

Residential Development in Innishmore, Ballincollig, Cork

Architectural Design Statement

prepared by:

Deady Gahan Architects

on behalf of:

**DOB Plant Hire (Holding)
Co. Unlimited Company**

DGA Ref.: 22131



Location: **Innishmore, Ballincollig, Cork**

Prepared for Cork City Council by Deady Gahan Architects

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SCHEDULE OF ACCOMMODATION						
Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	No. of Units	%
A1/A2	townhouse	3 bed	4	89.6	17	30.4%
A3	townhouse (accessible)	4 bed	6	118.2	1	1.8%
B1	GF apartment	1 bed	2	54.0	12	21.4%
C1	duplex	2 bed	4	85.6	12	21.4%
D2	GF apartment	2 bed	4	77.6	7	12.5%
E1	duplex	3 bed	5	98.5	7	12.5%
Total No. of Units					56	100.0%

RESIDENTIAL SITE SCHEDULE		
Site Area (red line boundary)	1.0 HA	
Total No. of Units	No. 56	
Density	56.0 units/HA	
Open Space	10%	
4 bed	1	1.8%
3 bed	24	42.9%
2 bed	19	33.9%
1 bed	12	21.4%

00 INTRODUCTION

PROPOSED DEVELOPMENT

This document has been prepared by Deady Gahan Architects on behalf of DOB Plant Hire (Holding) Co. Unlimited Company in support of a proposed residential development at Innishmore, Ballincollig, County Cork.

The design of the proposed scheme has been directly informed by relevant national and local planning policy documents. The proposed development aims to provide high-quality residential units that will positively contribute to Ballincollig and deliver much-needed housing in metropolitan Cork. The proposed site layout focuses on creating distinctive streetscapes with varying widths and parking configurations, which help generate a highly efficient scheme and support our vision of placemaking.

To ensure the visual integration of the proposed development within the existing context, the scheme seeks to work with the topography of the site to create a carefully considered layout. This layout is organised to establish an urban edge along the northern and eastern boundaries, with different scales and feature units dispersed throughout the site.

We believe the proposed scheme provides a wide range of housing types for Ballincollig and will contribute to the town's sustainable growth in the near future. A design team with extensive experience in residential schemes has been appointed, including Deady Gahan Architects, McCutcheon Halley Planning Consultants, Denis O'Sullivan and Associates, and Simon Ronan Landscape Architects, to ensure a high-quality design and a robust, comprehensive planning application submission.



SR
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BALLINCOLLIG TOWN CENTRE

00 INTRODUCTION

SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES

The 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' was introduced in 2024 which included a number of additional items to consider when developing a scheme, including some key indicators of quality design and placemaking.

These new guidelines focus mainly on sustainable residential developments and the creation of compact settlements through innovative designs and higher quality public and private amenity spaces. These guidelines consider the renewal of existing settlements and the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The key indicators below, along with the updated density and private amenity policies ensure that a new scheme will be developed to a high standard and in line with existing and future Government policies.

SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles such as;

- A **permeable and legible urban environment** focusing on sustainable modes of transport,
- Connections to wider urban street and transport networks for **improved connections between communities**,
- The prioritising of **active travel and traffic calming** measures, and,
- The **minimising of car parking** throughout a development,

Will ensure that settlements are vibrant, and will allow vulnerable users to freely travel, and access services both within and around the scheme with ease.

MIX AND DISTRIBUTION OF USES

Key principles such as;

- Planning for the **activation of outdoor spaces and the public realm** to promote more liveable cities and town centres,
- The uses should **cater for public transport, services, and amenities** around a hierarchy of local centres that support residential communities, and,
- The implementation of a **diverse mix of housing and a variety of housing densities** across settlements, with the introduction of innovative housing types that can facilitate compact growth and to cater for a range of users,

Need to be implemented to reduce the need for travel and to create more vibrant and active spaces.

GREEN AND BLUE INFRASTRUCTURE

Key principles such as;

- A plan for the **protection, restoration, and enhancement of natural features**, biodiversity and landscape,
- An integrated network of **multifunctional and interlinked urban green spaces**, and,
- The promotion of Urban Greening and **Nature based Solutions (SuDS)**,

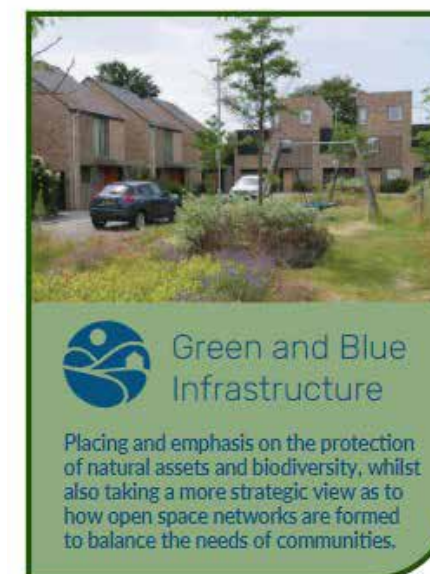
Will deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places.

RESPONSIVE BUILT FORM

Key principles such as;

- The formation of a legible and coherent urban structure with **landmark buildings and focal points**,
- The establishment of a pattern of development regarding **height, scale, and massing** to positively enhance the area with well **defined built edges and well-overlooked open spaces**,
- The strengthening of the overall urban structure with the **opportunities for new linkages**, and
- The embracing of **modern architecture and urban design** that is innovative and varied, and made of **high quality and durable materials**.

Will need to be addressed to ensure the creation of attractive and well-design settlements.



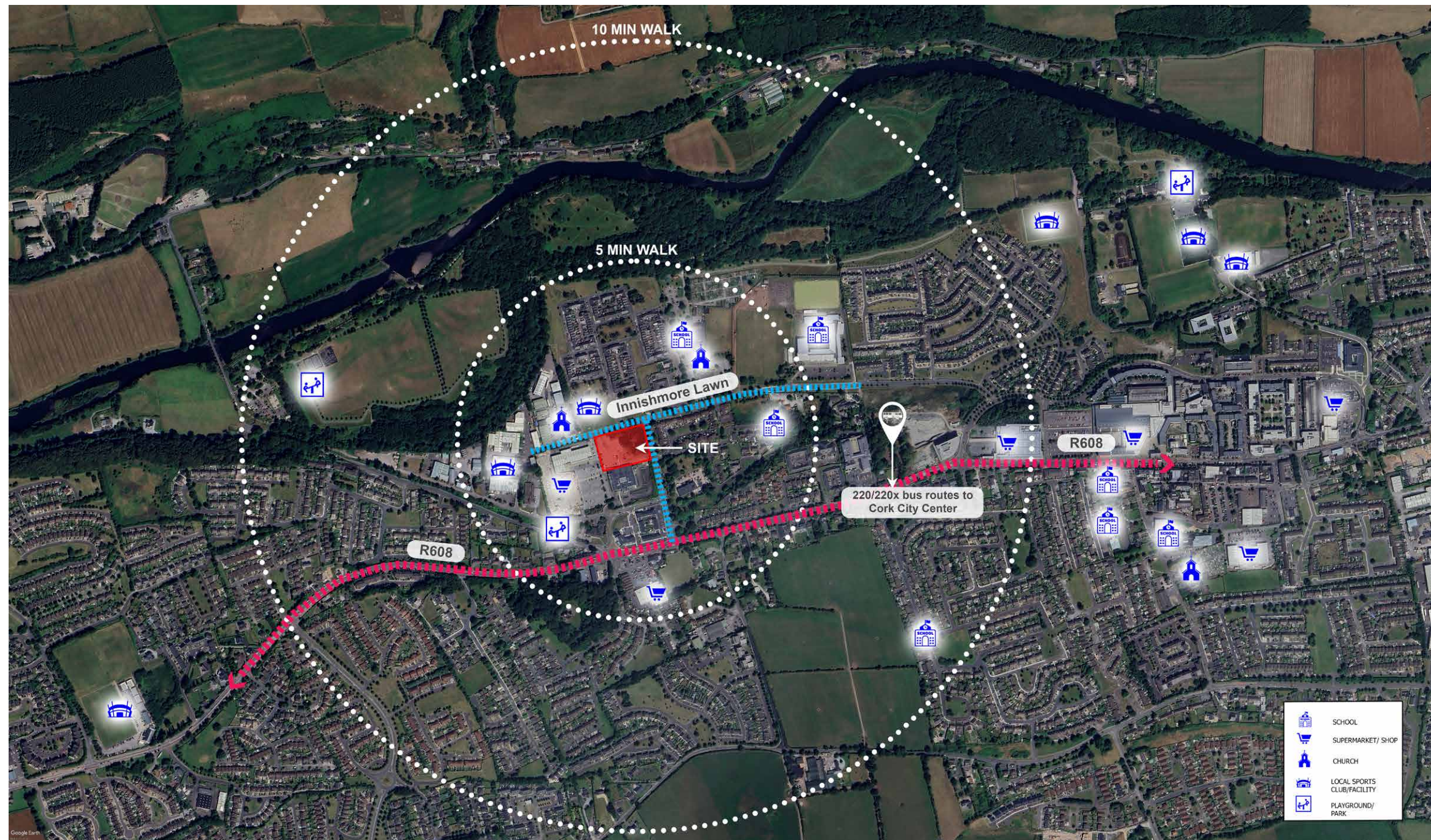
01 SITE CONTEXT

CONNECTIVITY & EXISTING INFRASTRUCTURE

The development site, covering approximately 1.0 hectare, is located in Ballincollig, to the west of Cork City Centre. Suburbs of Cork City, such as Wilton, are just over a 25-minute cycle to the east, with Cork City itself being just over a 30-minute cycle away. The Ballincollig area includes social infrastructure facilities such as Castlewest Shopping Centre, West City Retail Park, schools, churches, and various other amenities, all of which provide many employment opportunities for residents.

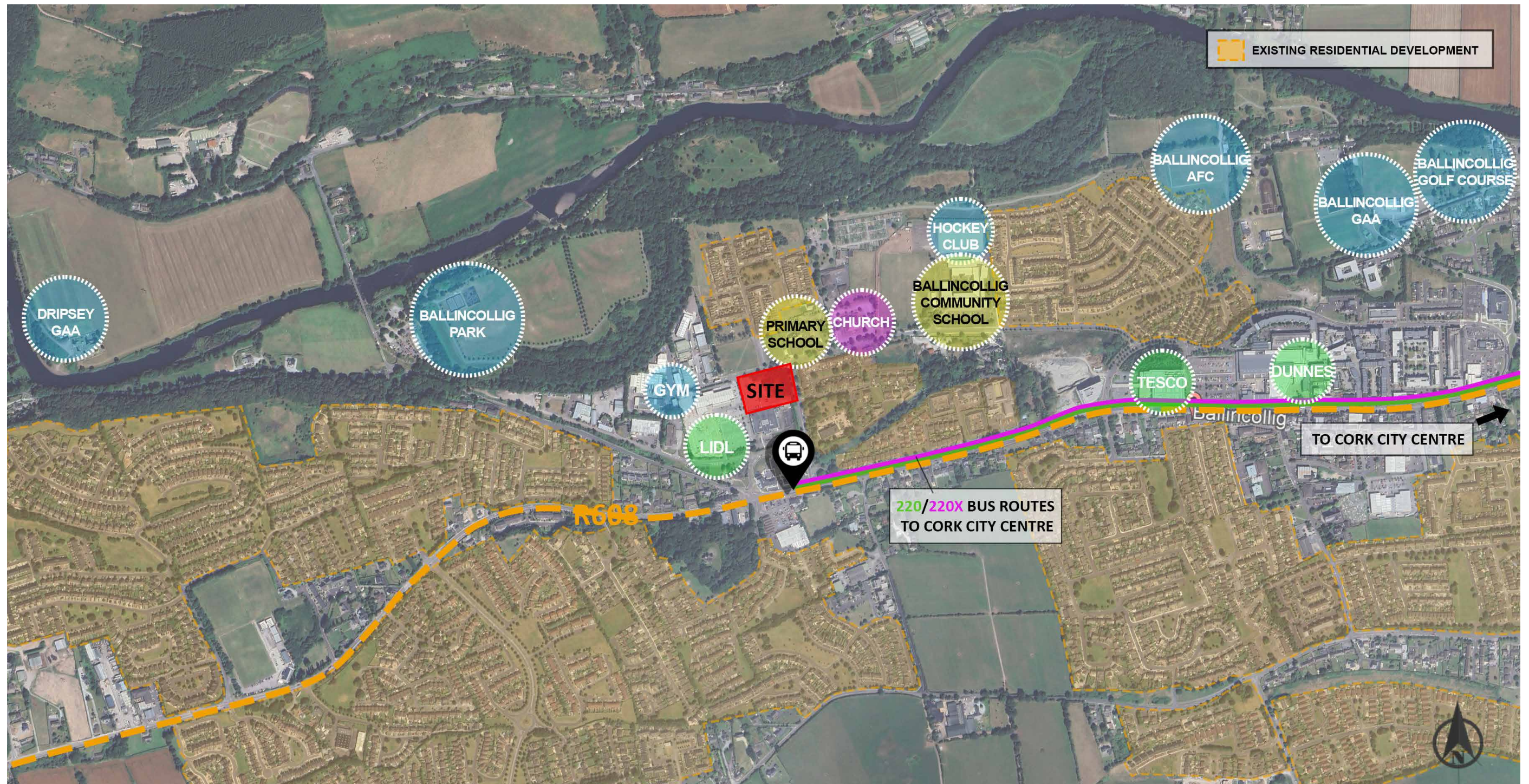
The location of the site encourages cycling, walking, and the use of public transport, promoting sustainable modes of transport as alternatives to car use for future residents.

A frequent bus stop lies to the south of the site, connecting to the city centre and beyond. It takes approximately 30 minutes to reach the city centre via public transport. The location of the scheme is ideal for residential development, with an existing residential scheme to the north and east, and community retail and leisure facilities nearby. The nearest supermarket is just a 2-minute walk away, while two other supermarkets, along with other retail amenities, are within a 10-minute walk.



01 SITE CONTEXT

CONNECTIVITY & EXISTING INFRASTRUCTURE



01 SITE CONTEXT

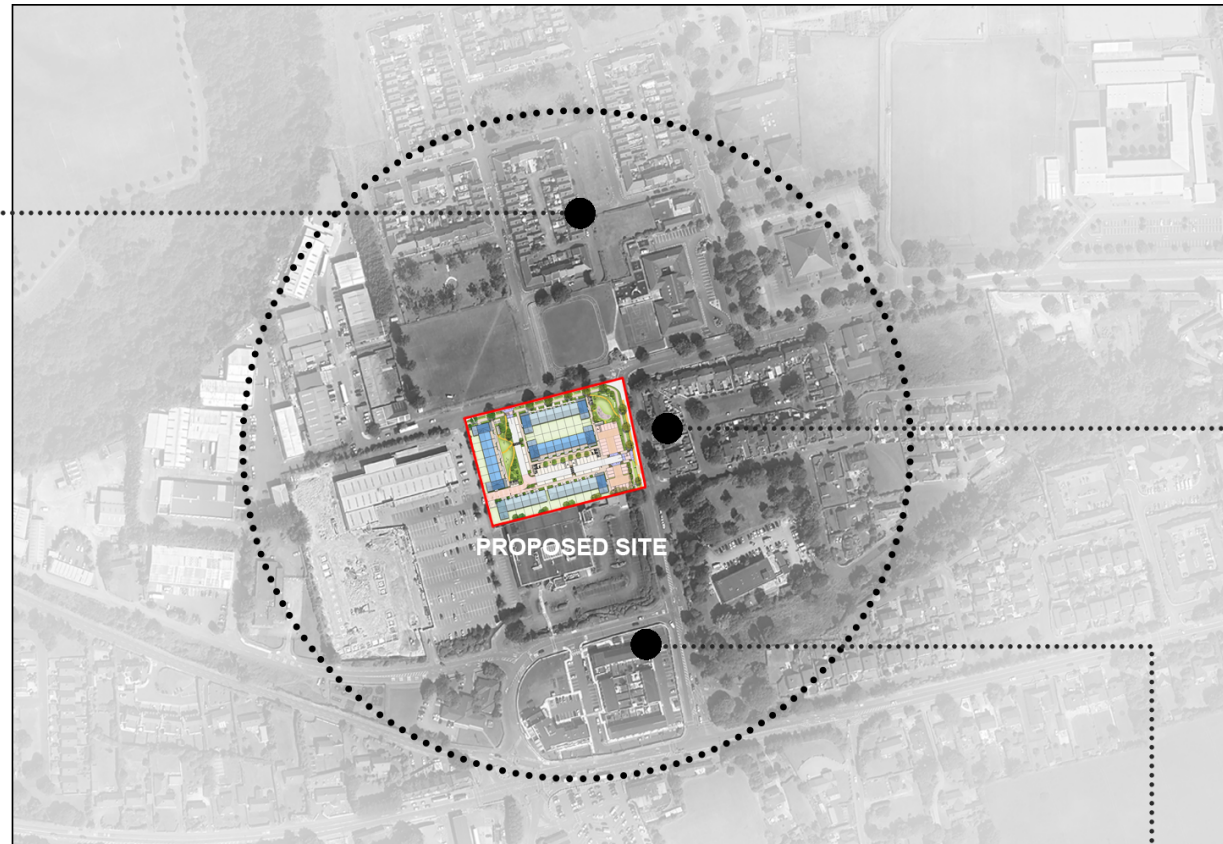
SITE INFLUENCES / WIDER CONTEXT

In order to address some of the councils comments, a study of the surrounding materiality within the neighbouring housing developments was done to help influence the architectural expression of the scheme.



01 SITE CONTEXT

SITE INFLUENCES / WIDER CONTEXT



EXISTING VERNACULAR BUILDINGS



PROPOSED VERNACULAR DESIGN WITH SIMILAR WINDOW OPES TO EXISTING ADJACENT BUILDINGS



EXISTING BRICK FACADE



PROPOSED BRICK ON FRONT FACADE

PROPOSED 3 STOREY BUILDING WITH A HORIZONTAL & VERTICAL EMPHASIS



EXISTING 3 STOREY BUILDING WITH A MIX OF HORIZONTAL & VERTICAL ELEMENTS

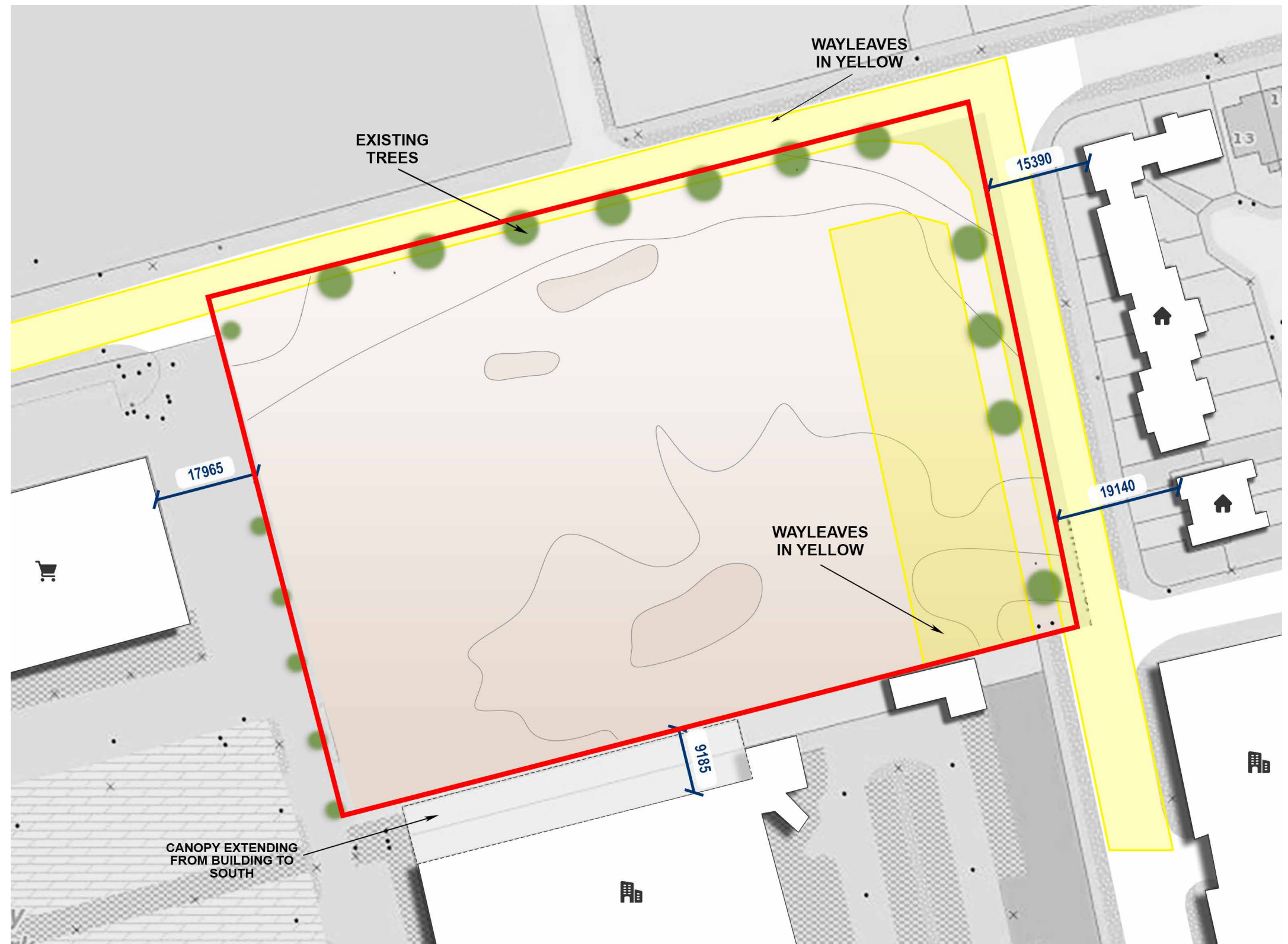
01 SITE CONTEXT

SITE CONSTRAINTS

Key site features:

- Existing trees to be retained along the boundaries
- Wayleaves to the east and north of the site
- Adjacent buildings to the south, east, and west. Supermarket (Lidl) to the west.
- The topography is relatively flat.

LEGEND:	
	EXISTING TREES
	WAYLEAVES
	CORPORATE
	RESIDENTIAL
	COMMERCIAL

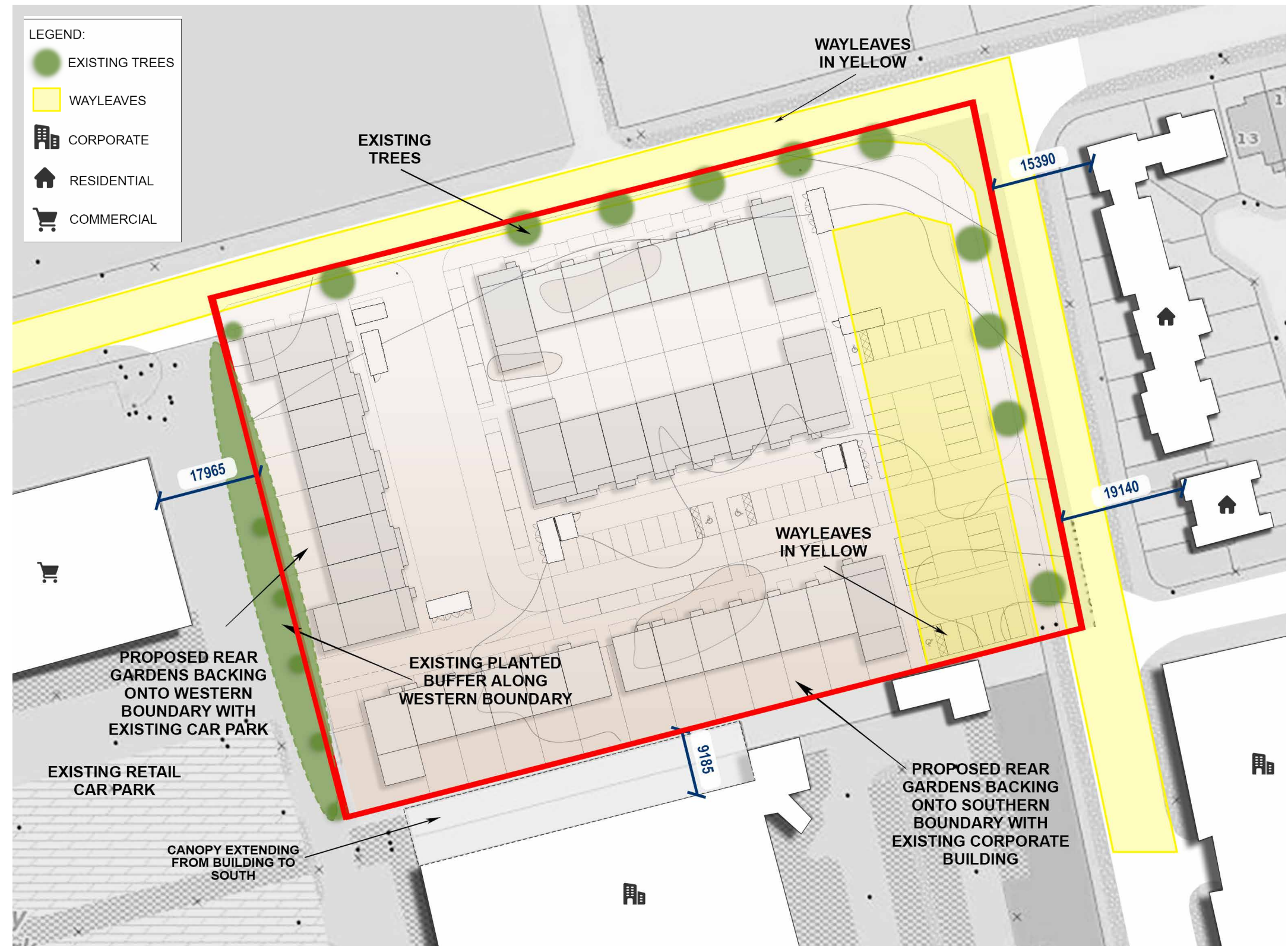


01 SITE CONTEXT

SITE CONSTRAINTS

Key site features:

- The block to the north of the site is orientated to interact with the existing Innishmore Lawn road to the north of the site, allowing more permeability between the site and road.
- There are wayleaves to the east and north of the site. The eastern wayleave incorporates much of the eastern portion of the site and we have ensured that the building lines do not intersect with this wayleave. We have incorporated this space in our design by designating it as open space, along with car parking to the south.
- There are existing Jysk and Lidl stores and associated car parking to the west of the site. Due to this, the proposed building block to the west has been orientated so as the rear gardens back onto this boundary. A shared surface has been provided along this boundary to provide a potential pedestrian connection. A shared surface has been proposed in this location instead of a continuation of the internal street to avoid a potential 'rat-run' from the proposed scheme to the private commercial lands to the west.
- Similar to the western boundary, we have orientated the buildings on the southern portion of the site so that the rear gardens back onto the existing corporate building south of the site.

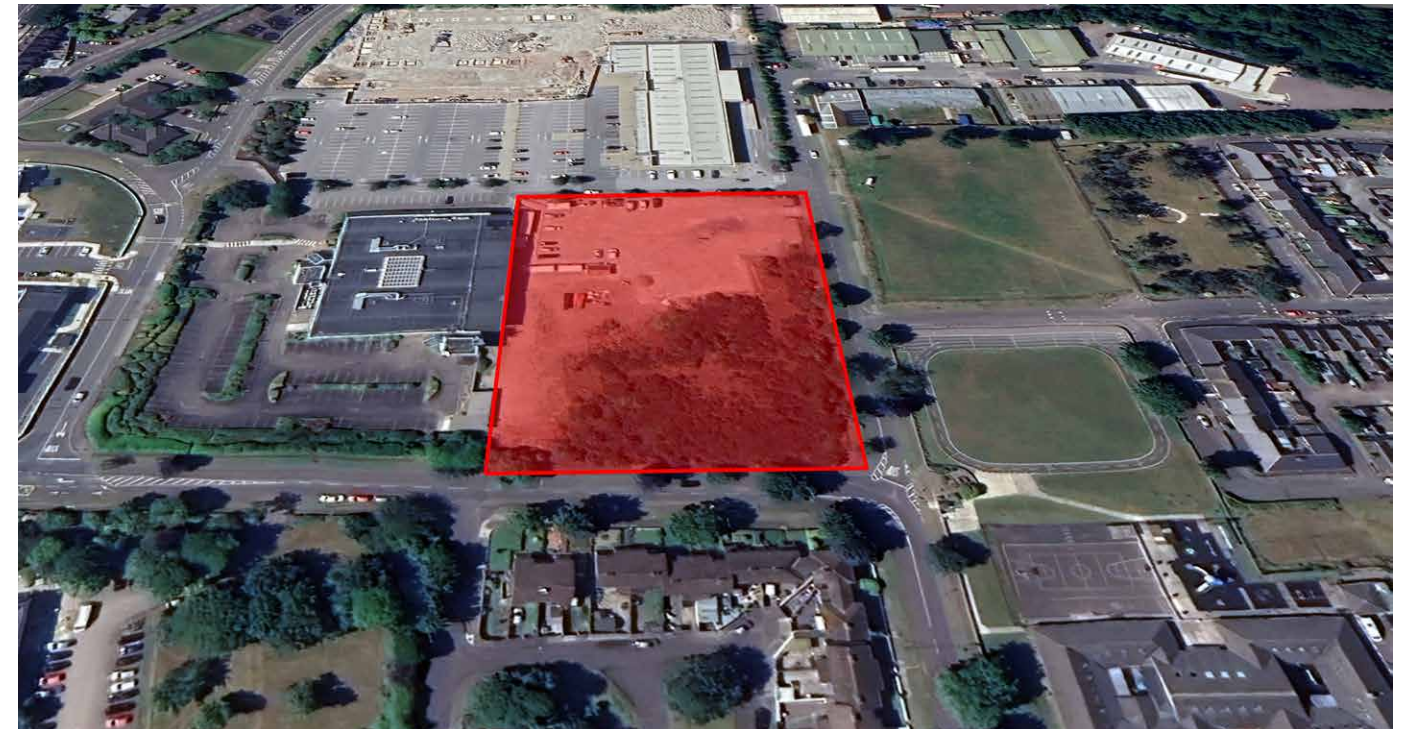


01 SITE CONTEXT

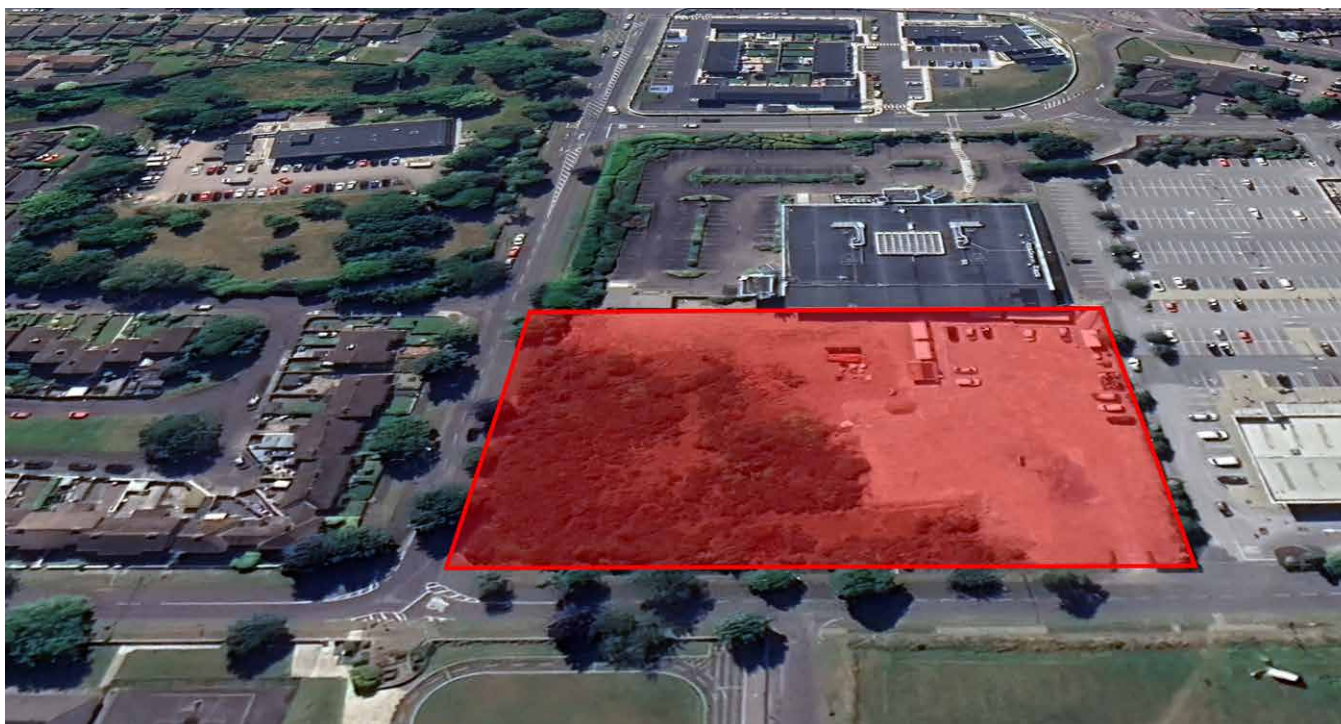
EXISTING SITE IMAGES



Aerial view of site from the South



Aerial view of site from the East



Aerial view of site from the North

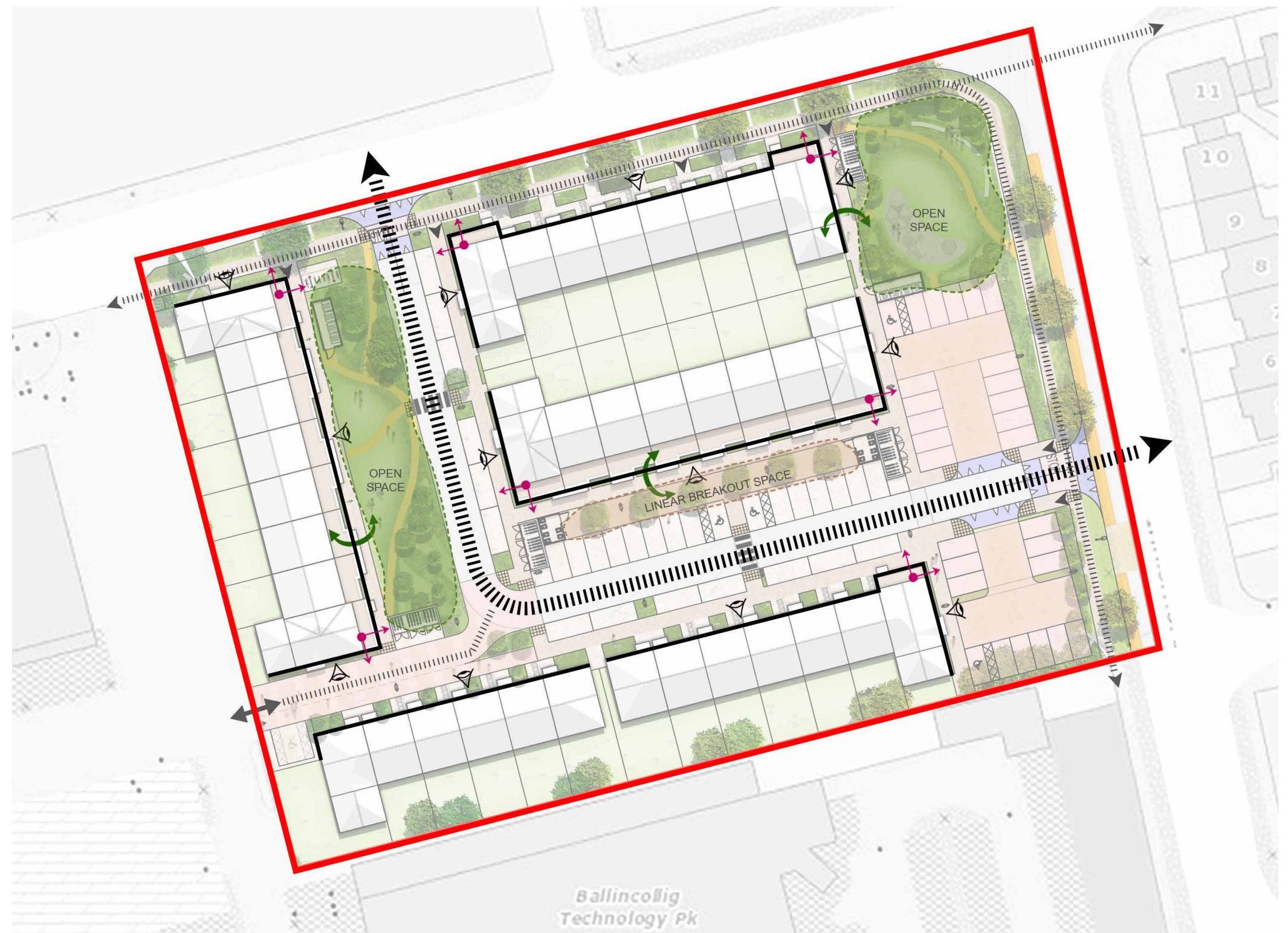
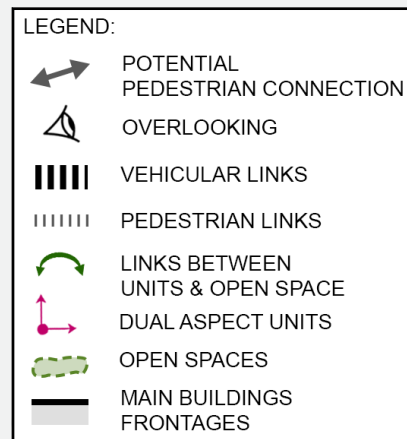


Aerial view of site from the West

02 DESIGN STRATEGY

CONCEPT SCHEME

The proposed development is designed to create a functional and inviting living environment through a well-considered layout. The plan includes clear access points and connections, ensuring smooth transitions between various areas. The design incorporates diverse typologies to meet different needs while enhancing accessibility for all residents. Open spaces are strategically created to serve as gathering spots and promote community interaction. Additionally, the development's defined streets are thoughtfully connected to the access roads located to the north and east of the site, facilitating convenient access and seamless integration with the surrounding area.



02 DESIGN STRATEGY

CONSULTATION WITH CORK CITY COUNCIL + AMENDMENTS MADE FOLLOWING COUNCIL'S FEEDBACK



After receiving feedback from the Cork City Council, a number of changes to the site layout and buildings have been made to better reflect the context of the site. These changes are as follows:

- Internal footpath and boundary wall omitted and units now link onto the public footpath directly creating a more permeable and inviting scheme
- 5no. disabled car parking spaces have now been provided throughout the site to accommodate the number of accessible units on site (Highlighted in cyan)
- Existing Pedestrian Crossing and Cycle network incorporated to boundary of the scheme to increase pedestrian and cycle connectivity
- The bin and bike stores have been relocated to the corner to provide a larger linear breakout space.
- Shared Surface Street incorporated to south west to provide disabled access parking to accessible townhouse unit with a potential pedestrian connection to the west. A shared surface is provided instead of a continuation of the internal street to avoid a potential 'rat-run' through the proposed scheme to the existing private commercial development to the west

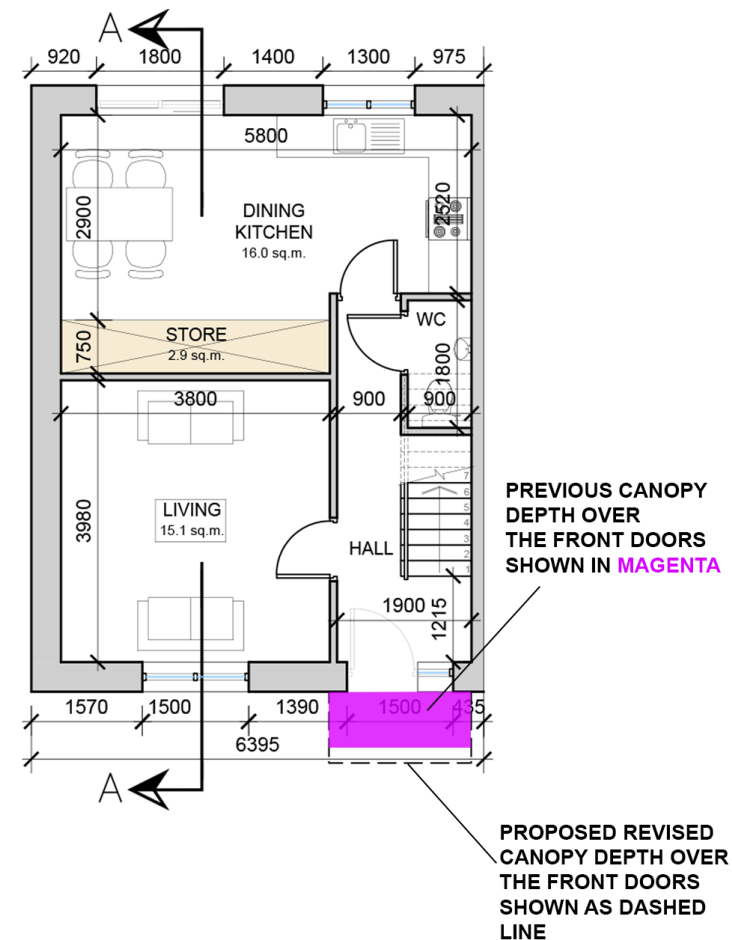


02 DESIGN STRATEGY

CONSULTATION WITH CORK CITY COUNCIL + AMENDMENTS MADE FOLLOWING COUNCIL'S FEEDBACK



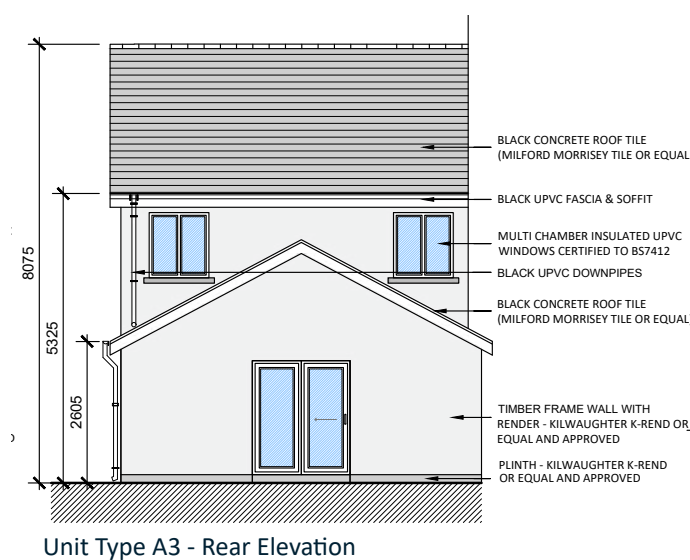
- Larger canopies have been provided on all units to ensure adequate protection from the elements. This has been achieved by extending the canopies to 840mm deep.
- The ground floor elevational treatment has also been updated to ensure a larger amount of higher quality materials are used. The front elevations of all units now have a brick finish along the ground floor level for better durability. The brickwork has also been designed to wrap around the side elevations by 600mm.
- Covered bike stores have been replaced by secure bike stores for resident bike storage with 1 no. covered by store provided for visitors.
- The communal bin store has been redesigned to reflect the brick finish on the ground floor of units. This also reduces the risk of vandalism to these structures.
- The windows on the front elevations of the townhouse units have been narrowed in order to avoid any clashes with the individual bin stores.
- The levels of the apartment/duplex block along the western boundary have also been revised in order to provide direct access from the public footpath to the north to unit no 1.
- The roofs to the rear of unit types A3 and D2 have been revised to a more traditional gable roof from the previously proposed lean-to roof.



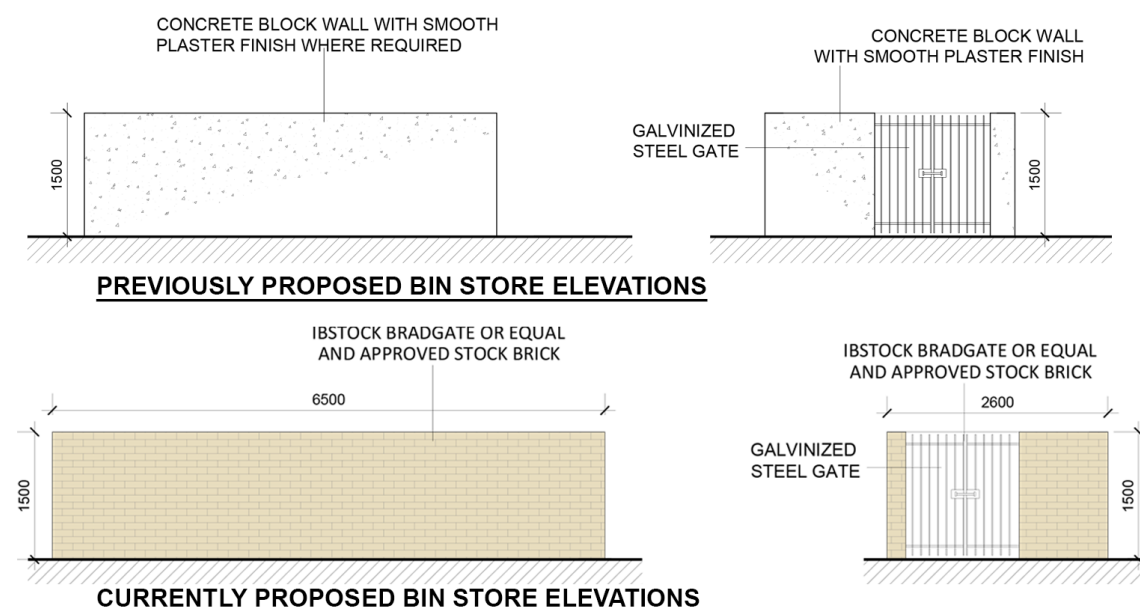
**3D RENDER - UNIT TYPE A2
PREVIOUSLY PROPOSED FRONT ELEVATION**



**3D RENDER - UNIT TYPE A2
CURRENTLY PROPOSED FRONT ELEVATION**



Unit Type A3 - Rear Elevation



02 DESIGN STRATEGY

PROPOSED SITE LAYOUT

The proposed residential development will consist of:

- The construction of 56 residential units, including a mix of 3 and 4-bed townhouses, 1 and 2-bed ground floor apartments, and 2 and 3-bed duplexes.
- The provision of landscaping and amenity areas.
- All associated ancillary development, including pedestrian and cyclist facilities, lighting, drainage, boundary treatments, bicycle and car parking, and bin storage.

The proposed development will serve as a natural extension of Ballincollig Town, consolidating growth in the area and maintaining a compact settlement. The layout has been designed in response to the surrounding development and existing dwellings around the site. Units are positioned to overlook communal open spaces, fostering a sense of community within the development.

The main entrances are situated to the north and east of the site. From these entrances, a local access street runs through the site, connecting the east and north. A potential pedestrian connection is provided to the west.

Pedestrian pathways have been thoughtfully designed to ensure fluid movement and accessibility throughout the development. These pathways connect both the homes and public spaces, creating an integrated network that enhances convenience and fosters a sense of community across the entire site.

Three-story units have been strategically placed to match the surrounding context and create a harmonious skyline. These units serve as visual landmarks and create a cohesive layout.

SCHEDULE OF ACCOMMODATION						
Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	No. of Units	%
A1/A2	townhouse	3 bed	4	89.6	17	30.4%
A3	townhouse (accessible)	4 bed	6	118.2	1	1.8%
B1	GF apartment	1 bed	2	54.0	12	21.4%
C1	duplex	2 bed	4	85.6	12	21.4%
D2	GF apartment	2 bed	4	77.6	7	12.5%
E1	duplex	3 bed	5	98.5	7	12.5%
Total No. of Units					56	100.0%

RESIDENTIAL SITE SCHEDULE		
Site Area (red line boundary)	1.0 HA	
Total No. of Units	No. 56	
Density	56.0 units/HA	
Open Space	10%	
4 bed	1	1.8%
3 bed	24	42.9%
2 bed	19	33.9%
1 bed	12	21.4%



PROPOSED SITE PLAN

02 DESIGN STRATEGY

SITE CROSS SECTIONS



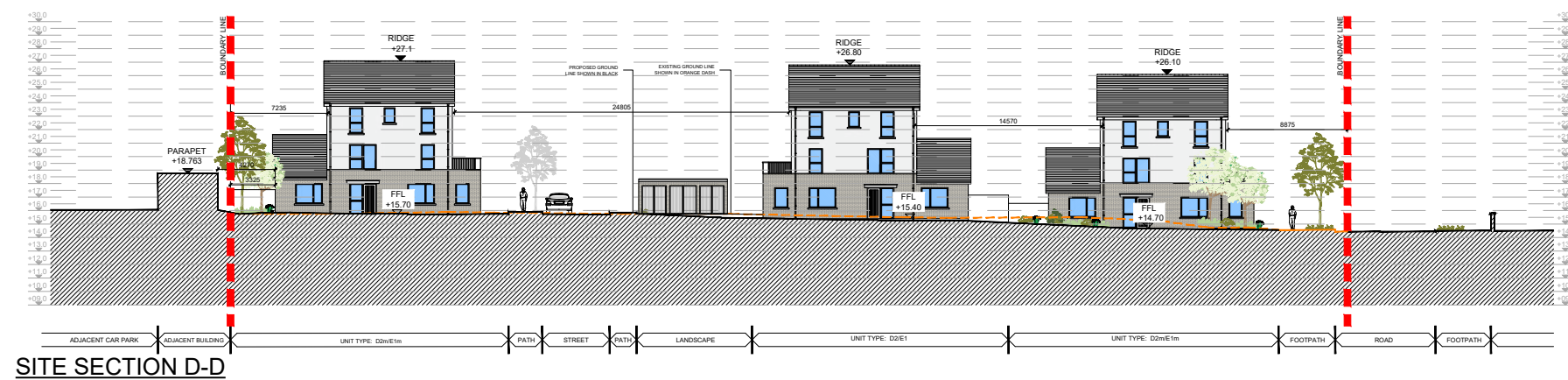
SITE SECTION A-A



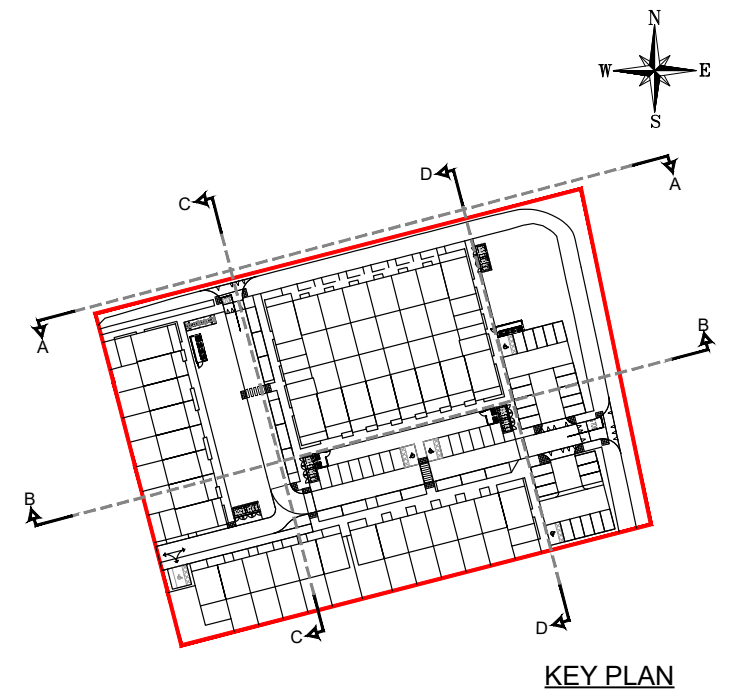
SITE SECTION B-B



SITE SECTION C-C



SITE SECTION D-D



02 DESIGN STRATEGY

SCHEME SUITABILITY / SUSTAINABILITY

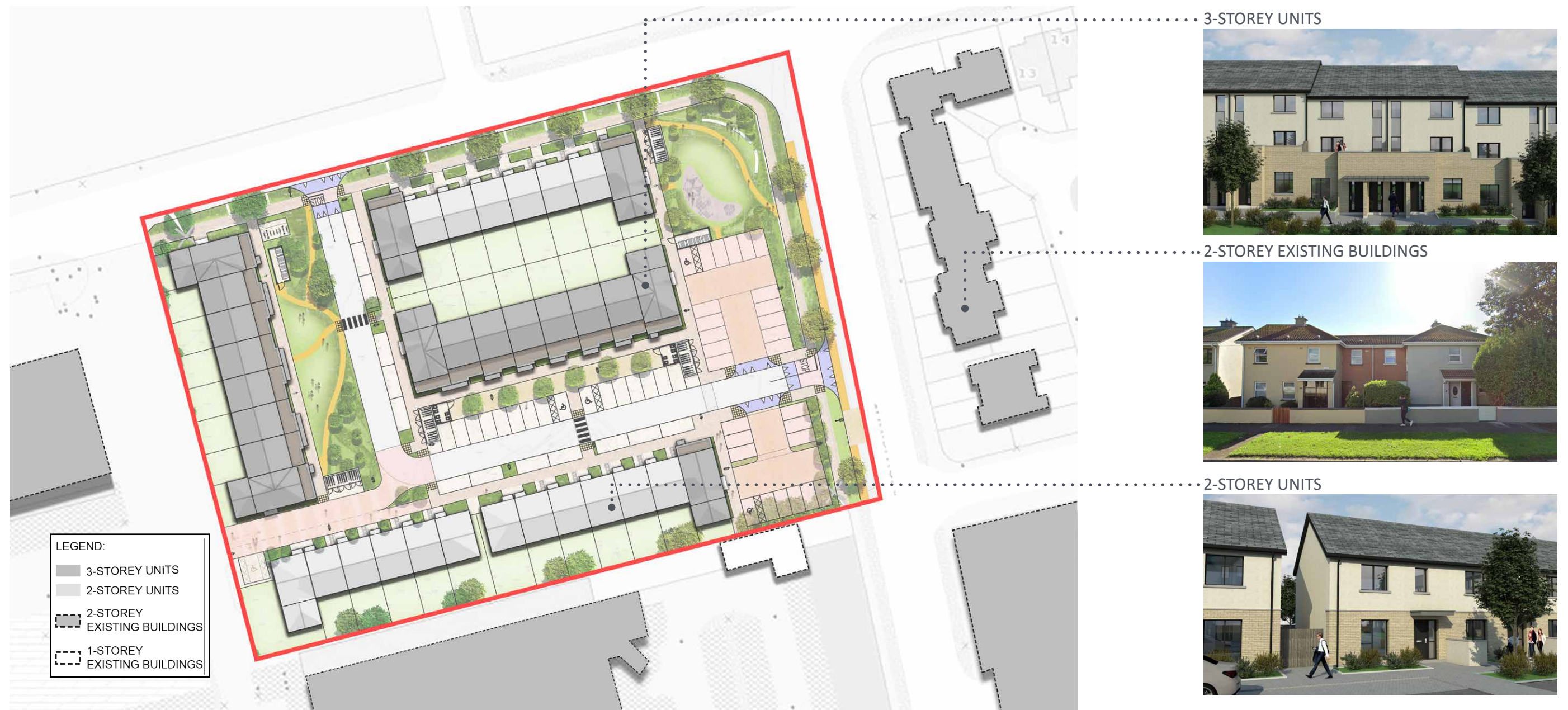
The subject site is currently vacant and is located in close proximity to Ballincollig Town Centre. It is therefore a unique site in a prime location for a new residential development, addressing the urgent need for housing in the wider Cork City area. The proposed development will serve as a natural extension of Ballincollig Town, consolidating growth in the area and maintaining a compact settlement.

As described in the following chapter, “4.0 Design Principles,” the proposed layout is well connected to Ballincollig and provides improved linkages to the town centre, promoting sustainable and active modes of travel.

The proposed urban structure adheres to the principles set by the town of Ballincollig: buildings that create strong urban frontages, defining and overlooking a central open space that becomes the heart of

the new neighbourhood, fostering social interaction and a sense of community. Additionally, the proposed architectural language and materiality references the existing adjacent buildings surrounding the site.

The development will offer much-needed housing in Ballincollig and the wider Cork City area. We are proposing a diverse range of housing types: from 3 and 4-bed townhouses to 1 and 2-bed ground floor apartments, and 2 and 3-bed duplexes. We have also included accessible units in the form of ground-floor apartments and one accessible unit in the form of 4-bed townhouse, designed according to the principles of Universal Design.



03 DESIGN PRINCIPLES

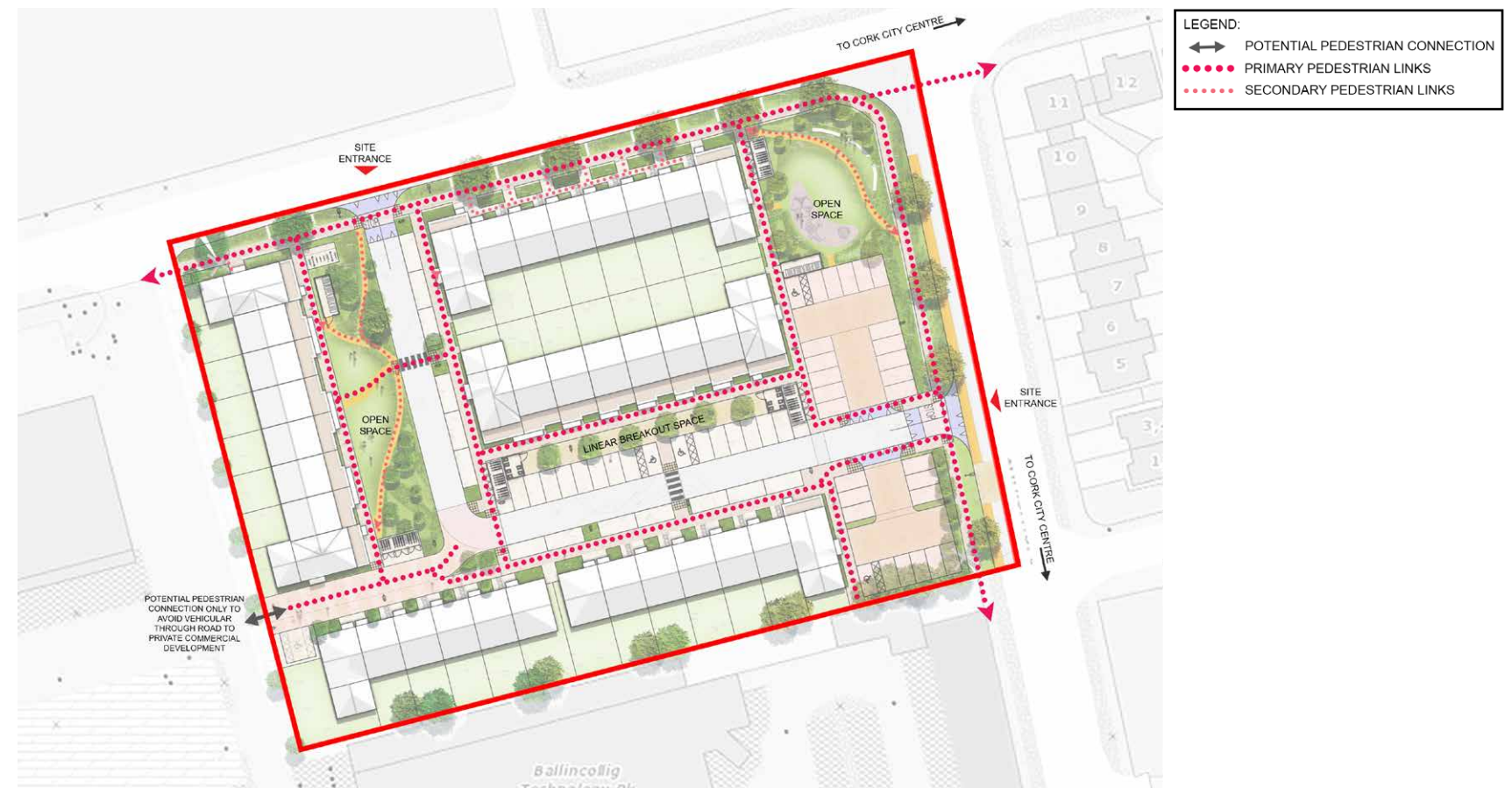
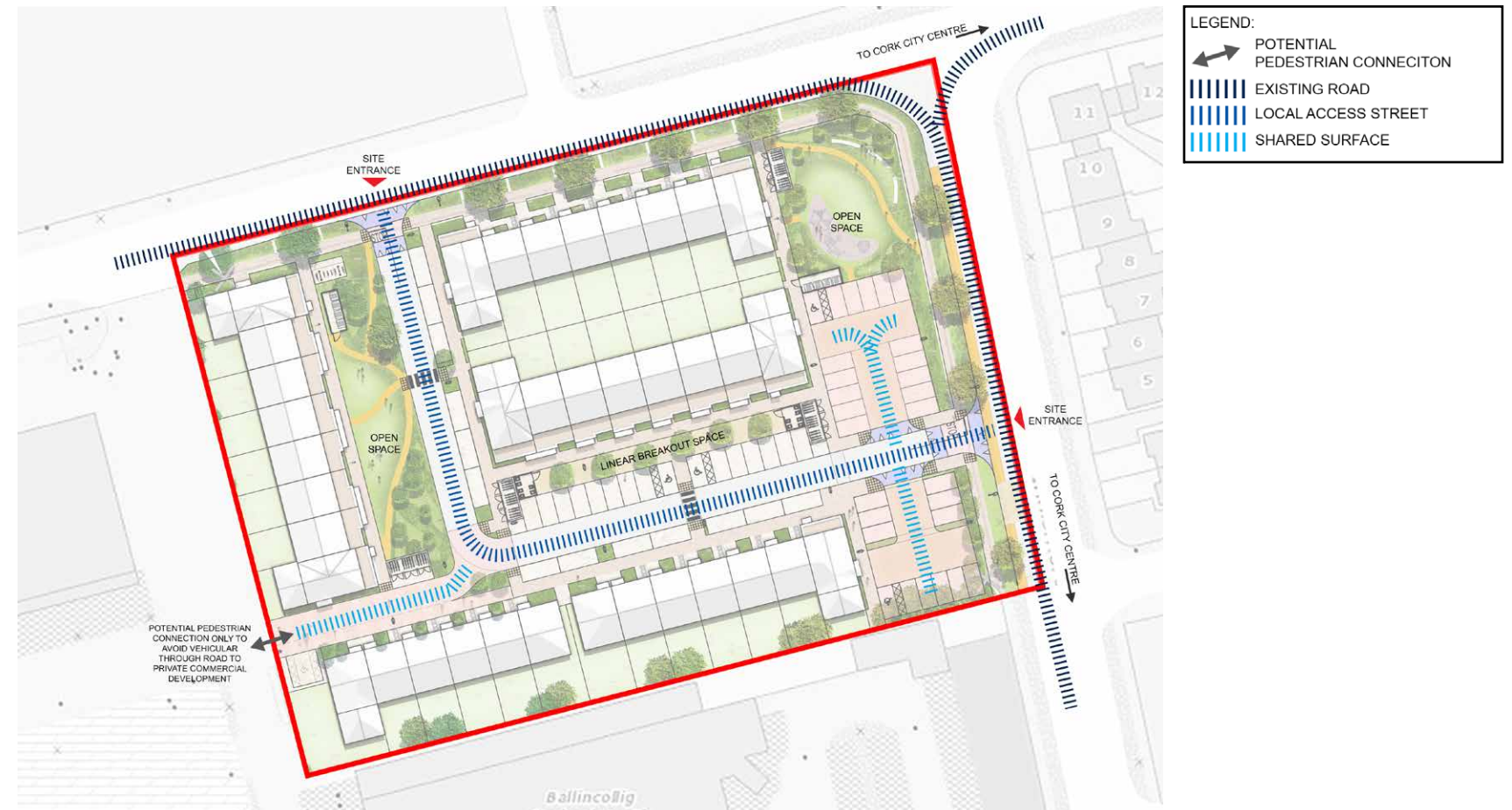
CONNECTIONS

STREETS NETWORK

- Entrances to the site are located to the north and east.
- A local access street runs from east to north.
- All the streets will be designed following the principles outlined in the “Design Manual for Urban Roads and Streets”.
- As per the council’s feedback, a turning bay has been provided in the car park in the south eastern corner to provide ease of access.

PEDESTRIAN LINKS

- The proposed internal pedestrian and cycle links are well connected to the wider network.
- A potential pedestrian connection to the west is provided. A shared surface is provided instead of a continuation of the internal street to avoid a potential ‘rat-run’ through the proposed scheme to the existing private commercial development to the west.
- Pedestrian links are proposed along the north and east edges of the site, connecting the site to the access streets.
- The proposed network of footpaths connects all the proposed buildings and open spaces.



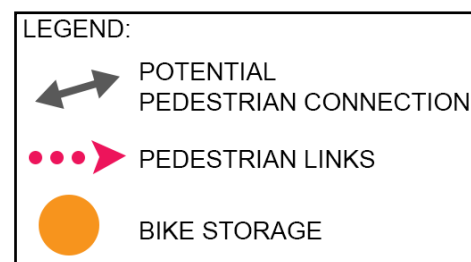
03 DESIGN PRINCIPLES

INCLUSIVITY

We have carefully considered both connectivity to the wider context and permeability within the development itself by ensuring that internal footpaths effectively link the various spaces on site and are accessible to all.

The proposed layout prioritizes universal access, with a public realm based on pedestrian connectivity throughout the entire scheme. This principle is also facilitated and supported by the proposed streetscapes and shared surface area. The shared surface area to the south-west of the scheme has been proposed to provide vehicular access to the accessible unit. A shared surface is provided instead of a continuation of the internal street to avoid a potential 'rat-run' through the proposed scheme to the existing private commercial development to the west.

Bike storage facilities are strategically located and connected to the footpaths to encourage cycling. The public spaces are designed to accommodate all age groups and support a range of outdoor activities. Additionally, universal access units are incorporated to cater to the widest possible range of people, regardless of age, size, or disability.










03 DESIGN PRINCIPLES

VARIETY

The layout includes a various array of unit typologies: from 3 and 4-bed townhouses to 1 and 2-bed ground floor apartments, and 2 and 3-bed duplexes. We have also included fully accessible units designed according to the principles of Universal Design: “Universal Design Guidelines for Homes in Ireland, 2015” and “Building for Everyone: A Universal Design Approach”.

We are also proposing a variety of building heights within the development. Some houses will feature three floors, while others will have two floors. This range in building heights adds to the architectural diversity and adaptability of the residential environment.

In addition, the development features a range of open spaces with varying sizes and approaches. These include two open spaces located to the northeast and west, and a linear breakout space situated to the south. Each type of open space is thoughtfully designed to cater to different recreational needs and enhance the overall living experience, contributing to a well-rounded and accessible public realm.

LEGEND:	
	4 BED END TOWNHOUSE
	3 BED MID TOWNHOUSE
	3 BED END TOWNHOUSE
	2 BED GF APARTMENT
	3 BED DUPLEX
	1 BED GF APARTMENT
	2 BED DUPLEX



03 DESIGN PRINCIPLES

EFFICIENCY

The proposed layout considers the existing surrounding developments, the topographical nature of the site and the amenities required for the proposed dwellings. The layout is considered to allow for the most efficient use of the site. Open spaces and back to back distances are based on the Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' introduced in 2024.

An imaginative and efficient layout design has enabled us to unlock and maximise the potential of new neighbourhoods, and to achieve the right densities for this area. Economic in Design, a sequence of distinctive streetscapes with different widths and parking formations generate a highly efficient residential scheme and assist our vision of placemaking. The economical use of high-quality materials and design feature achieves superb quality homes that are both beautifully crafted and financially viable.

The proposed layout strategically incorporates bin storage and bike facilities positioned in close proximity to the residences and footpaths, ensuring convenience and ease of access for residents. These amenities are thoughtfully integrated into the design to enhance functionality without compromising the aesthetic appeal of the development. By placing these essential services near the homes and along pedestrian routes, we not only support sustainable living practices but also contribute to the overall efficiency and practicality of the neighbourhood, making it more liveable and resident-friendly.

LEGEND:

-  PASSIVE SURVEILLANCE
-  NO HABITABLE ROOMS ON REAR ELEVATIONS TO PREVENT OVERLOOKING
-  BIKE STORAGE
-  BIN STORAGE



03 DESIGN PRINCIPLES

PUBLIC REALM

The proposed development is set around a network of pathways, streets and open spaces that are high quality. They provide an attractive public realm for both future residents and visitors to the site. The public spaces are designed to provide facilities for all age groups and support outdoor activities.

Strategically distributed throughout the development, green spaces serve as vital retreats within the urban environment. In the northeast quadrant, an open space adjacent to the main access street stands out, attracting not only local residents but also people from neighboring areas. This attraction fosters greater connection between the different neighborhoods, promoting enhanced community integration and interaction. In the northwest, another open space is designed to serve not only the residents of that area but also those from the southern region, where a linear plaza further enriches the setting, providing an inviting environment for socialization and relaxation.

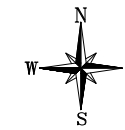
All open spaces are over-looked by the adjoining properties to foster a sense of ownership amongst the community. This provides passive surveillance to the open spaces all over the site. These open spaces will contribute to the quality of life in the locality.

The public open spaces located to the west and the north east of the scheme have been designated as public open spaces to serve the development (10%). The linear breakout space located just south of the apartment / duplex block in the centre of the scheme has been designated as communal open space to serve the additional requirement for open space for the apartment units. 256 sq.m. of communal open space is required to facilitate the apartment / duplex units with 270 sq.m. of communal open space being provided in this area.

LEGEND:

 USABLE OPEN SPACE ~ 10%

PLEASE REFER TO THE LANDSCAPE
REPORT PREPARED BY SRLA FOR FURTHER
INFORMATION



03 DESIGN PRINCIPLES

PRIVACY AND AMENITY






The proposed dwellings area oriented to overlook the open spaces and provide passive surveillance for these areas. Dual aspect corner units have been designed to address prominent corners and to provide additional passive surveillance.

The open spaces vary with a mix of soft and hard landscape to further enhance the variety of spaces and inclusivity for all residents throughout the year.

Each home will also have access to a private amenity space in the form of back gardens for the houses and a balcony, a patio or a small back garden for the duplexes. 2m high boundary walls, to be rendered on both sides and capped when fronting onto public spaces, and 2m high concrete post and timber panel fences have been incorporated into the external boundary treatment.

All homes will be constructed to prevent acoustic transfer and have been sited to prevent overlooking into adjacent private gardens.

The units in the development are equipped with generous storage that meets or exceeds the minimum standards. Designated store rooms, along with smaller storage units are provided, enhancing the usability of the units. Each unit will have a provision for bin storage. Ground floor units and houses with direct private garden access will have storage allocated in their gardens. Private bin stores have been allocated for the mid-townhouse units without direct garden access, with communal bin and bike stores provided for the duplex apartments.

LEGEND:	
	PRIVATE AMENITY SPACE (GARDEN)
	PRIVATE AMENITY SPACE (BALCONY)
	PUBLIC AMENITY SPACE



03 DESIGN PRINCIPLES

SEPARATION DISTANCES



C1 unit types have a reduced distance between the main building line and the back fence of the rear gardens. This is due to the fact that there are no habitable rooms or windows facing out to their respective rear gardens.

On the first floor, the kitchen has a high level window that prevents overlooking onto the rear gardens of the units to the north and, on the second floor, there are no habitable rooms that overlook these gardens.

We have referred to SSPR 1 in the 2024 Compact Growth guidelines when designing these blocks:

'Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.'

SECTION X - X

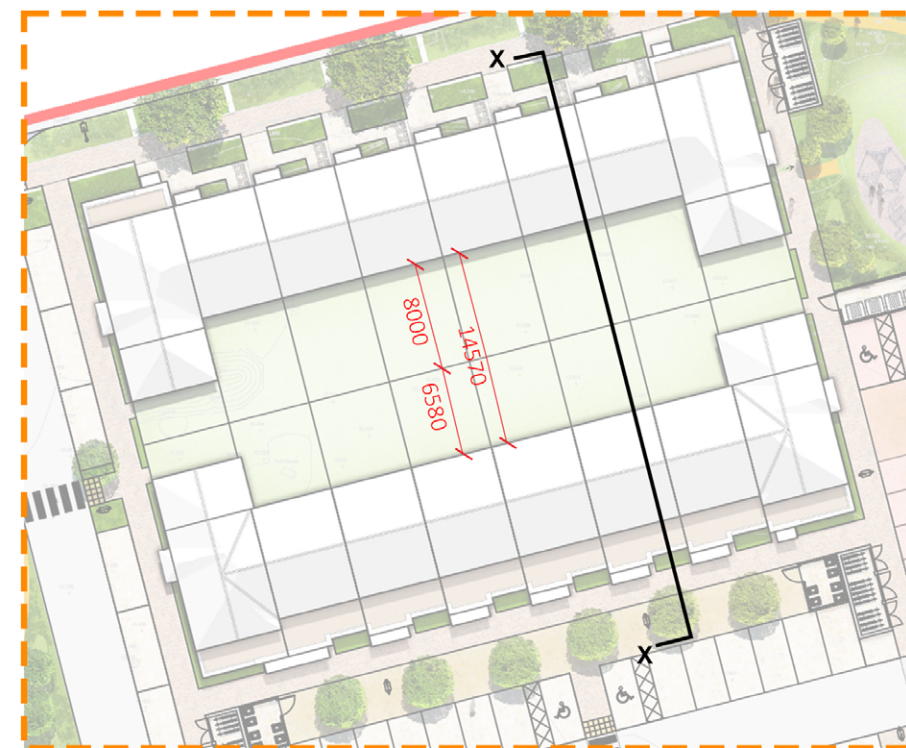
APT / DUPLEXES HAVE BEEN DESIGNED IN ACCORDANCE WITH THE COMPACT GROWTH GUIDELINES, WITH THE OVERLOOKING OF UNIT A1 PREVENTED BY THE STRATEGIC PLACEMENT OF HABITABLE SPACES TO THE FRONT OF UNIT C1.

KEY

- BATHROOM
- KITCHEN
- LIVING
- BEDROOM
- KITCHEN / LIVING



- LEGEND:
- PRIVATE AMENITY SPACE (GARDEN)
 - PRIVATE AMENITY SPACE (BALCONY)
 - PUBLIC AMENITY SPACE



SECTION X - X IN PLAN

SECTION X - X



KEY PLAN

03 DESIGN PRINCIPLES

PARKING ALLOCATION



CAR PARKING

Adequate car parking has been provided for the development. Additionally, the location of the site promotes cycling, walking and the use of public transport. To facilitate this, generous pedestrian and cycle links and shared surfaces run through the scheme.

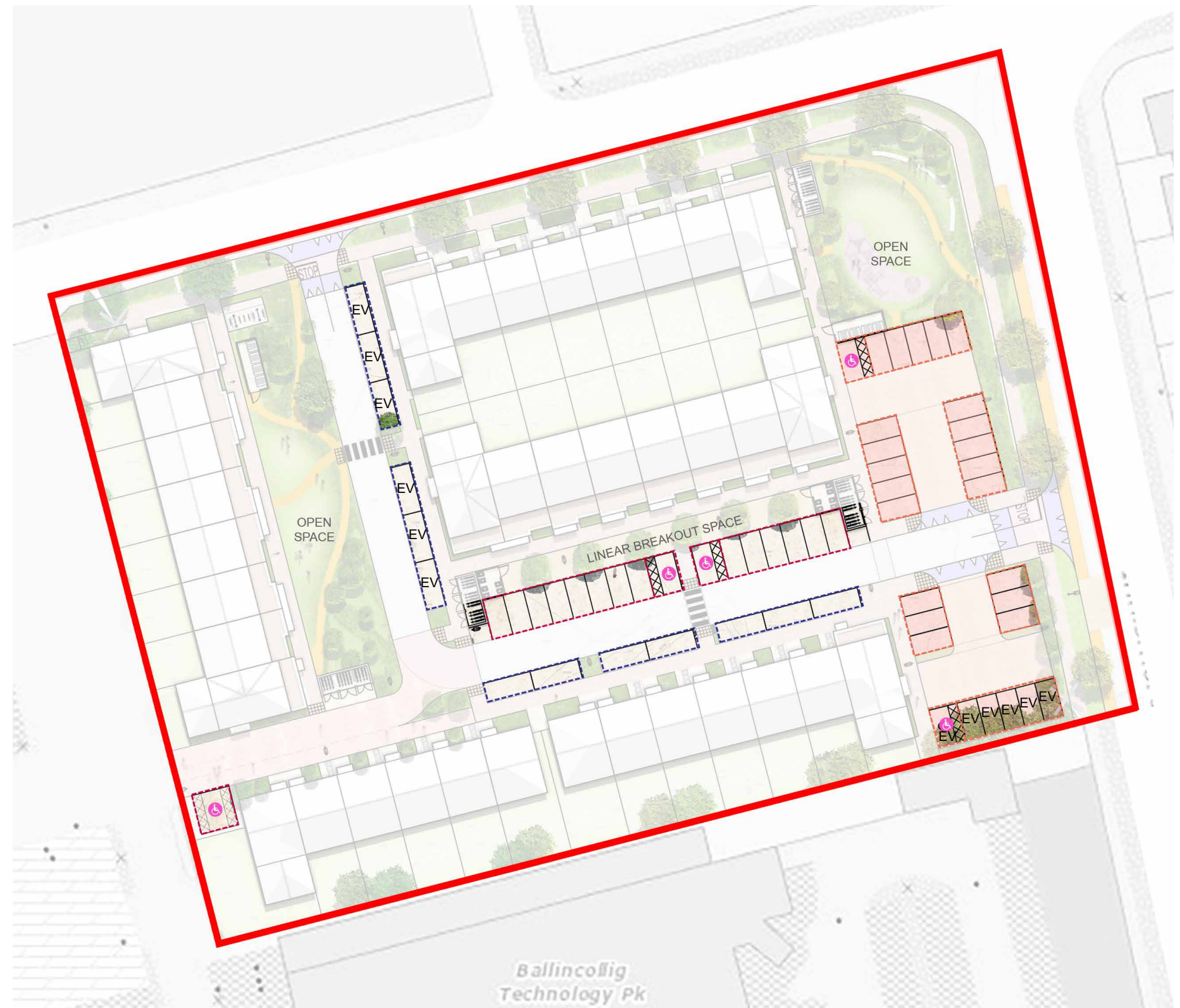
All the parking spaces have been located in public areas on the local streets, they have different configurations: perpendicular and parallel parking spaces. A parking plaza is located to the east of the scheme.

In the parking areas we also placed the communal bin and bike stores.

In total we are providing 58no. car parking spaces, including 5 no. disabled spaces located near the accessible units as per the council's feedback, which includes 1no parking space per unit and 2 no. visitors spaces.

12no. spaces within the development have been designated as E.V. charging spaces while all other spaces will be ducted to accommodate future E.V. charging.

LEGEND:	
	STANDARD PARKING SPACES
	PARALLEL PARKING SPACES
	PARKING PLAZA



03 DESIGN PRINCIPLES

PARKING ALLOCATION

CYCLE PARKING

The units with direct access to G.F. private amenity space will utilise this to store their bicycles.

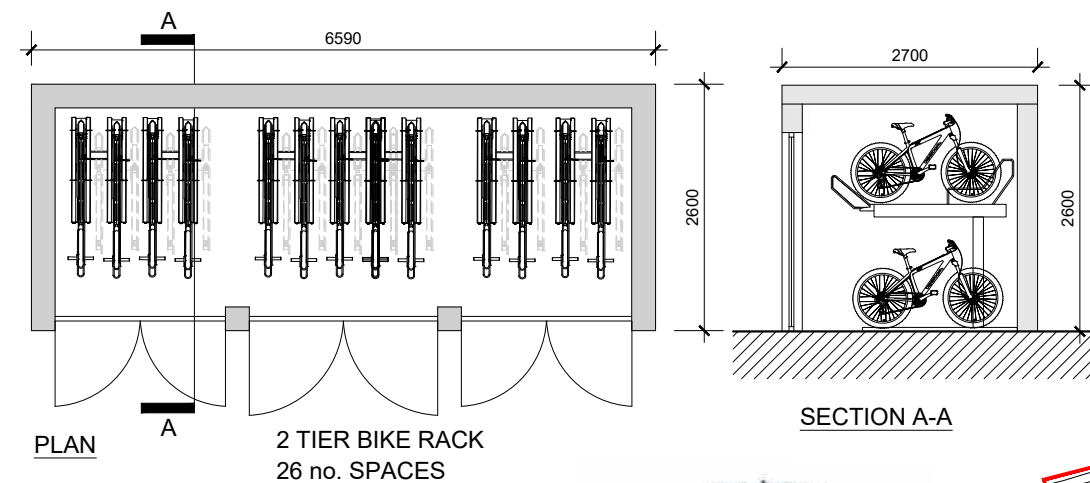
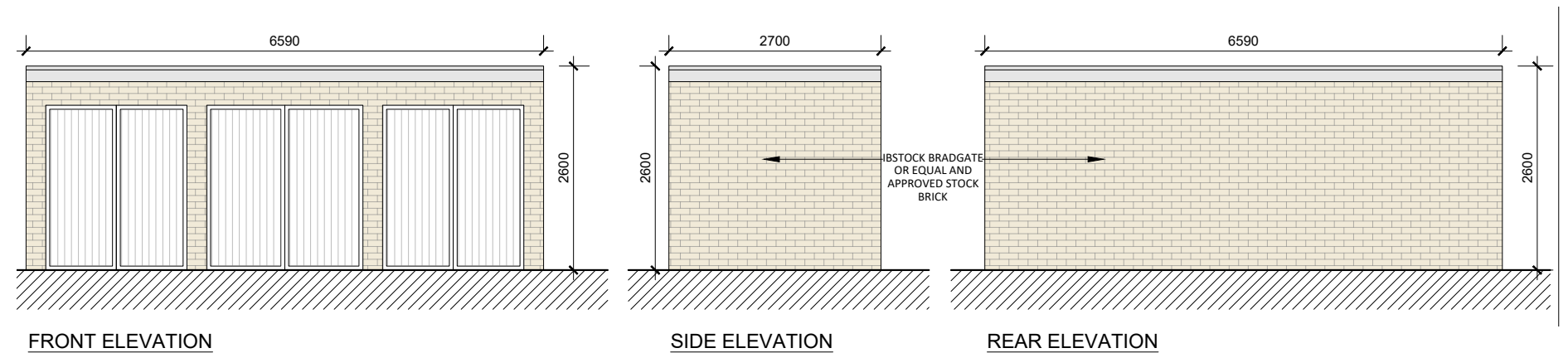
For the central townhouses and apartments the bicycle parking facilities have been assigned as follows:

- **Townhouse Units**
1no. space per bedroom: 45no. bike spaces required.
- **G.F. Apartment and Duplex Units**
1no space per bedroom + 0.5no spaces per unit: 72.5no bike spaces required.

<p>Townhouse Units (1 space per bedroom) - 45no. bike spaces required *End Townhouses have direct access to allocated GF private amenity space and can utilise this for bike storage.</p> <p>G.F. Apartment and Duplex Units (1 space per bedroom + 0.5 spaces per unit) - 72.5no. bike spaces required * End GF Apartment units have direct access to allocated GF private amenity space and can utilise this for bike storage.</p> <p>Total = 117.5no. spaces required total</p>
<p>16 no. spaces provided (Covered)</p> <p>4 x 26 no. spaces provided (Secure)</p>
<p>TOTAL BIKE PARKING SPACES PROVIDED = 120no.</p>

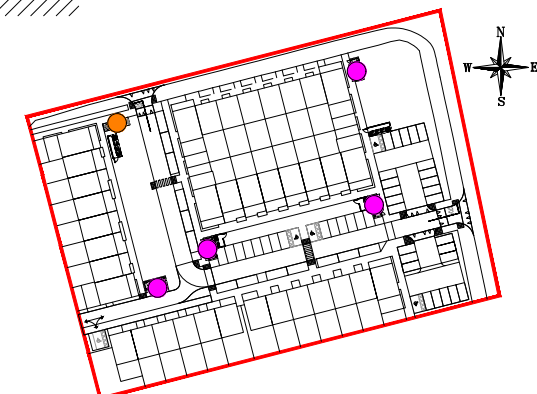
** Meets standards set out in the 'Sustainable and Compact Settlements' Guidelines 2024, and the 2023 Apartment Guidelines

SECURE BIKE STORE (26no spaces per unit)



SECURE BIKE STORE - 26 BIKES

2 TIER SYSTEM IMAGE



Key Plan

04 ^{DETAIL DESIGN}



04 **DETAIL DESIGN** MATERIALITY

A delicate/considered approach has been taken in the design of the proposed dwellings. The units are designed with architectural features that respect and tie in with the grain and architectural style of the area. Modest elevational design and window proportions, along with the use of off-white render and brick keeps in line with the fabric of the area.

The external materials of the dwellings make a positive contribution to the locality and surrounding context. A proposed use of a simple render façade, slate and brick will provide for a development which respects the immediate context and will enhance the architectural character of the area.

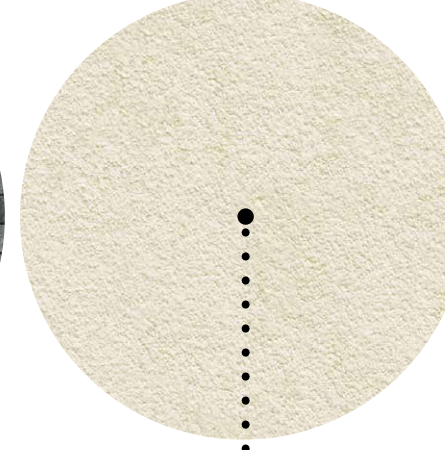
BEIGE /BUFF BRICK



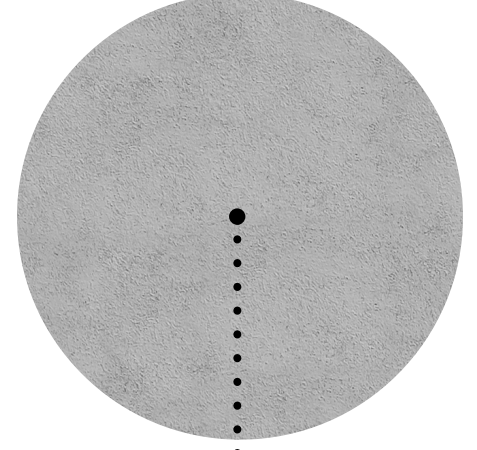
ROOF TILES/ SLATES



OFF-WHITE RENDER



GREY RENDER

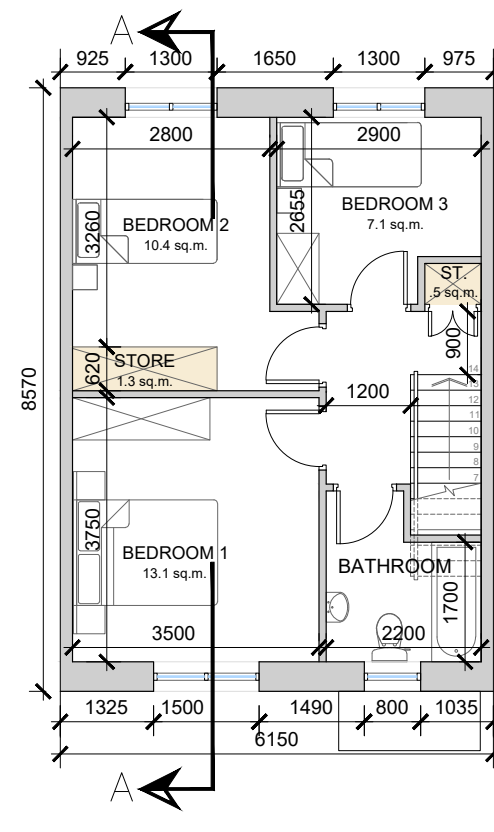
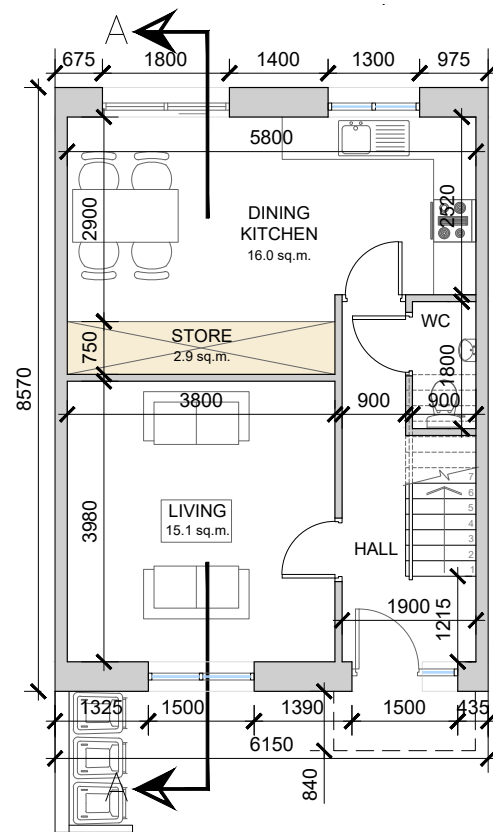


ADJACENT NEIGHBOURHOOD DEVELOPMENTS WITH A MIX OF BRICK AND RENDER

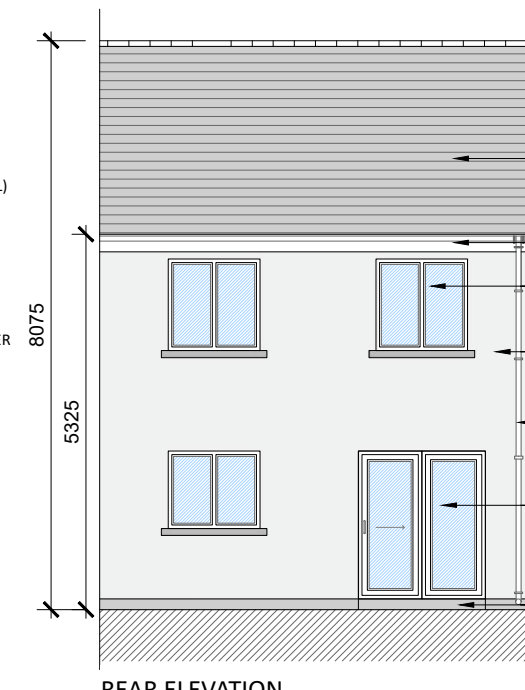
04 DETAIL DESIGN

PROPOSED BUILDINGS

HOUSE TYPE A1



- BLACK CONCRETE ROOF TILE (MILFORD MORRISEY TILE OR EQUAL)
- BLACK UPVC FASCIA & SOFFIT
- MULTI CHAMBER INSULATED UPVC WINDOWS CERTIFIED TO BS7412
- TIMBER FRAME WALL WITH RENDER - KILWAUGHTER K-REND OR EQUAL AND APPROVED
- PRESSED METAL FINISH TO CANOPY - COLOUR GREY
- BLACK UPVC DOWNPIPES
- GRP 44MM THICK COMPOSITE DOOR WITH HARDWOOD FRAME
- TIMBER FRAME WALL WITH IBSTOCK BRADGATE OR EQUAL AND APPROVED STOCK BRICK
- PLINTH - KILWAUGHTER K-REND OR EQUAL AND APPROVED



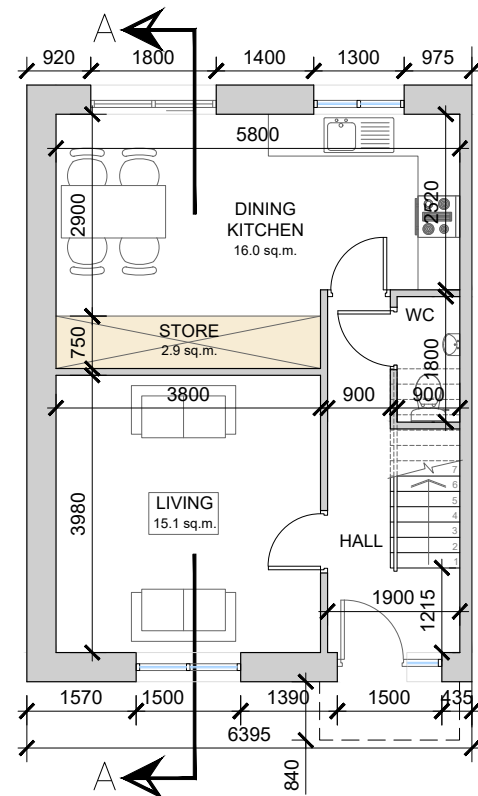
- BLACK CONCRETE ROOF TILE (MILFORD MORRISEY TILE OR EQUAL)
- BLACK UPVC FASCIA & SOFFIT
- MULTI CHAMBER INSULATED UPVC WINDOWS CERTIFIED TO BS7412
- TIMBER FRAME WALL WITH RENDER - KILWAUGHTER K-REND OR EQUAL AND APPROVED
- BLACK UPVC DOWNPIPES
- MULTI CHAMBER INSULATED UPVC DOORS CERTIFIED TO BS7412
- PLINTH - KILWAUGHTER K-REND OR EQUAL AND APPROVED



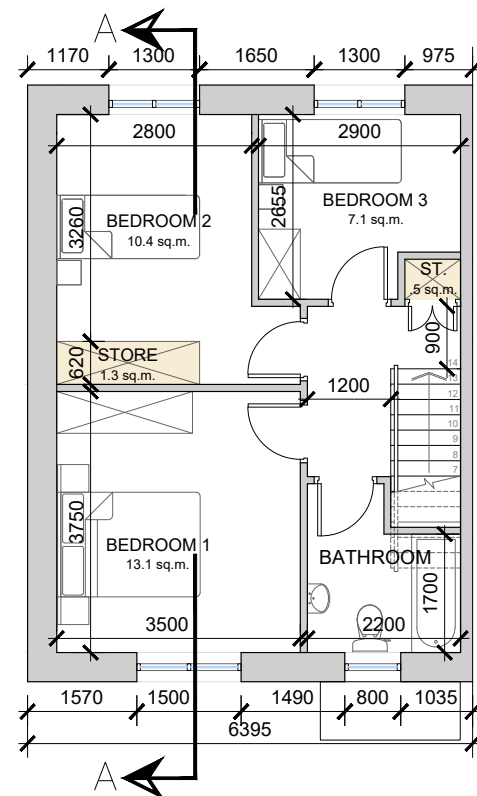
04 DETAIL DESIGN

PROPOSED BUILDINGS

HOUSE TYPE A2



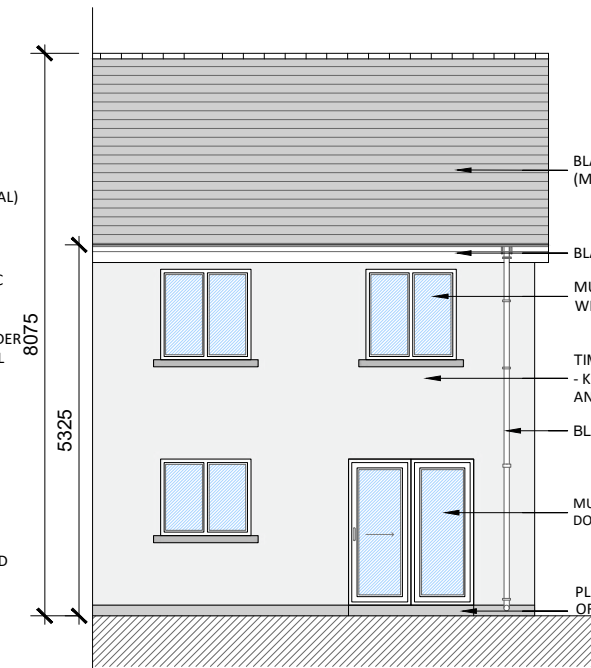
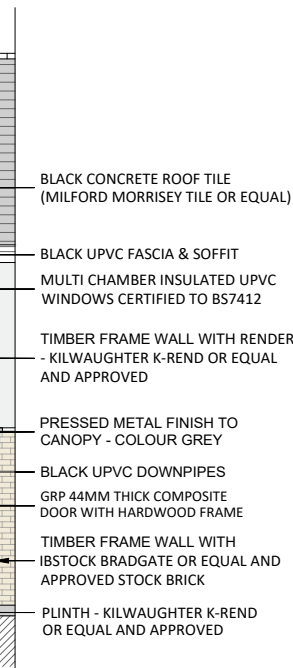
GROUND FLOOR PLAN



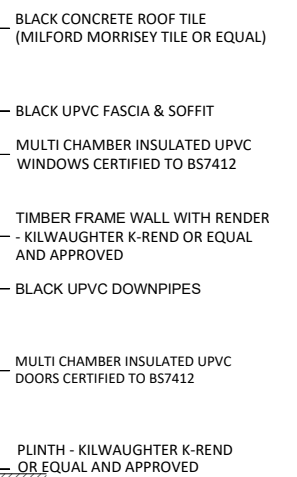
FIRST FLOOR PLAN



FRONT ELEVATION



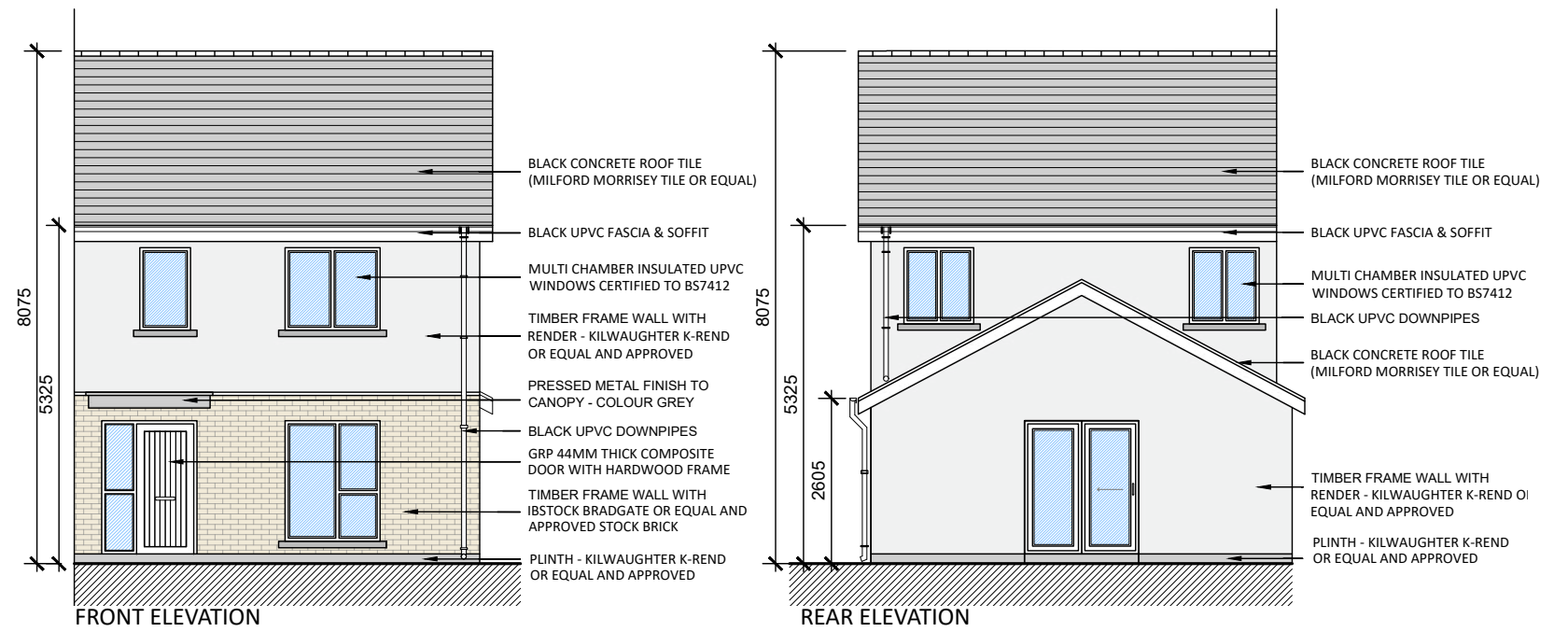
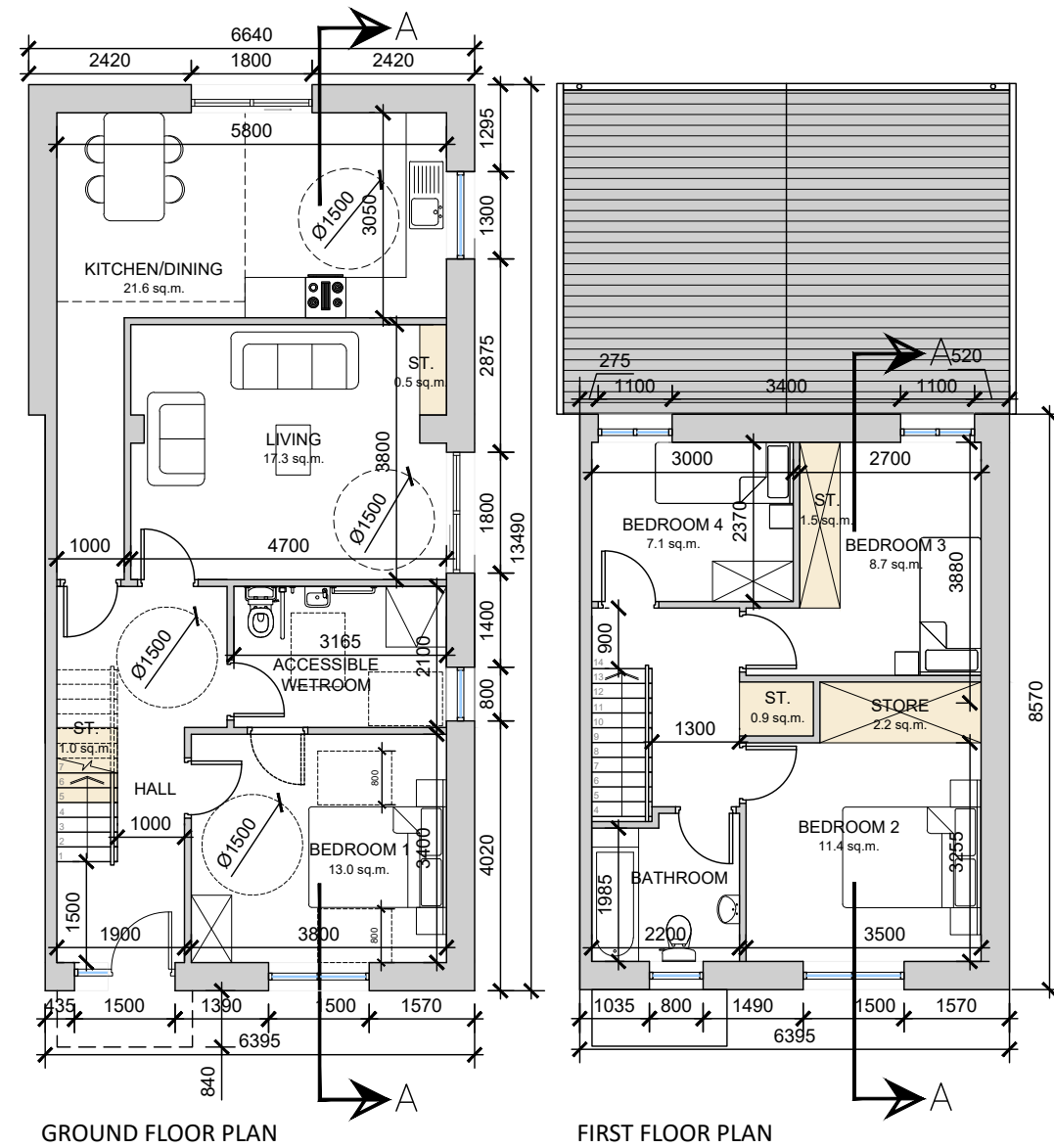
REAR ELEVATION



04 DETAIL DESIGN

PROPOSED BUILDINGS

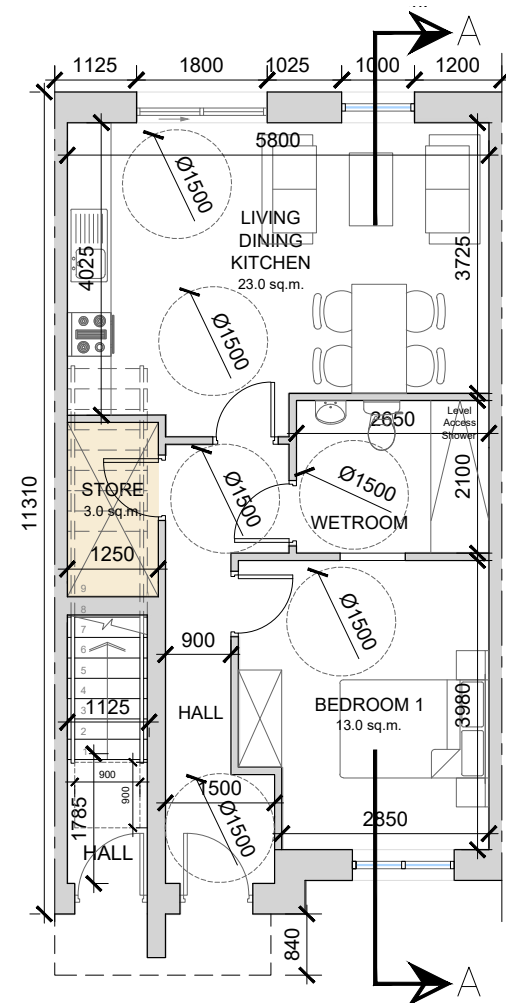
HOUSE TYPE A3 - ACCESSIBLE UNIT



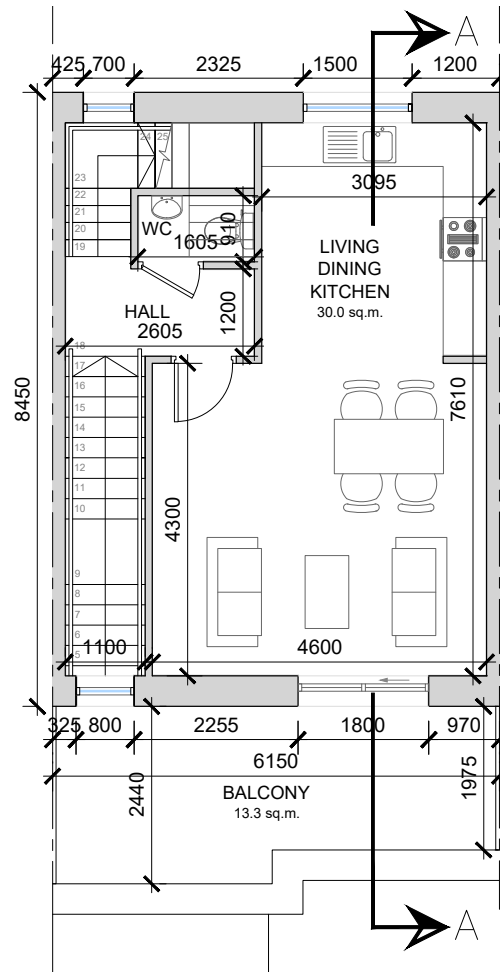
04 DETAIL DESIGN

PROPOSED BUILDINGS

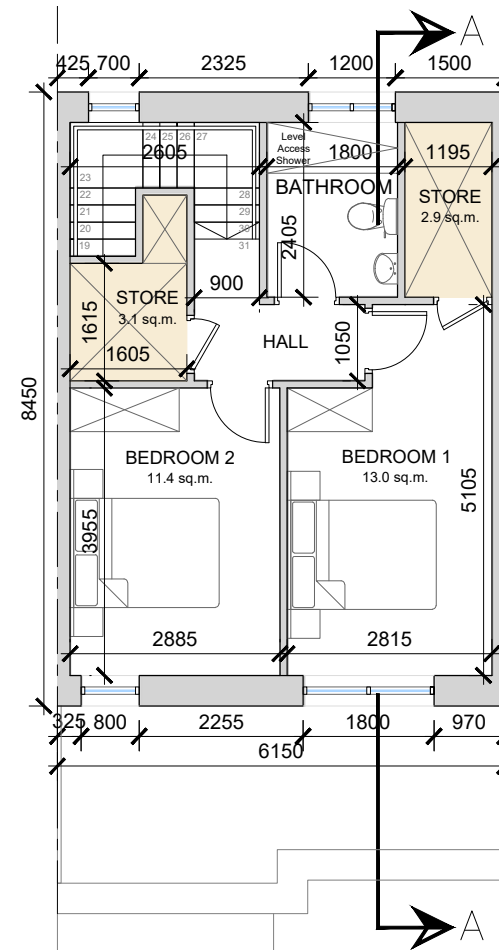
HOUSE TYPE B1_C1 - ACCESSIBLE UNIT



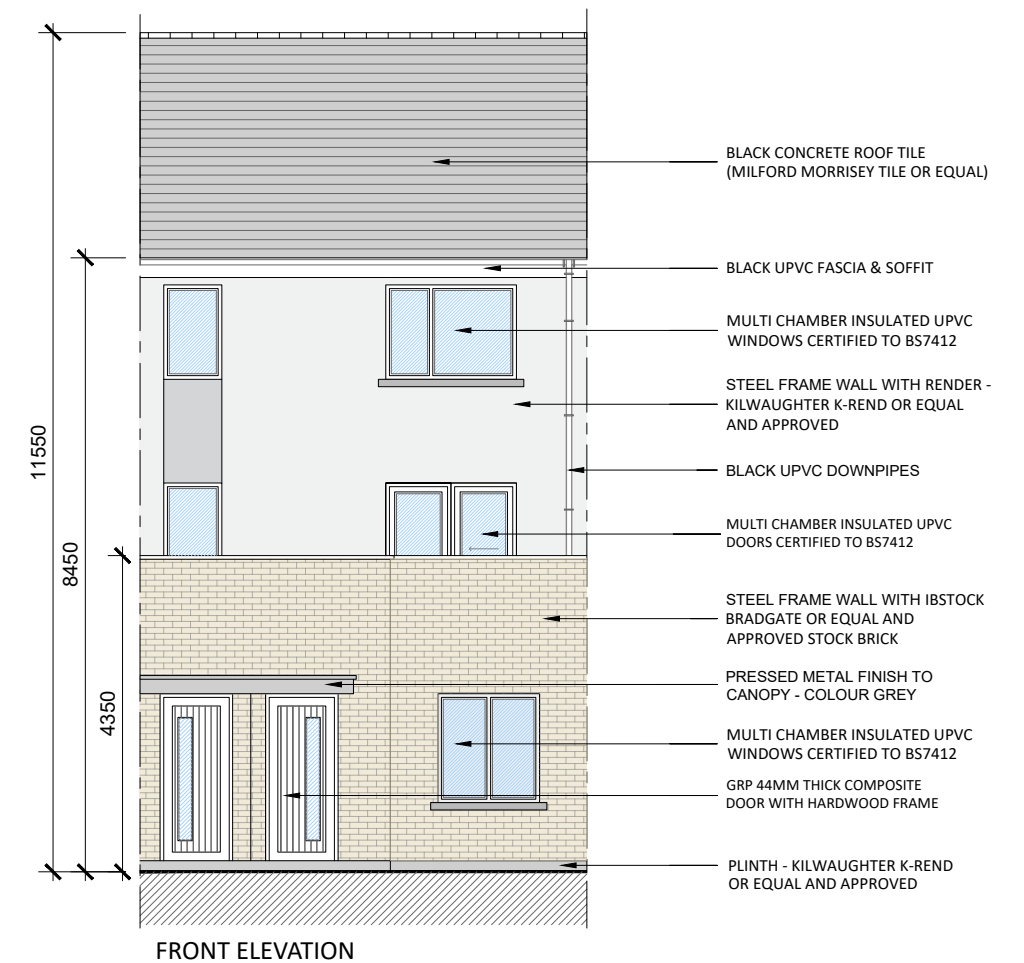
GROUND FLOOR PLAN



FIRST FLOOR PLAN



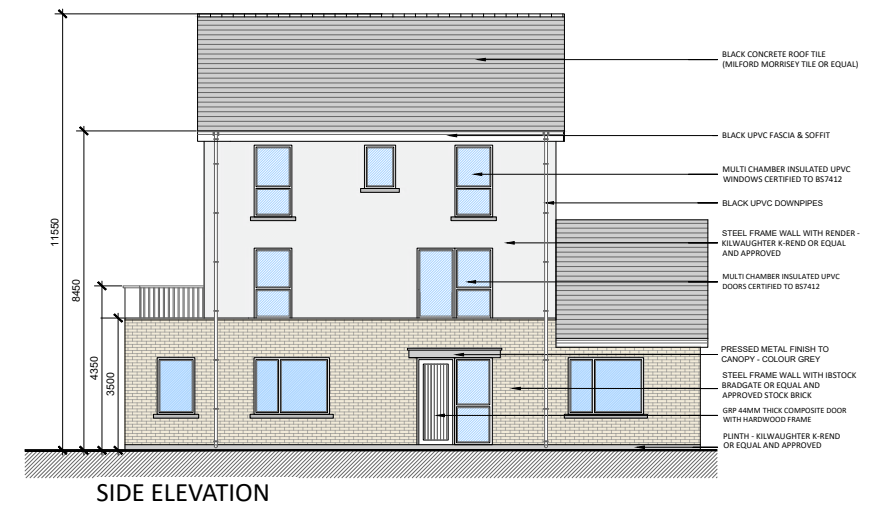
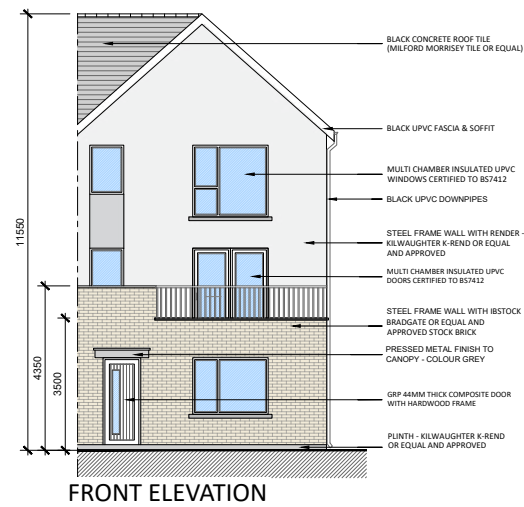
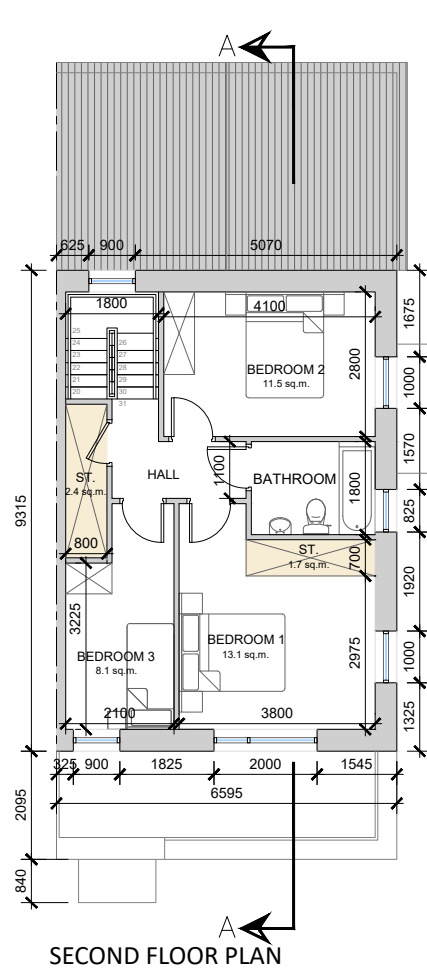
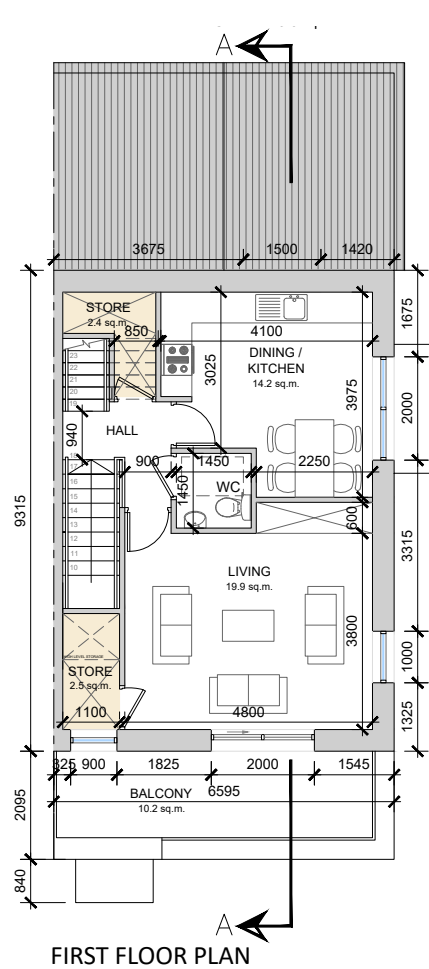
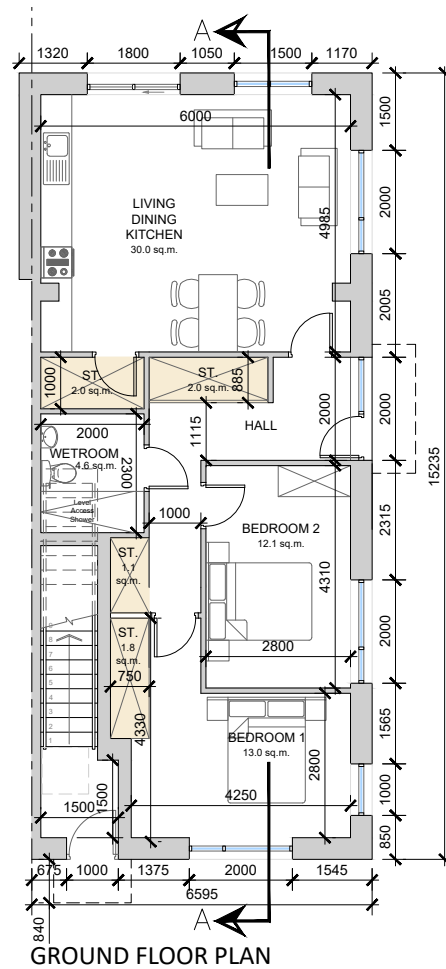
SECOND FLOOR PLAN



04 DETAIL DESIGN

PROPOSED BUILDINGS

HOUSE TYPE D2_E1

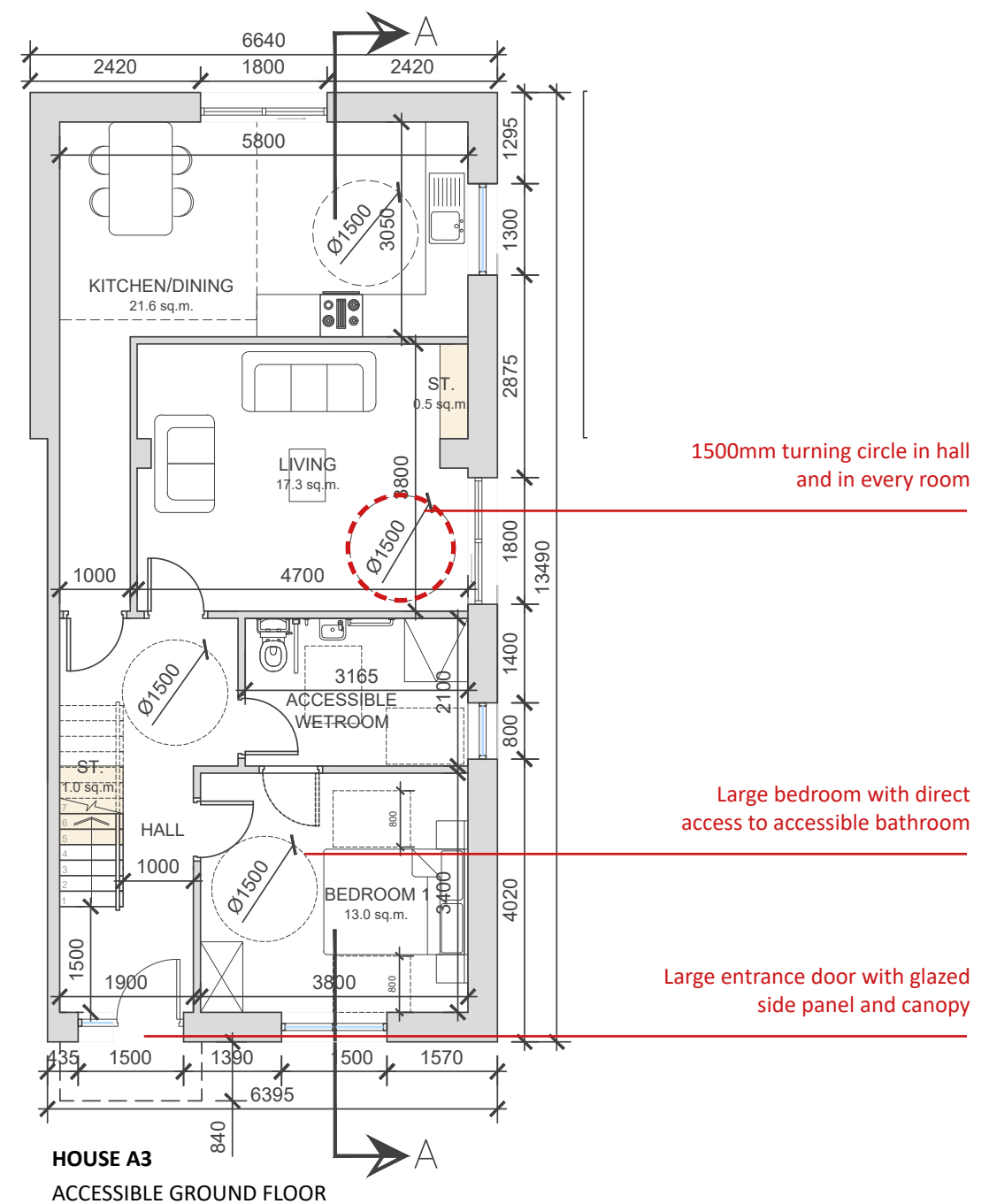
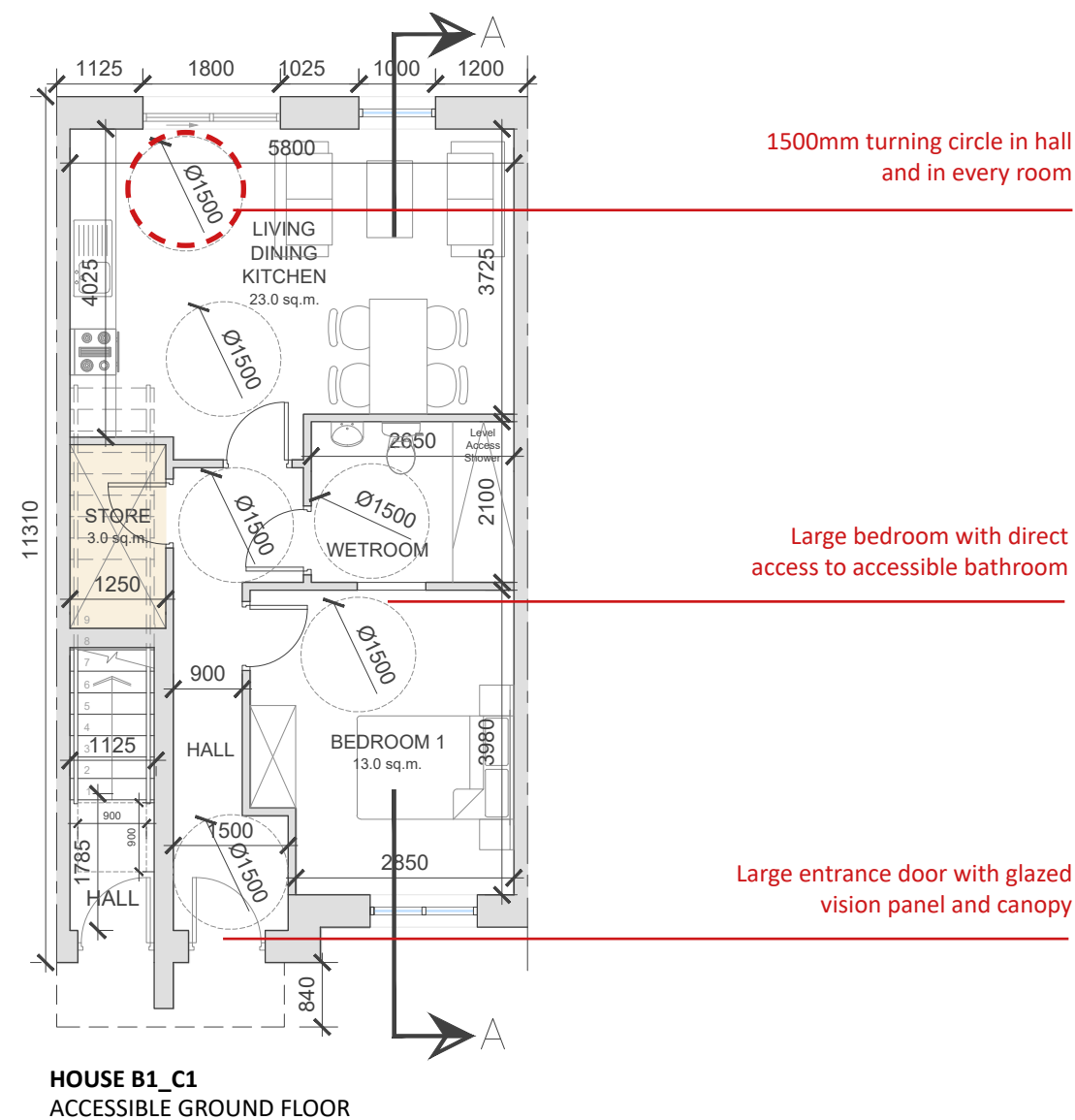


04 DETAIL DESIGN

UNIVERSAL ACCESS DESIGN

Providing exceptional New Homes in a sustainable and commercially viable manner, in well connected locations is the ultimate goal of this housing development. A townhouse unit has been developed with a particular focus on homes that contain internal spaces that can cater for people with mobility issues. Ample space within bedrooms/bathrooms and living areas ensures that the usability of these spaces is at the forefront of the design, with areas for turning within corridors/hallways also considered to ensure ease of movement for residents within dwelling. In response to Council feedback, wet-rooms with accessible showers have been incorporated to all accessible units.

The Design Criteria in which these units have been developed has been taken from the '2007 Quality Housing for Sustainable Communities' and 'Universal Design Guidelines for Homes in Ireland' documents.

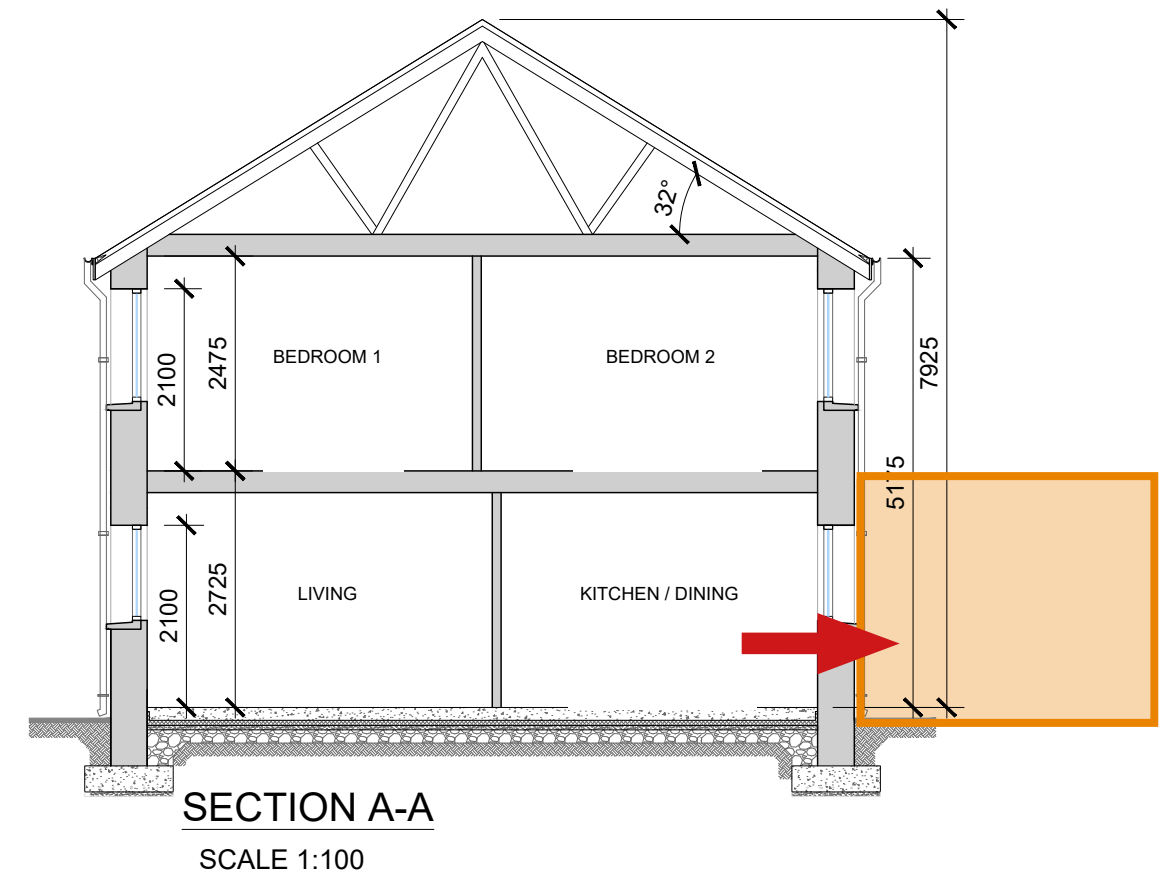
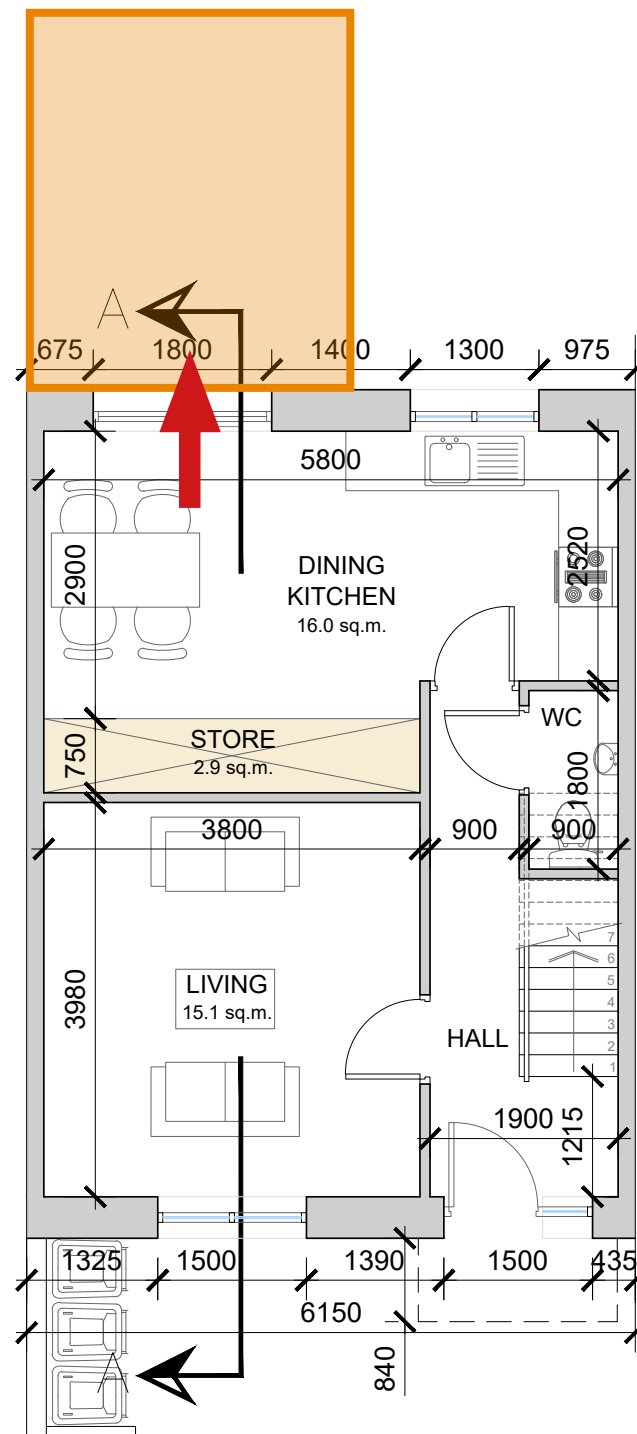


04 DETAIL DESIGN

ADAPTABILITY

The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. The units are strategically designed which allows the owner to extend out from the rear of the dwelling if they wish.

With a selection and distribution of house types reflecting how future market challenges can be used to the advantage of the community, the enhanced distinctiveness of the units will work for the benefit of this scheme.



05 SUMMARY

URBAN DESIGN AND SOCIAL COHESION



This new project in Ballincollig will be an aesthetically pleasing and highly efficient new development providing much needed high-quality housing for the benefit of the wider community. By adding purpose to this site, this proposal will also complement and enhance the experience and enjoyment of the local area.

During the design process, the improvement of the social cohesion and community life in the area was taken into account. The proposal is situated in a developed area with a general mix of residential and commercial buildings located nearby. The density and massing of the scheme has been designed to enhance the social cohesion within the community, addressing the scale of the neighbouring commercial buildings and 3 storey duplex units, while referencing the 2 storey housing schemes in the area. By utilising the connections to amenities around the site, a sense of connection and community will be established and aid in creating a coherent scheme.

The design of the proposal has also been considered in order to enhance the urban architecture within the locality. The external materials of the dwellings make a positive contribution to the locality. A proposed mix of off-white render, beige brick to reflect the surrounding context, slate, and generous glazing proportions will provide for a contemporary development whilst respecting the locality.

The use of durable materials will ensure the overall efficiency of the design and aid in the general upkeep of the proposal which will help to enhance the overall scheme. Generous open spaces with landscaping will enhance the overall design. Care has been taken to design the location of bins and vents to prevent impact on the public amenities.

The orientation of the units have been arranged to benefit from natural light throughout the day. Units are designed to overlook open spaces and encourages a sense of community within the development. This well connected and carefully considered development will provide high quality living spaces and community integrated homes for future residents to enjoy. It also provides these residents and the wider community with much needed family friendly spaces.

The primary aim of the proposed development is to create a living environment that responds to market demands and supplies well-built quality houses at a reasonable cost that will meet the future needs of the residents of Ballincollig and Cork.

05 SUMMARY

SITE LAYOUT AND SCHEDULE

SCHEDULE OF ACCOMMODATION						
Unit Type	Description	No. of Bedroom	No. of Bed Space	Unit Area (sq.m.)	No. of Units	%
A1/A2	townhouse	3 bed	4	89.6	17	30.4%
A3	townhouse (accessible)	4 bed	6	118.2	1	1.8%
B1	GF apartment	1 bed	2	54.0	12	21.4%
C1	duplex	2 bed	4	85.6	12	21.4%
D2	GF apartment	2 bed	4	77.6	7	12.5%
E1	duplex	3 bed	5	98.5	7	12.5%
Total No. of Units					56	100.0%

RESIDENTIAL SITE SCHEDULE		
Site Area (red line boundary)	1.0 HA	
Total No. of Units	No. 56	
Density	56.0 units/HA	
Open Space	10%	
4 bed	1	1.8%
3 bed	24	42.9%
2 bed	19	33.9%
1 bed	12	21.4%

LOCATION OF SITE NOTICE

SITE ENTRANCE

SITE BOUNDARY OUTLINED IN RED

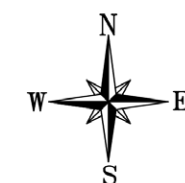
NOTE:
Please refer to Landscape information for External Boundary treatments.

TOTAL PARKING SPACES

120 No. Bike Parking Spaces

58 No. Car Parking Spaces
(5no of which are disabled spaces)
(12no of which are allocated as E.V. charging spaces)

*All other spaces will be ducted to accommodate future E.V. charging.



PROPOSED SITE PLAN

LOCATION OF SITE NOTICE