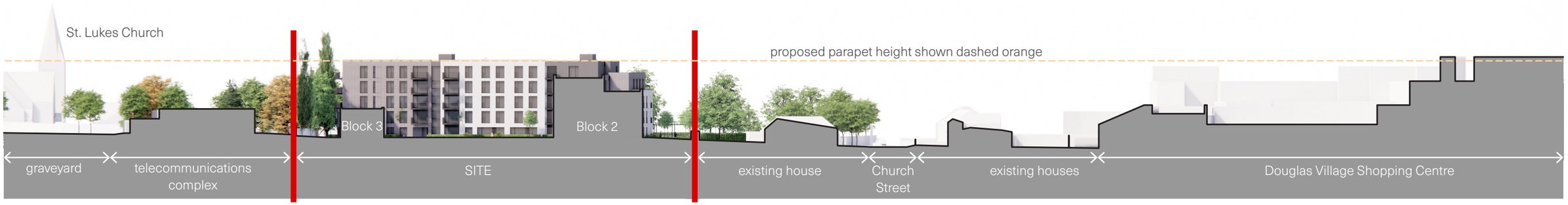
The proposed architectural language is simple and legible. Generous windows animate the brick facades, and standing seam metal cladding will define a clear roofscape. Archways, gaps in the buildings and steps to first floor units will all add to the rich architectural environment. The robust materials and simple detailing will ensure longevity and help integrate the scheme in its context. Together, the architecture and landscaping will create a distinctive public and communal realm, with a strong sense of identity.

HEIGHT AND MASSING

SITE SECTIONS NORTH SOUTH



Keyplan



South-North Section 1:
Proposed parapet height is lower than parapet of Douglas Village Shopping Centre fronting onto East Douglas Street, although ground levels falls c. 2m from subject site to shopping centre



East Elevation 2 to Carrigaline Road:
Proposed 2-3 storey frontage is in line with emerging datum along the road

HEIGHT AND MASSING

SITE SECTIONS NORTH SOUTH



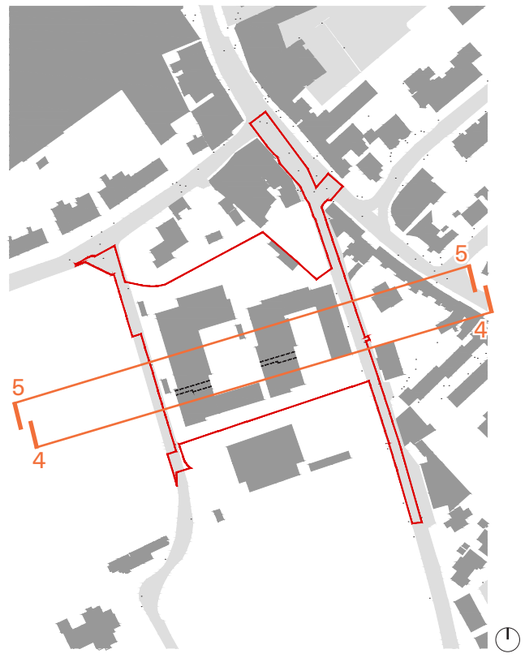
Keyplan



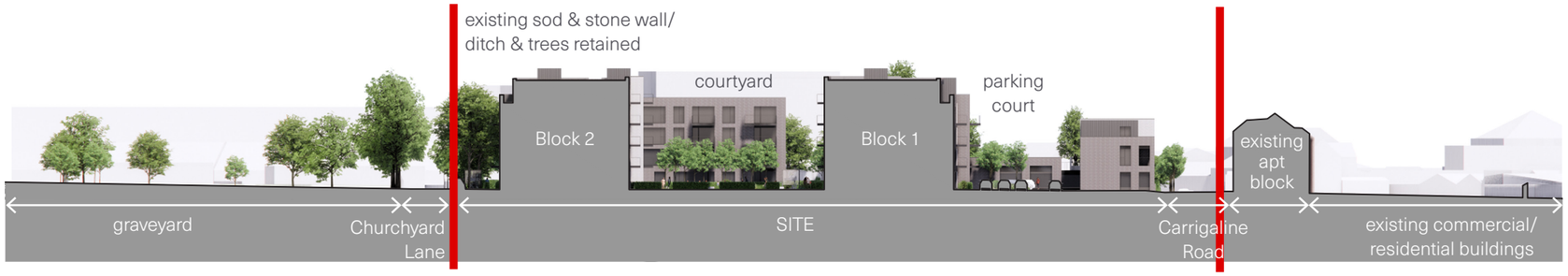
West Elevation 3 to Churchyard Lane:
existing boundary sod & stone wall/ditch with hedgerow & trees retained

HEIGHT AND MASSING

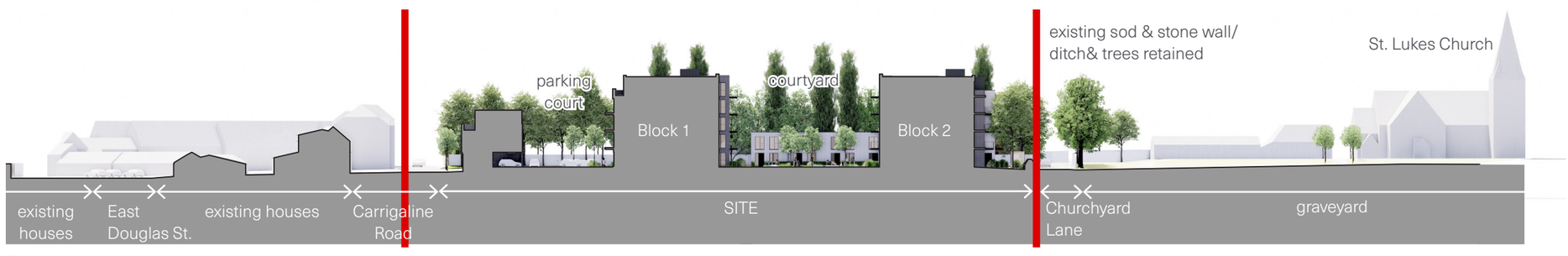
SITE SECTIONS EAST WEST



Keyplan



West-East Site Section 4:
Proposed blocks step up from 2+1 storeys on Carrigaline Road, presenting a 4+1 elevation to the large open expanse of the graveyard



East-West Site Section 5:
Elevation facing the graveyard to the west is heavily screened by existing trees on the site boundary with Churchyard Lane and by evergreen trees in the graveyard itself

IMPACT ON ADJOINING PROPERTIES

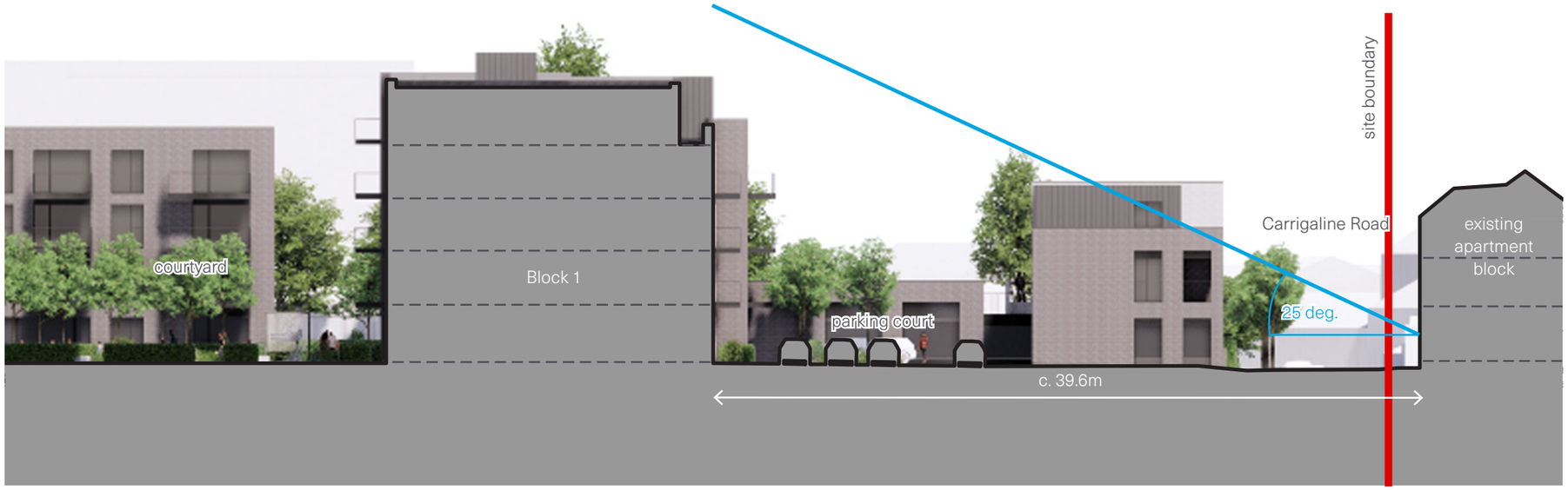
SEPARATION DISTANCES

A Sunlight and Daylight Analysis report prepared by DKP demonstrates that the proposed scheme has a minimal impact on adjoining properties, complying with guidance on sunlight and daylight access.

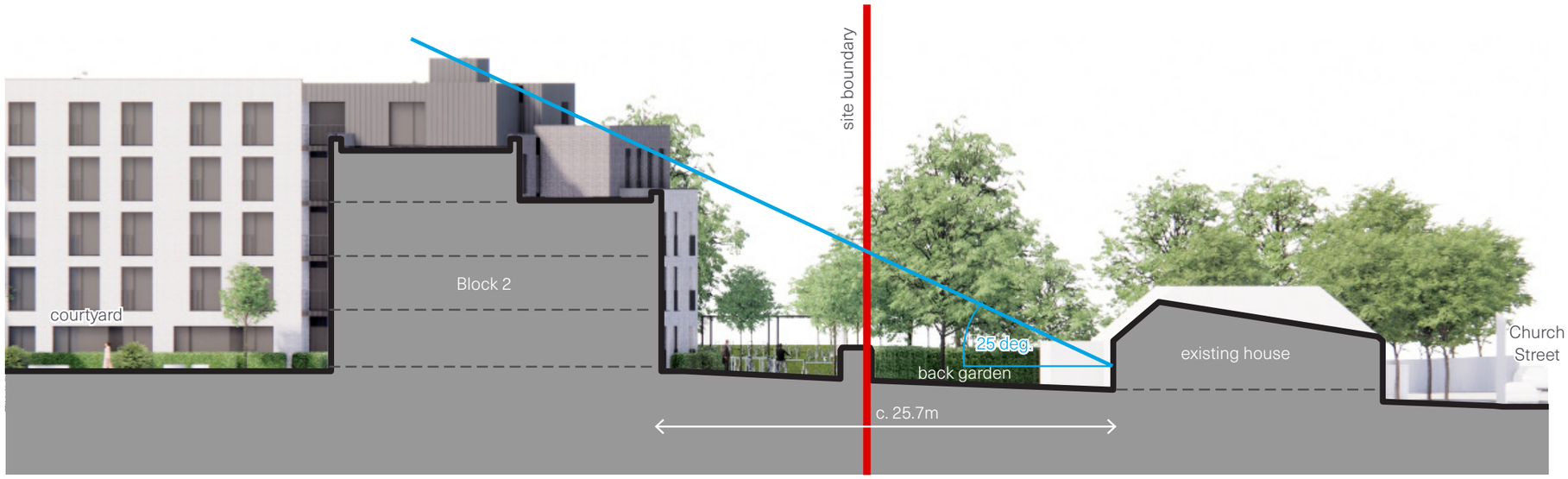


IMPACT ON ADJOINING PROPERTIES

SITE SECTIONS



West-East Site Section 1:
Opposing proposed 4+1 apartment block is within 25 degree line taken from centre of ground floor window in existing apartment block on Carrigaline Road



South-North Site Section 2:
Opposing proposed 3 to 4 storey apartment block is within 25 degree line taken from centre of ground floor window in existing single storey house on Church Street



Keyplan

PLACEMAKING

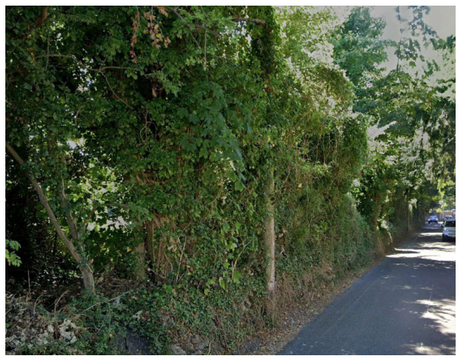
RETENTION OF TREES & BOUNDARY WALLS

The proposal aims to reinforce or preserve the character of the surrounding streets. The layout has been carefully developed to preserve most of the existing mature trees, which will screen the development from its surroundings, provide visual amenity for the residents, and preserve existing habitat.

- The existing sod & stone wall/ditch with hedgerow and trees are retained along Churchyard Lane, with two new access points proposed to enhance permeability.
- Existing trees and wall are retained along the southern boundary. These mature trees, which are up to 23m tall, will screen the development as seen from the south.
- The northern group of trees is retained as a key element of the proposed public open space.
- Existing trees and sod & stone wall/ditch are removed along the Carrigaline Road, to facilitate the creation of an active frontage as recommended by the Local Authority. New street tree planting is proposed.



Site viewed from the south, Carrigaline Road, retained trees along the southern boundary outlined in orange



Existing Churchyard Lane boundary



Existing Carrigaline Road boundary



PLACEMAKING

RETENTION OF TREES & BOUNDARY WALLS

PROPOSED VIEWS



View from Churchyard Lane looking north



View from Carrigaline Road looking north



View from Douglas Village looking South along Carrigaline road



View from Church Street looking south along churchyard lane



View from Douglas Community Park looking east

PLACEMAKING

INTEGRATION IN ARCHITECTURAL CONSERVATION AREA

The subject site is located in Douglas Donnybrook Architectural Conservation Area - Sub Area B. With the exception of the adjoining telecom exchange premises, it is surrounded by Sub Area C.

Sub Area B - Statement of Character:
The character is typical of a market town main street from the period before Douglas became part of the growing city.

Sub Area C - Statement of Character:
The area is flat having been created on the former floodplain of the Douglas/Ballybrack Stream and the Tramore River with imposing mature trees, cut-stone grave monuments bounded by limestone rubble walls.

Objective 8.23 of Cork City Development Plan 2022-2028 includes the following objective with regard to new development in ACAs:

(b). Design and detailing that responds respectfully to the historic environment in a way that contributes new values from our own time. This can be achieved by considering layout,



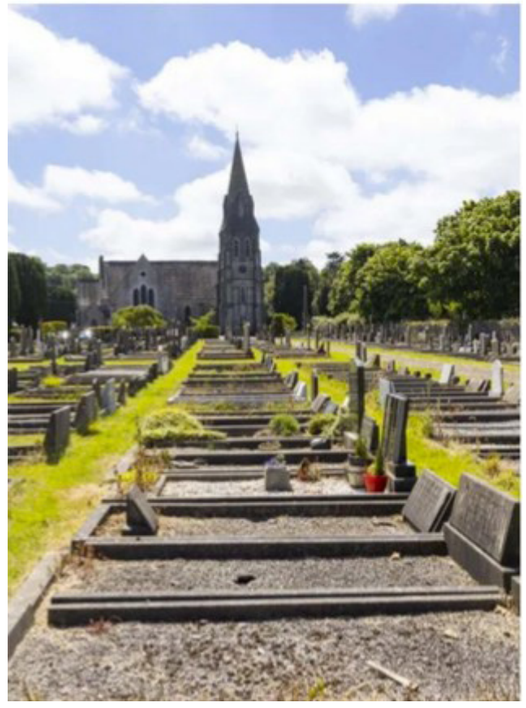
Sub-Area B
House on East Douglas Street (NIAH)



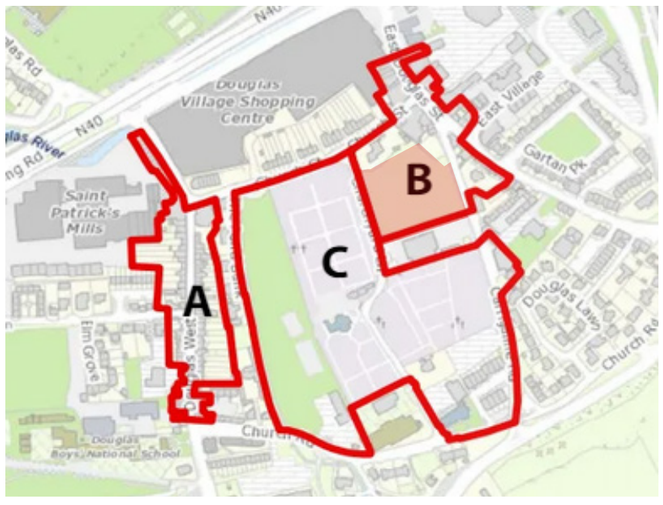
Sub-Area C
Churchyard Lane with matures trees and limestone walls



Sub-Area B
East Douglas Street



Sub-Area C
St. Luke's Church & graveyard



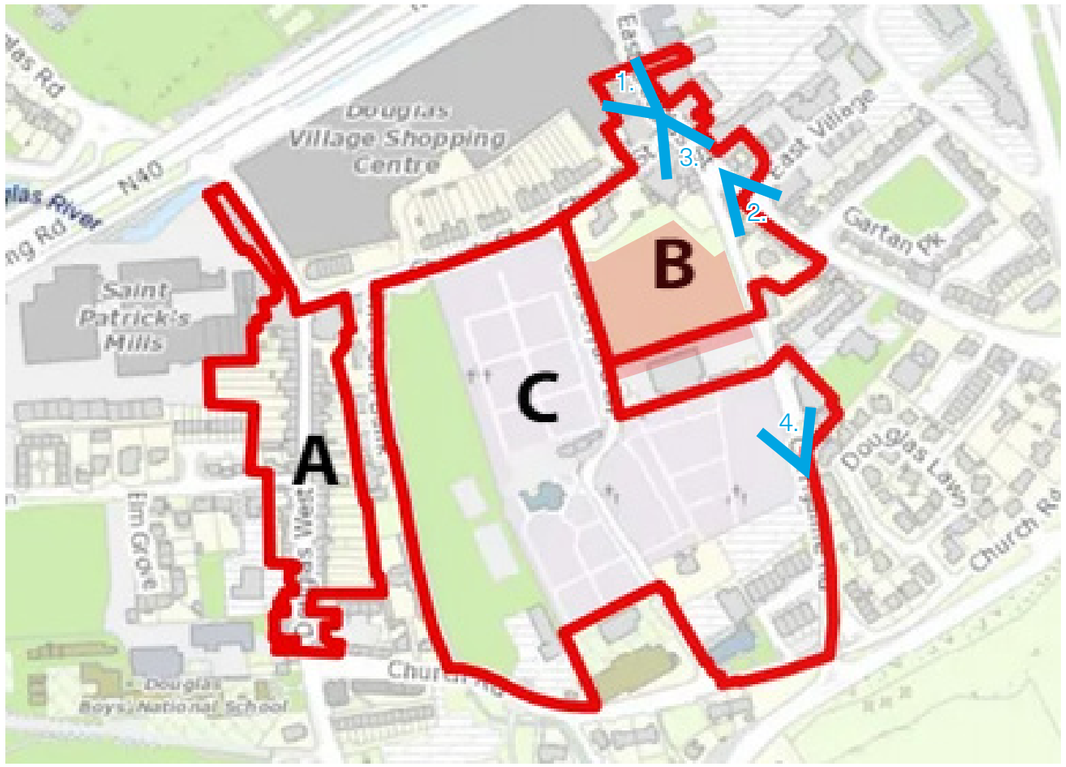
Douglas Donnybrook ACA - Sub Areas A, B & C

PLACEMAKING

INTEGRATION IN ARCHITECTURAL CONSERVATION AREA

Sub-Area B consists of parts of East Douglas Street, Carrigaline Road and Church Street. Whilst the ACA boundary generally only includes19th and early 20th century buildings as described in the Statement of Character and omits more recently constructed buildings on these streets, nonetheless the streetscape in the area as experienced is a mixture of architectural styles. The more recent buildings vary in style but typically display characteristics of the periods they were constructed in, and adjoin the ACA buildings along the street such that they all form part of the fabric of the area and contribute to the streetscape.

Sub-Area C largely consists of the mature graveyard landcape to the south and west of the site and it is this that is referenced in the Statement of Character. A few 19th and early 20th century buildings are included in the boundary, and again these adjoin more recent buildings to give a varied streetscape on Carrigaline Road.





1.



2.



3.


4.

More recent buildings of various styles interspersed with and adjoining 19th and early 20th century buildings typical of a market town from the period before Douglas became part of the city

PLACEMAKING

INTEGRATION IN ARCHITECTURAL CONSERVATION AREA

The predominant building typology in Sub-Area B is described as mainly two and three storey rendered and painted buildings with stone-slate pitched roofs, rendered chimneys, cast-iron raingoods and timber sliding sash windows.

In Sub-Area C, the 19th century ecclesiatical buildings are referenced, these being the classical Church of St. Columba and the neo-gothic St. Luke's Church, as well as associated graveyard monuments.

Massing & Scale

The 2 - 3 storey building height proposed along Carrigaline Road as a continuation of East Douglas Street is comparable in scale and form (stepping parapet/eaves lines) with the historic fabric of Sub-Area B, where height steps up and down from 1 - 3 storeys along the streetfront. However, as noted in the statement of character, Douglas is part of a growing city, and as outlined previously, increased scale, height & density as compared with the historic context is appropriate in order to make sustainable use of this very well-serviced and well-connected site. To this end, the taller 4 - 5 storey blocks proposed to achieve this aim are considerably set back from Carrigaline Road & Church Street, and partially screened by retained vegetation in the northeast corner of the site, so that their impact from these roads as well as East Douglas Street is minimised. The market town main street continues to have a green backdrop, with the selective removal of some greenery extending the commercial street frontage south along Carrigaline Road, improving and enlivening the public realm here. In addition, since the Stage 2 preplanning meeting, the eastern edge of the taller element of Block 1 has been amended in height from partial 5 storey/partial 4 storey + setback to full 4 storey + setback in order to further reduce the impact on the existing streetscape.

The proposed development is laid out so that the southern and western boundaries with their extensive mature tree planting is retained. These, along with trees and vegetation within the graveyards, largely obscure the scheme when viewed from the Churchyard Lane, the adjoining graveyards and churches and the Community Park so that the sylvan character of Sub-Area C is minimally affected. The site is located at a considerable distance from the two nineteenth century churches, and this combined with the screening effect of existing landscape means that the development will have no impact on the setting of these buildings.

Design, Materials and Colour

Whilst contemporary in expression, the design responds to the historic environment in several ways.

Given the scale and use of the proposed scheme, it is not proposed to use the palette of materials predominant in the surrounding ACA buildings. In particular, the use of painted render would result in a lower quality and less easily maintained development, and slate pitched roofs would not reflect the multi-unit residential nature of the proposed development. Rather it is intended to use high quality materials and contemporary detailing to contribute values from the present time, whilst harmonising with the context. It is proposed to use relatively smooth grey brick as the main facade material, in two complementary tones, reminiscent in colour of the existing stone walls around the site, referring to Douglas's brickmaking history, and providing a quiet, restrained backdrop to the ACA and the retained landscape. Standing seam metal cladding to setbacks and metal windows/doors/balconies in a darker grey tone continue this theme.

Other aspects of the design that respond to cues in the historic environment include the breaking down of long blocks into shorter sections to reflect the smaller scale of the plots of the historic commercial buildings of Sub-Area B and the use of fenestration with a generally vertical emphasis.

it is suggested that the proposed development aligns with Objective 8.23 of Cork City Development Plan 2022-2028. Please refer to John Cronin & Associates' report, which concludes that the development will not give rise to negative impacts on the ACA.



Verified view 7 - Stage 2 (left) and currently proposed (right)

PLACEMAKING

INTEGRATION IN ARCHITECTURAL CONSERVATION AREA



Verified view 7 (winter)

Transition in scale from 2 - 3 storeys at Carrigaline Road/East Douglas Street to taller 4 - 5 storey blocks, set back from the street and partially screened by retained vegetation so that they sit comfortably in the historic market town main street setting of Sub Area B. From this viewpoint, the proposed development appears below the ridgelines of the two storey buildings either side of the junction.





Verified view 14 (proposed elevation to Carrigaline Road) compared with existing view further north along East Douglas Street in ACA

Proposed streetscape to Carrigaline Road is comparable to the existing in the ACA along East Douglas Street, where height steps up and down from 1-3 storeys along the streetfront, with a mix of commercial uses at ground floor enliving the public realm.



Douglas-Donnybrook ACA Sub-Area B: East Elevation to Carrigaline Road - elevation broken down into bays to avoid monolithic appearance of long uninterrupted slab block, and openings generally vertically proportioned reminiscent of traditional fenestration patterns. The inset balconies at the corner are combined to form a vertically proportioned opening. A restrained palette of quality durable materials is proposed.

PLACEMAKING

INTEGRATION IN ARCHITECTURAL CONSERVATION AREA





Relatively smooth grey brick in two complementary tones

Verified view 14

It is proposed to use relatively smooth grey brick as the main facade material, in two complementary tones, reminiscent in colour of the existing stone walls around the site, referring to Douglas's brickmaking history, and providing a quiet, restrained backdrop to the ACA and the retained landscape. Standing seam metal cladding to setbacks and metal windows/doors/ balconies in a darker grey tone continue this theme.





Verified view 13 (winter)

The proposed scheme is screened by the existing trees along its southern boundary, the telephone exchange premises and the evergreen trees within the graveyard to the south



Verified view 11 (winter)

The proposed scheme is largely hidden by the existing trees along its western boundary and the evergreen trees within the graveyard to the west, maintaining the sylvan character of Sub Area C

PLACEMAKING

PUBLIC AND COMMUNAL REALM

Placemaking is a key element in the development of the proposed design. The scheme aims to integrate into and reinforce its setting, and create a generous, connected and welcoming environment for its residents and the local community. A variety of interconnected character areas are proposed, each well overlooked and activated by entrances at ground floor level.

ACTIVE FRONTAGE

The main public elevation of the site is on Carrigaline Road, in close proximity to the retail and services area of Douglas Village. At this location, the scheme offers a café and office spaces at ground floor level, which will provide animation and footfall at the site's main pedestrian entrance.

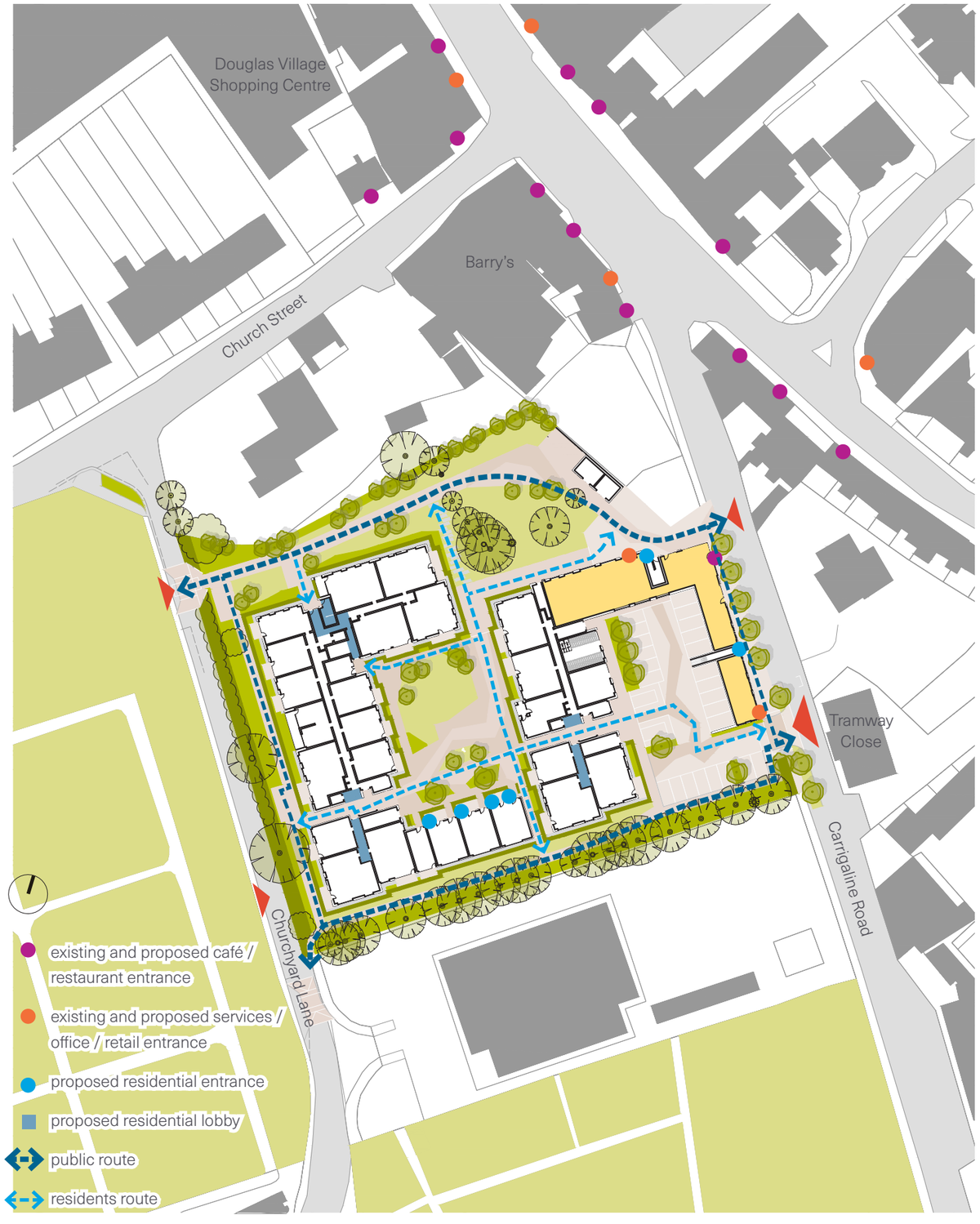
CONNECTIONS

Two public pedestrian routes are proposed through the site (connected along the western boundary), linking Carrigaline Road to Churchyard Lane. A generous public open space organised around existing mature trees forms part of the northern route. Within the buildings themselves, entrance lobbies open onto the public and communal realm through the blocks, and archways link the communal courtyard garden with the western boudary walk and with the parking court, allowing further connectivity.

CHARACTER AREAS

The layout offers a series of distinct character areas, as detailed in the following pages. All are well overlooked, with pedestrian connections and front doors ensuring footfall and animation. Their diversity will create a rich environment and a strong sense of place.

A Daylight and Sunlight Analysis report was prepared by DKP, which concludes that "*the selected amenity spaces all achieved sunlight above the recommended guidelines or minimum recommendations*".

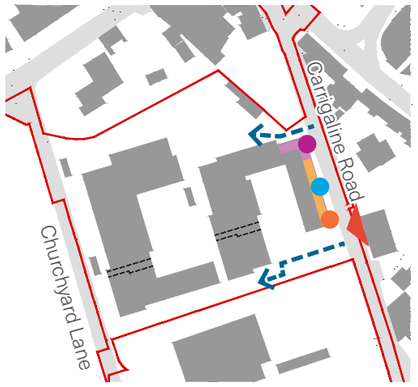


PLACEMAKING

PUBLIC AND COMMUNAL REALM

CARRIGALINE ROAD

The 2+1 storey Block 1 on Carrigaline Road, its ground floor uses - offices and café - and the proposed street tree planting extend the urban character of the village centre, linking it to the existing 3-storey Tramway Close apartment block to the south.







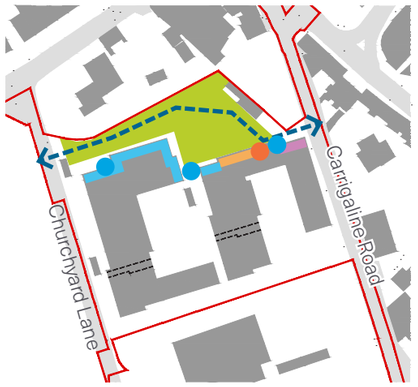


PLACEMAKING

PUBLIC AND COMMUNAL REALM

PUBLIC OPEN SPACE AND NORTHERN ROUTE

The public open space is centred on retained existing mature trees, and overlooked by offices, a café and apartments.
New tree planting reinforces its northern boundary.
A gate gives access and view into the communal courtyard garden, and pedestrians can walk through the site to Churchyard Lane, making the space fully accessible to the wider community.
A Daylight and Sunlight Analysis report prepared by DKP demonstrates that the space is adequately sunlit.



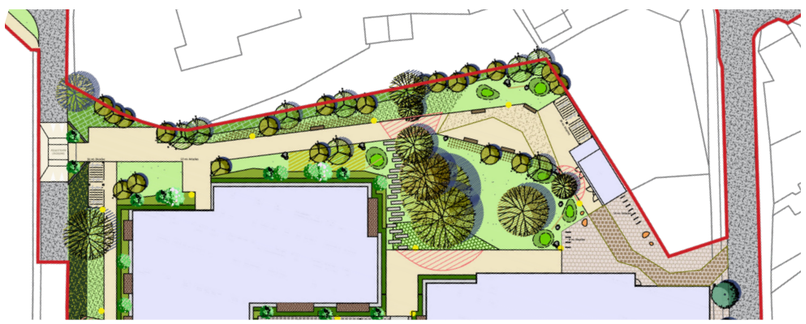












Extract of layout prepared by Cunnane Stratton Reynolds

PLACEMAKING

PUBLIC AND COMMUNAL REALM

COMMUNAL COURTYARD GARDEN

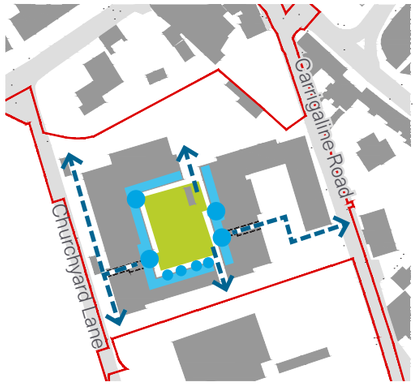
At the centre of the development, a communal courtyard garden, accessible from all residential cores, is well overlooked and animated by four 2-storey own door duplex units to the south. The blocks orientation allows for good sunlight penetration.

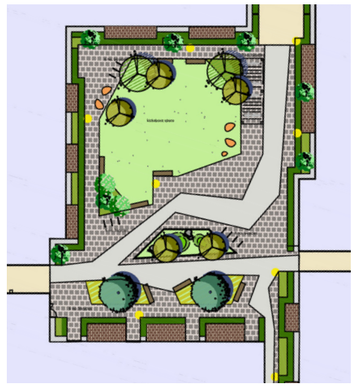
To the north east, a gateway offers views and connections to the Public Open Space and to the southeast a similar gap connects to the southern boundary walk with its large mature trees. An archway through Block 1 links the communal open space to the parking court to the east, and Carrigaline Road beyond. A second archway through Block 2 links to the western boundary walk and Churchyard Lane beyond.

Hedges and planting create a buffer between the open space and the private amenity of the ground floor residential units.









Extract of layout prepared by Cunnane Stratton Reynolds

PLACEMAKING

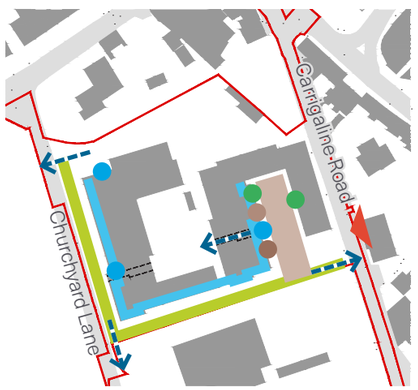
PUBLIC AND COMMUNAL REALM

PARKING COURT

A small parking court is proposed for 26 vehicles, screened by trees and shrub planting, and with ten of the spaces in the undercroft of the block fronting onto Carrigaline Road, so that the space isn't overly dominated by vehicles. At ground floor level, it serves a plant room, bin store and bicycle storage for the residents.

BOUNDARY WALK

The south and west side of the site benefit from the retention of the existing mature trees, sod & stone wall/ditch and hedgerow. A landscaped pedestrian path is proposed along the edges of the site, well overlooked by residential units. Two access points are proposed to Churchyard Lane to the west.





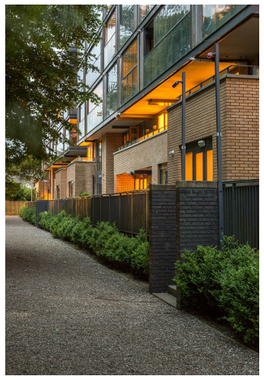


PLACEMAKING

LANDSCAPING LAYOUT

Layout prepared by Cunnane Stratton Reynolds





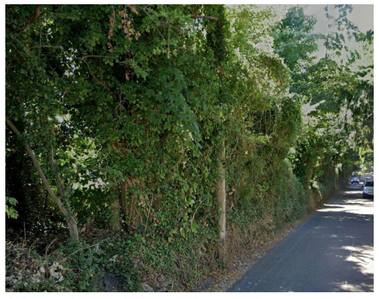
apartment patios and adjacent walkway with mature trees



pocket park with mature trees



central courtyard



Churchyard Lane boundary



EXISTING TREES RETAINED

PROPOSED STREET TREE PLANTING

PROPOSED TREE IN HARD STAND AREA

PROPOSED NATIVE TREE PLANTING

BULBS SEED PLANTING

POLLINATOR FRIENDLY SHRUB AND GROUNDCOVER PLANTING
- Refer to Planting Schedule

PUBLIC GRASS AREA

PROPOSED POLLINATOR HEDGE PLANTING
- Refer to Planting Schedule

REINFORCED GRASS SYSTEM

EXISTING UNDERSTORY VEGETATION RETAINED

PROPOSED PEDESTRIAN PATH

PROPOSED FEATURE PAVING TO COURTYARD AREA

PRIVATE AREAS

GRAVEL STRIP

PROPOSED FEATURE PAVING TO ENTRANCE PLAZA

COULORED TARMAC OR EQUIVALENT

BLACK TOP FINISH

NATURAL PLAY ELEMENTS
- grass mounds, boulders, tree logs, etc

ELEVATION STRATEGY

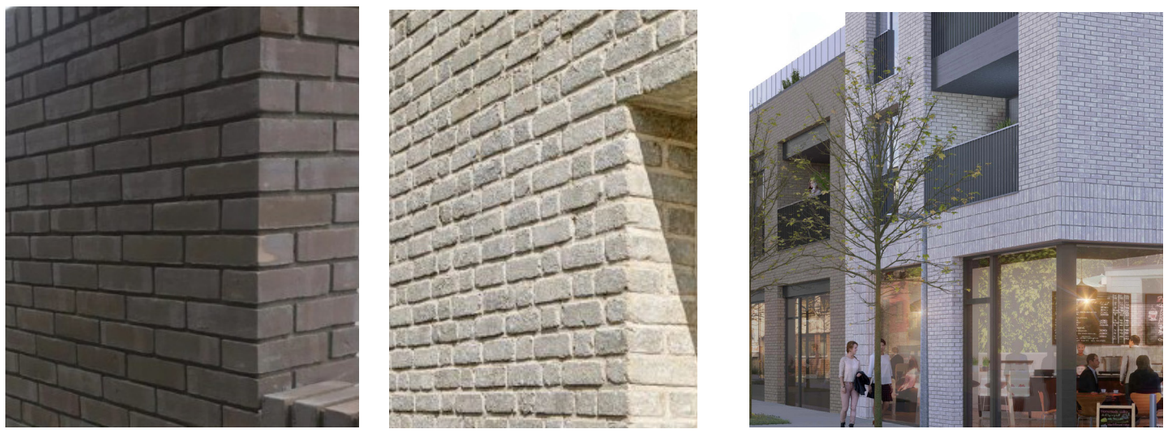
MATERIALS

A restrained palette of quality durable materials is proposed.
The primary cladding material is a relatively smooth grey brick, in two complementary tones, reminiscent in colour and texture of the existing stone walls around the site, and referring to Douglas' brickmaking history (see note to the right).
Its neutral tone, texture and natural variation will act as a quiet backdrop to the existing and proposed landscaping.
Metal balconies and railings will add further texture to the elevations.
At roof level, standing seam metal cladding will emphasize the proposed shoulder heights and bring a contrasting texture.

The village of Douglas expanded following the establishment of a sail cloth industry in 1726 and later rope manufacturing, woollen mills and flour mills in the Donnybrook area. Other industries in the general area included brick making in Ballinlough and stone quarrying in Ballintemple. According to Lewis (1837), a 'large quantity of bricks, of a bright ash colour, is made in the immediate vicinity of the village and sent to a considerable distance inland; and great numbers are conveyed by small craft to the port of Cork'. The first-edition Ordnance Survey map of Douglas indicates two brick fields to the north-east of the village on the bank of the river and this became the main centre for brick manufacture in Cork providing employment for the locality. The quality of the brickwork however was poor and generally used in places where it would not be exposed and was plastered over.



View from Churchyard Lane looking South, showing existing stone walls in the area


brick in two complementary grey tones, with a small amount of stacked brick detailing at the cafe echoing the form of traditional shopfronts


metal balconies


standing seam metal cladding

ELEVATION STRATEGY

ELEVATIONS TO CARRIGALINE ROAD & CHURCHYARD LANE



West Elevation to Churchyard Lane - elevation broken down into bays to avoid monolithic appearance of long uninterrupted slab block, and openings generally vertically proportioned reminiscent of traditional fenestration patterns. A restrained palette of quality durable materials is proposed.



East Elevation to Carrigaline Road - elevation broken down into bays to avoid monolithic appearance of long uninterrupted slab block, and openings generally vertically proportioned reminiscent of traditional fenestration patterns. A restrained palette of quality durable materials is proposed.

ELEVATION STRATEGY

SOUTH ELEVATION

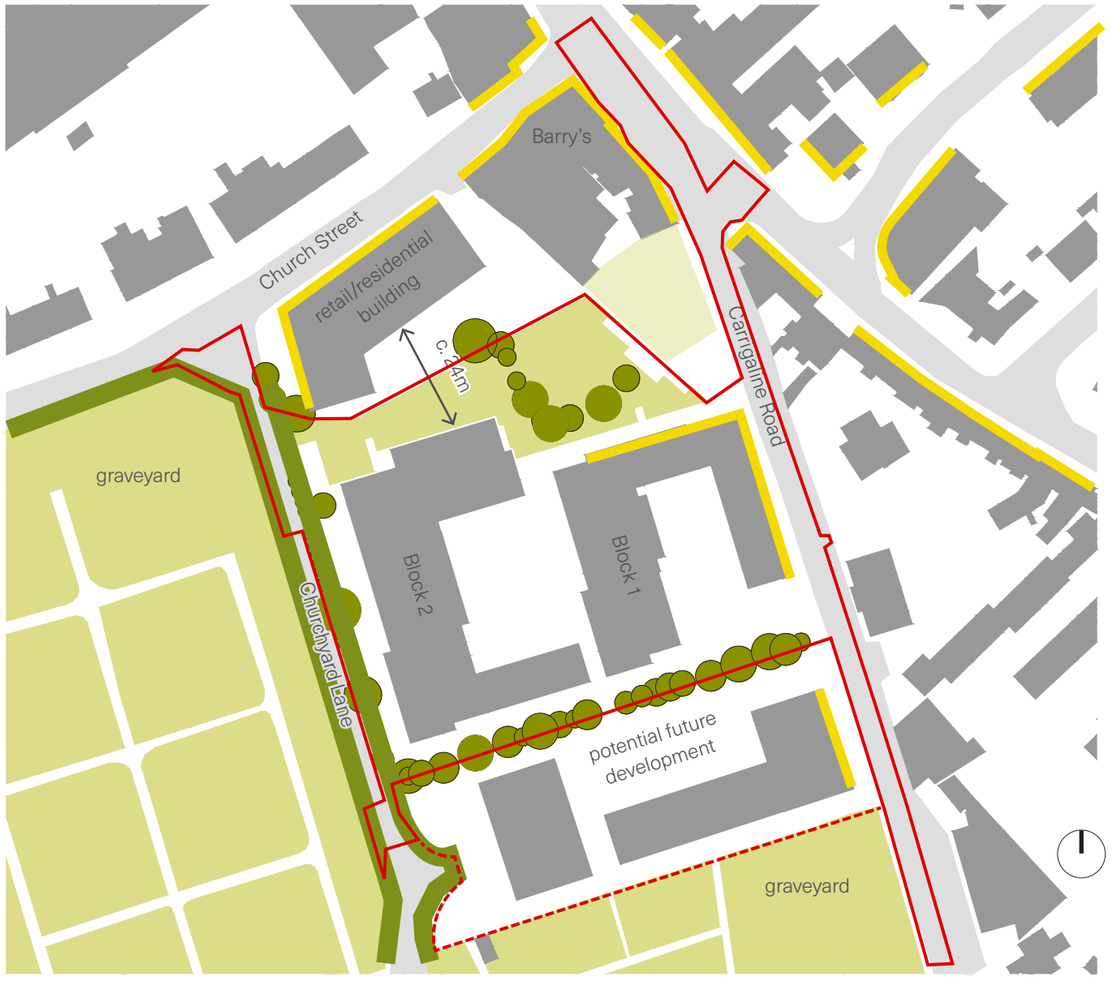


South Elevation

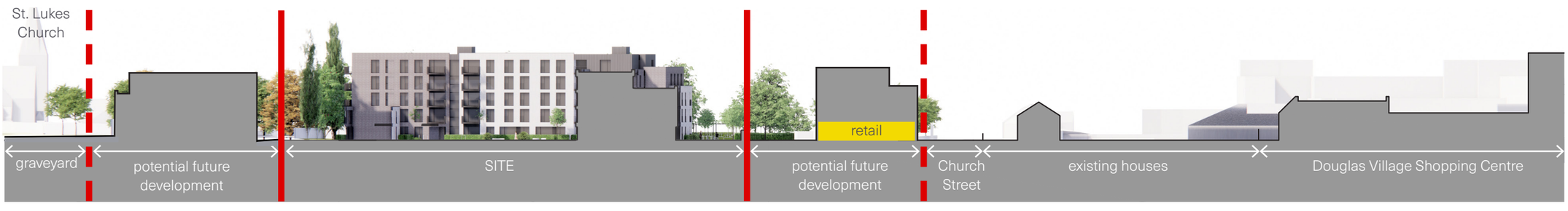


South Elevation (retained trees omitted for clarity)

POTENTIAL FUTURE DEVELOPMENT





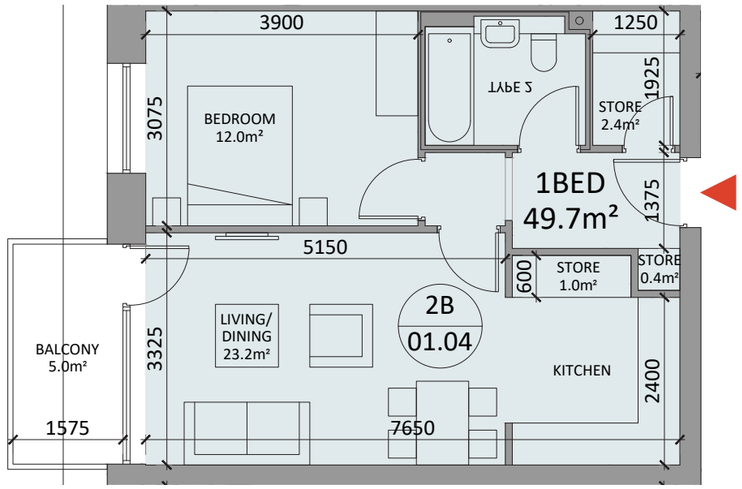


South-North Site Section 2

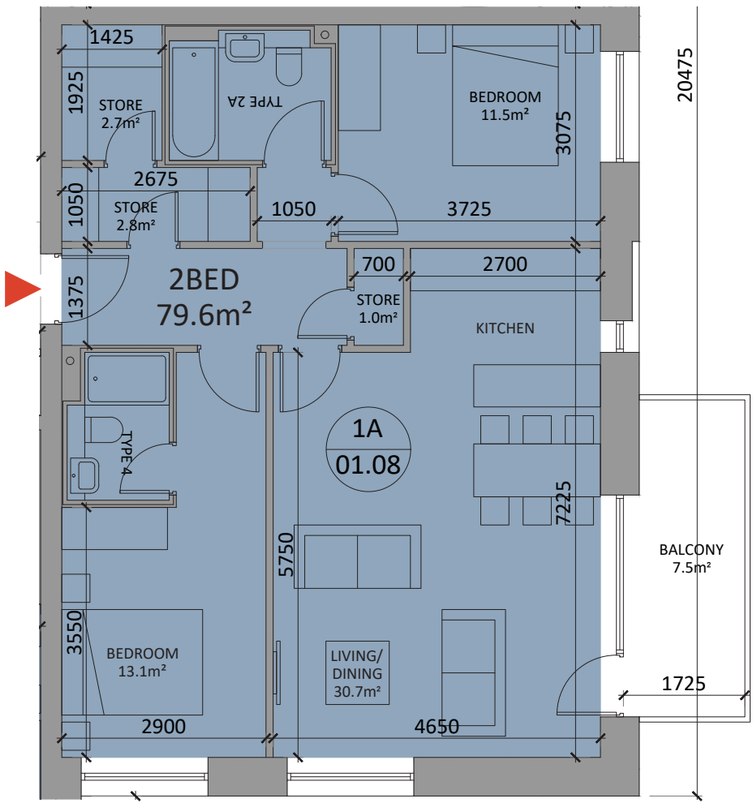
RESIDENTIAL QUALITY

UNIT TYPES

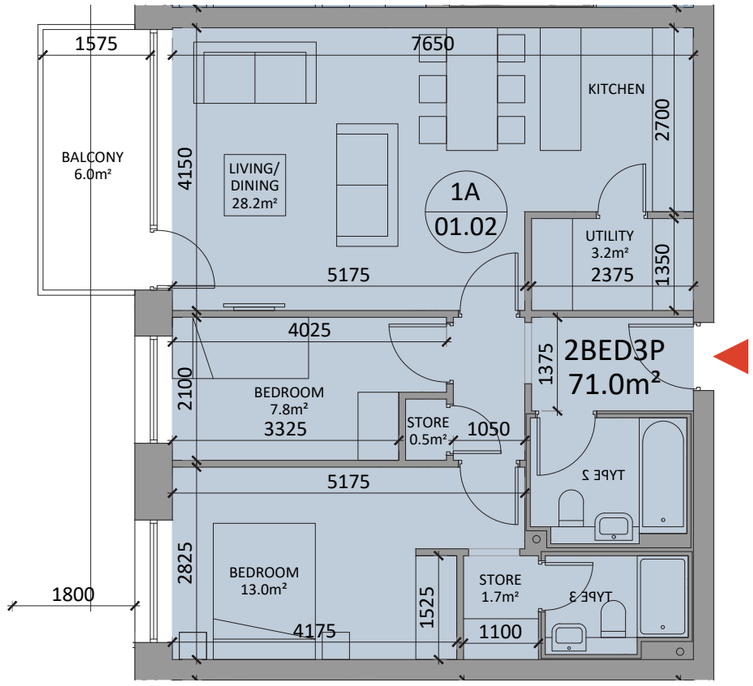
A range of apartment types and sizes provides choice for residents. Some typical units are illustrated here.



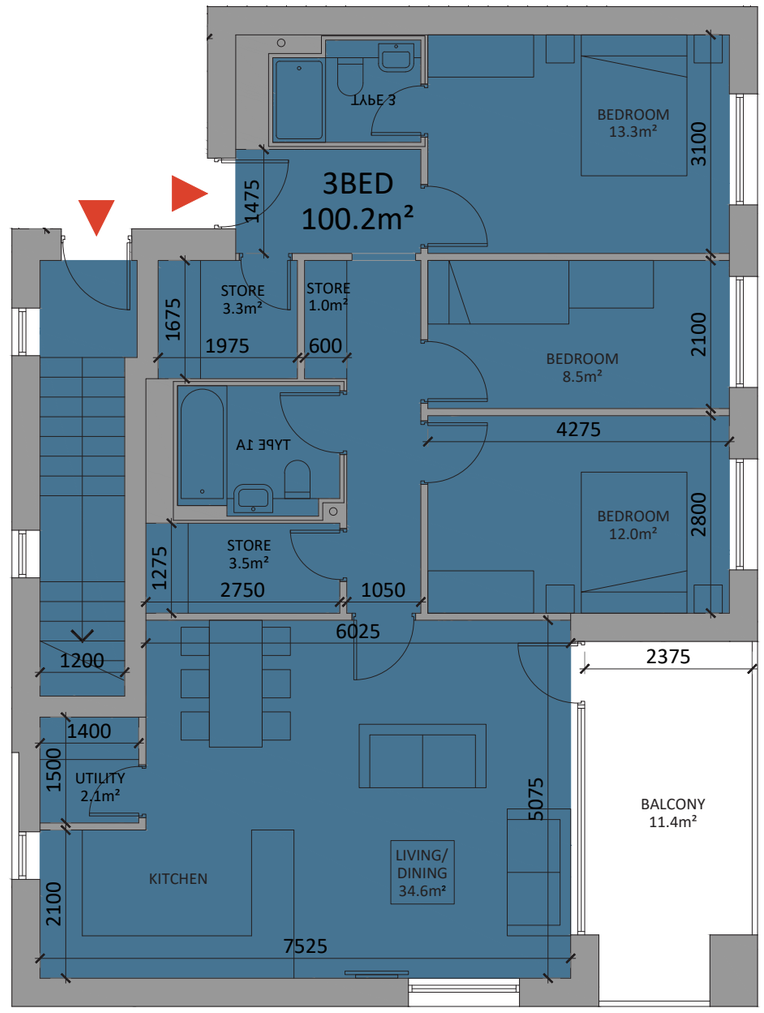
1 Bedroom 2 Person Apartment (single aspect)



2 Bedroom 4 Person Apartment (dual aspect)



2 Bedroom 3 Person Apartment (single aspect)



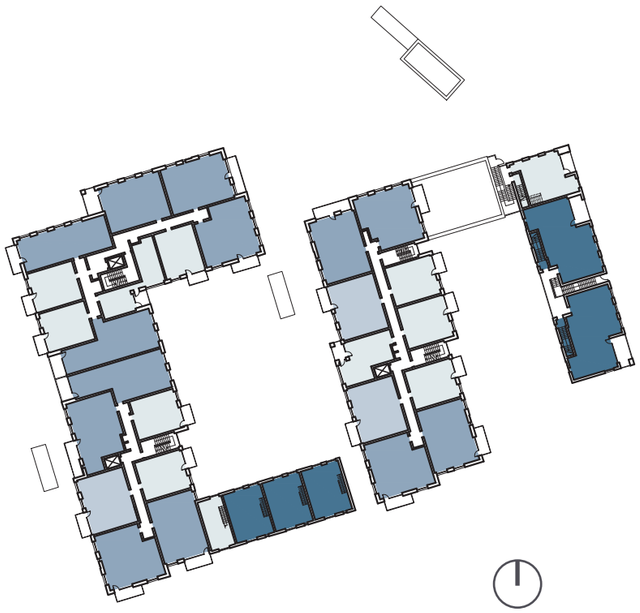
3 Bedroom 5 Person Apartment (dual aspect)

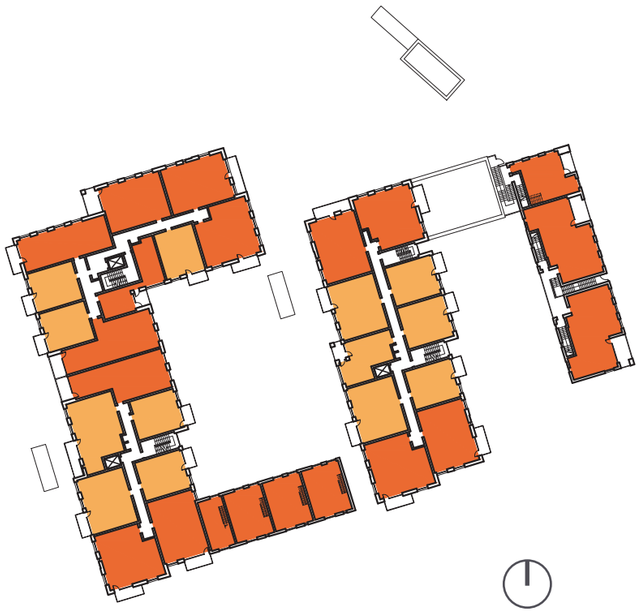
RESIDENTIAL QUALITY

MIX, ASPECT & VIEW



Section through communal courtyard







UNIT MIX

A range of apartment types are proposed, with a focus on 1 and 2 bed units in order to provide a more balanced mix in the wider area which currently has a deficit of smaller residential units.

- 1-bed 2-person (40.3%)
- 2-bed 3-person (9.7%)
- 2-bed 4-person (41.9%)
- 3-bed 5-person (8.1%)

ASPECT

The site layout, massing and orientation of the blocks ensure that 52.4% of the apartments benefit from a double orientation. There are no single aspect north-facing units.

- single aspect apartment
- dual aspect apartments

VIEWS

Most apartments have a view of one or more open landscaped spaces, whether the generous communal courtyard, proposed public open space within the site or the graveyard to the west across Churchyard Lane. Along the southern boundaries, the retained mature trees will provide further visual amenity.

- view towards communal courtyard
- view towards proposed public open space
- view towards existing graveyard on Churchyard Lane
- view towards retained mature trees to the south

UNIVERSAL DESIGN

STATEMENT OF COMPLIANCE

The proposed development has sought to comply with the Principles of Universal Design in order to encourage access and use of the development for all. Part M (Access and Use) of the Building Regulations is referenced throughout, and will inform later detail design, as compliance with this is statutory and will be demonstrated through the BC(A)R system and by obtaining Disability Access Certificates for the scheme.

PRINCIPLE 1: EQUITABLE USE
The scheme is accessed on both eastern and western edges from Carrigaline Road and Churchyard Lane, with level/gently sloping access routes to all residential entrance lobbies, own door access duplexes and public/communal open spaces. There is level access to all ground floor amenities including car and bike parking spaces, café, office spaces, and binstores. The main drop off point and turnabout area is accessed from Carrigaline Road and vehicular access (other than emergency fire tender access to central courtyard) is limited to this parking court, providing a safe pedestrian environment for residents and visitors alike.
All external amenity spaces are accessible to all. The ground floor FFLs proposed result in an overall level difference to be negotiated of approximately 0.9m across the entire site, allowing for gently sloping landscaping throughout.
All residential cores are accessed at ground floor level, via a Part M compliant route from all site entrances. The apartments located above ground floor are all accessed via a lift, with the exception of 6 no. 1st and 2nd floor own-door apartments in Block 1 Core B and C (which are accessed by means of Part M compliant stairs). Universally designed units are located throughout the scheme at a rate of 8.9 % of overall units.

PRINCIPLE 2: FLEXIBILITY IN USE
The cafe/office spaces and apartment living areas in particular are open plan and can accommodate a variety of internal layouts, making the spaces adaptable into the future.
The universally designed units are laid out so thay can be adapted over time as occupant needs change.
All dwellings will be compliant with Part M.

PRINCIPLE 3: SIMPLE & INTUITIVE USE
The main entrances from Carrigaline Road & Churchyard Lane lead to the communal courtyard at the centre of the site. The active frontage along Carrigaline Road encourages pedestrian access to two public routes along the southern and northern boundaries of the site. These serve as clear routes through the site, and connect pedestrians to secondary routes which link to the central communal courtyard and allow further connectivity and permeability throughout the site.
This courtyard provides access to all the residential lobbies, with the front door of Block 2B directly off the east-west public route. Lifts to upper level apartments are easily located from the building entrance doors and lobbies.
Internally, the apartments are generally similar, and use clear and simple layouts. Bedrooms are located off a corridor at the unit entrance, and the living areas are generally located at the end of the corridor, making navigation easy for all users.

PRINCIPLE 4: PERCEPTIBLE INFORMATION
The active frontage of the café which faces onto Carrigaline Road to the northeast highlights to users the main pedestrian entrance to the site, new east-west through-route and the public open space, leading to the communal courtyard from which all residential lobbies can be accessed.
As previously noted, the scheme layout is legible and easy to negotiate as the communal courtyard, which gives access to the majority of residential units, sits at the centre of the scheme and acts as a natural destination for users.
The entrances to this central space, although visually permeable, are marked by gates which denote to users that the communal courtyard acts as a semi-public space, primarily for use of residents. Entrance lobbies and café/offices will be clearly identified using signage and generous glazed doors.

PRINCIPLE 5: TOLERANCE FOR ERROR
Landscaping at ground floor level will clearly indicate and distinguish public and semi-public pedestrian routes through the site using ground materials and clear visual sight lines. This, and the site's gently sloping nature, will create a fluid and fully accessible external realm. Entrance doors to residential units and communal amenities will be clearly sign posted.
The development prioritises pedestrian usage, with cars and other vehicles kept away from the landscaped open space areas. All car spaces will be contained within a single parking court, with convenient access to entrance lobbies and amenities, either directly or through the central courtyard. Occasional maintenance vehicles will be organised by the management company.

PRINCIPLE 6: LOW PHYSICAL EFFORT
The topography of the site is naturally quite level. This will facilitate gently sloped access routes of no more than 1:21 throughout the site.
Lifts are provided to all floors above ground, eliminating the need to negotiate stairs if preferred (with the exception of 6 no. own-door apartments as previously noted).

PRINCIPLE 7: SIZE & SPACE FOR APPROACH & USE
Clear areas in compliance with Part M are provided at all building entrances. Internally all buildings provide clear circulation and sanitary facilities in compliance with Part M. Open plan apartment living areas allow for plenty of room for furniture and equipment to be arranged in an accessible manner.

03 | PROPOSAL

FLOOR PLANS

GROUND FLOOR PLAN



FLOOR PLANS

FIRST FLOOR PLAN



FLOOR PLANS

SECOND FLOOR PLAN



Part V unit (6 no.)

1-bed 2-person

2-bed 3-person

2-bed 4-person

3-bed 5-person

FLOOR PLANS

THIRD FLOOR PLAN



FLOOR PLANS

FOURTH FLOOR PLAN



SCHEDULE OF ACCOMMODATION

GENERAL

Redline Site Boundary	1.04Ha	including road/footpath/service connection areas outside the control of the applicant
Gross/Net Site Area	0.84Ha	excluding road/footpath/service connection areas outside the control of the applicant
Buildings Footprint	3167.0m²	
Site Coverage	37.9%	
Development Area (GIA)	11094.1m²	
Residential Area (GIA)	10698.2m²	
Net Residential Site Area	0.81Ha	net site area reduced in proportion to non-residential GIA as a percentage of total GIA
Units Number	124	
Site Ratio	1:1.1	
Public Open Space	1444.9m²	
Communal Open Space	789.7m²	
Dual Aspect	52.4%	
Net Residential Density	153.7 Units/Ha	

APARTMENT BLOCKS

UNIT NUMBERS

BLOCK 1	1BED APT	2BED 3P APT	2BED 4P APT	3BED 5P APT	Total	Dual Aspect	%	UD	%
Level 00	2	1	3	0	6	3	50.0%	0	0.0%
Level 01	5	2	4	2	13	7	53.8%	1	7.7%
Level 02	5	2	4	2	13	7	53.8%	1	7.7%
Level 03	4	2	4	0	10	4	40.0%	1	10.0%
Level 04	2	2	3	1	8	4	50.0%	0	0.0%
TOTAL	**18**	**9**	**18**	**5**	**50**	**25**	**50.0%**	**3**	**6.0%**

BLOCK 2	1BED 2P APT	2BED 3P APT	2BED 4P APT	3BED 5P APT	Total	Dual Aspect	%	UD	%
Level 00	8	0	7	0	15	6	40.0%	0	0.0%
Level 01	6	1	9	0	16	9	56.3%	2	12.5%
Level 02	6	1	9	0	16	9	56.3%	2	12.5%
Level 03	6	1	7	0	14	7	50.0%	2	14.3%
Level 04	5	0	2	2	9	5	55.6%	2	22.2%
TOTAL	**31**	**3**	**34**	**2**	**70**	**36**	**51.4%**	**8**	**11.4%**

BLOCK 3	1BED 2P APT	2BED 3P APT	2BED 4P APT	3BED 5P APT	Total	Dual Aspect	%	UD	%
Level 00	1	0	0	3	4	4	100.0%	0	0.0%
TOTAL	**1**	**0**	**0**	**3**	**4**	**4**	**100.0%**	**0**	**0.0%**

TOTAL	**50**	**12**	**52**	**10**	**124**	**65**	**52.4%**	**11**	**8.9%**
MIX	**40.3%**	**9.7%**	**41.9%**	**8.1%**	**100.0%**				
BEDROOMS	**50**	**24**	**104**	**30**	**208**				

AREAS

BLOCK 1	GIA (m²)	NIA RESI (m²)	PLANT ETC (m²)	NON-RESI (m²)	EFFICIENCY*
Level 00	1067.7m²	410.0m²	134.6m²	395.9m²	75.5%
Level 01	1093.4m²	942.9m²			86.2%
Level 02	1090.4m²	944.4m²			86.6%
Level 03	806.0m²	664.5m²			82.4%
Level 04	714.3m²	578.2m²			80.9%
TOTAL	**4771.8m²**	**3540.0m²**	**134.6m²**	**395.9m²**	**82.5%**

BLOCK 2	GIA (m²)	NIA RESI (m²)	PLANT ETC (m²)	NON-RESI (m²)	EFFICIENCY*
Level 00	1267.8m²	955.8m²	55.7m²		75.4%
Level 01	1334.0m²	1105.7m²			82.9%
Level 02	1334.0m²	1105.7m²			82.9%
Level 03	1166.3m²	947.7m²			81.3%
Level 04	795.5m²	635.9m²			79.9%
TOTAL	**5897.6m²**	**4750.8m²**	**55.7m²**		**81.5%**

BLOCK 3	GIA (m²)	NIA RESI (m²)	PLANT ETC (m²)	NON-RESI (m²)	EFFICIENCY*
Level 00	196.2m²	188.9m²			96.3%
Level 01	196.2m²	188.9m²			96.3%
TOTAL	**392.4m²**	**377.8m²**			**96.3%**

BLOCK 4	GIA (m²)	NIA RESI (m²)	PLANT ETC (m²)	NON-RESI (m²)	EFFICIENCY*
Level 00	32.3m²		31.4m²		0.0%
TOTAL	**32.3m²**		**31.4m²**		**0.0%**

TOTAL AREAS

	GIA (m²)	NIA RESI (m²)	PLANT(m²)	NON-RESI (m²)	EFFICIENCY*
TOTAL	**11094.1m²**	**8668.6m²**	**221.7m²**	**395.9m²**	**81.7%**

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

TOTAL DEVELOPMENT

UNIT NUMBERS AND AREAS

	1BED 2P	2BED 3P	2BED 4P	3BED 5P	Total No.	TOTAL GIA
TOTAL	**50**	**12**	**52**	**10**	**124**	**11094.1m²**

OPEN SPACE

Communal Amenity Space Required for apartments by Sustainable Urban Housing: Design Standards for New Apartments - 5m² per 1Bed, 6m² per 2Bed 3P, 7m² per 2Bed 4P		776.0m²
Public Open Space required by Cork City Development Plan 2022-2028 - 15% of site area		1254.8m²
PUBLIC OPEN SPACE PROVIDED		**1444.9m²**
COMMUNAL OPEN SPACE PROVIDED		**789.7m²**

PARKING

CAR PARKING	STANDARD (no EV charger)	STANDARD (EV charger)	ACCESSIBLE (no EV charger)	ACCESSIBLE (EV charger)	CAR CLUB (no EV charger)	CAR CLUB (EV charger)
TOTAL	**18**	**1**	**4**	**1**	**1**	**1**

TOTAL CAR PARKING	RATIO
26	**0.21 per Unit**

BICYCLE PARKING	RESIDENT (covered)	VISITOR (open stands)	TOTAL (residential)	OTHER (open stands)	TOTAL BICYCLE PARKING
TOTAL	**208**	**62**	**270**	**4**	**274**

UNIT NUMBERS

BLOCK 1	1BED APT	2BED 3P APT	2BED 4P APT	3BED 5P APT	Total	Dual Aspect	%	UD	%
Level 00	1	0	2	0	3	2	66.7%	0	0.0%
Level 01	1	1	1	0	3	1	33.3%	0	0.0%
Level 02	1	1	0	0	2	0	0.0%	1	50.0%
Level 03	1	1	0	0	2	0	0.0%	1	50.0%
TOTAL	**4**	**3**	**3**	**0**	**10**	**3**	**30.0%**	**2**	**20.0%**

BLOCK 2	1BED 2P APT	2BED 3P APT	2BED 4P APT	3BED 5P APT	Total	Dual Aspect	%	UD	%
Level 00	2	0	2	0	4	0	0.0%	0	0.0%
Level 01	2	0	2	0	4	2	50.0%	1	25.0%
Level 02	1	1	2	0	4	1	25.0%	1	25.0%
Level 03	1	1	1	0	3	1	33.3%	1	33.3%
TOTAL	**6**	**2**	**7**	**0**	**15**	**4**	**26.7%**	**3**	**20.0%**

TOTAL	**10**	**5**	**10**	**0**	**25**	**7**	**28.0%**	**5**	**20.0%**
MIX	**40.0%**	**20.0%**	**40.0%**	**0.0%**	**100.0%**				
BEDROOMS	**10**	**10**	**20**	**0**	**40**				

Proposed Part V Units

3D VIEWS

VIEW A FROM DOUGLAS VILLAGE LOOKING SOUTH ALONG CARRIGALINE ROAD



New tree planting, low rise building (2+1 and 3-storey) along Carrigaline Road along with significant setback of proposed taller blocks buildings, shows that the proposal can be accommodated successfully in the low-rise context.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW B FROM DOUGLAS VILLAGE LOOKING SOUTH ALONG CARRIGALINE ROAD



Retained tree planting, placement of low rise buildings (2+1 and 3-storey) along Carrigaline Road and significant setback of proposed taller blocks from the surrounding streets shows that the proposal can be accommodated successfully in the low-rise context.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM CARRIGALINE ROAD LOOKING NORTH



Retention of existing boundary treatment and many trees, along with significant setback of proposed from existing buildings and some new tree planting to southern boundary, shows that the proposal can be accommodated successfully in the low-rise context.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM CHURCH STREET LOOKING SOUTH ALONG CHURCHYARD LANE



Retention of existing boundary treatment and many trees, along with significant setback of the proposed devvelopment from existing buildings, shows that the proposal can be accommodated successfully in the low-rise context.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM CHURCHYARD LANE LOOKING NORTH



Retention of existing boundary treatment and many trees shows that the proposal can be accommodated without unduly affecting the character of Churchyard Lane.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM EAST VILLAGE LOOKING WEST



The form of the proposed development is reflective of its time and function, similarly to the exisitng varied built fabric of Douglas. Existing tree cover helps to blend the proposal into its surroundings.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM DOUGLAS COMMUNITY PARK LOOKING EAST



The proposal is largely hidden from view from Douglas Community Park due to existing tree cover even during winter.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM ADJACENT GRAVEYARD LOOKING EAST



Existing tree cover helps to blend the proposal into its surroundings even during winter.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM GRAVEYARD LOOKING NORTH



Existing tree cover helps to blend the proposal into its surroundings even during winter.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM CARRIGALINE ROAD LOOKING SOUTH



Active frontage onto Carrigaline Road highlights pedestrian entrance.
Please refer to Modelworks document for view locations and comparison with existing view.

3D VIEWS

VIEW FROM CARRIGALINE ROAD LOOKING NORTH



Active frontage onto Carrigaline Road engages with the street and invites users into the site.
Please refer to Modelworks document for view locations and comparison with existing view.