



Comhairle Cathrach Chorcaí

Cork City Council

City Architect's Department

City Hall, Cork



DESIGN STATEMENT

Infill Housing Development at Errigal Heights

BY

CORK CITY COUNCIL

May 2021

CONTENTS

1.0 SCHEDULE OF ACCOMODATION

2.0 SITE ANALYSIS

3.0 SITE STRATEGY

4.0 DEVELOPMENT PLAN OBJECTIVES

5.0 URBAN DESIGN CRITERIA

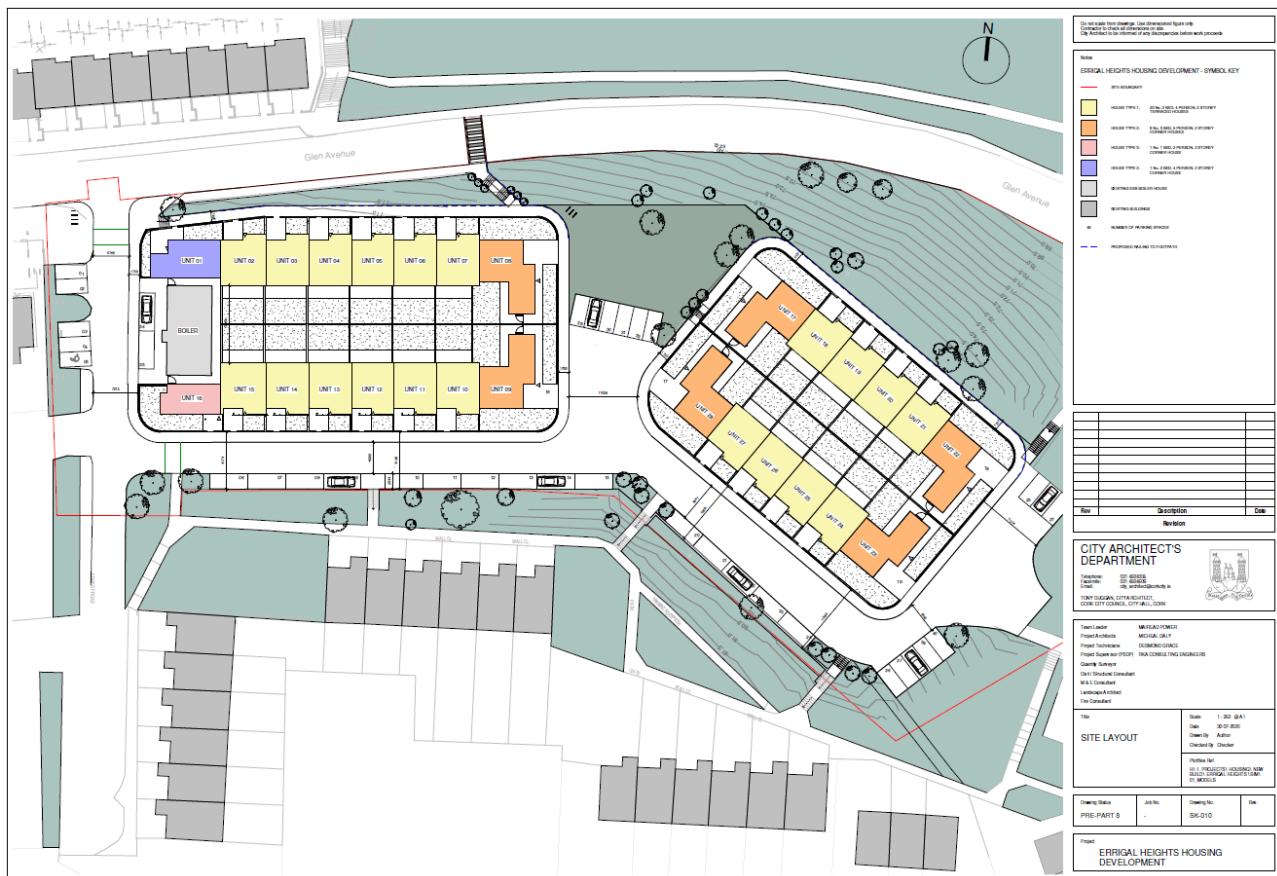
6.0 SITE SERVICES

APPENDICES

APPENDIX 1 – Landscape Concept Proposal Document

APPENDIX 2 - Images (*Current and Proposed*)

1.0 SCHEDULE OF ACCOMODATION



ERRIGAL HEIGHTS HOUSING DEVELOPMENT - SYMBOL KEY

SITE BOUNDARY

	HOUSE TYPE 1:	20 No. 2 BED, 4 PERSON, 2 STOREY TERRACED HOUSES
	HOUSE TYPE 2:	6 No. 3 BED, 5 PERSON, 2 STOREY CORNER HOUSES
	HOUSE TYPE 3:	1 No. 1 BED, 2 PERSON, 2 STOREY CORNER HOUSE
	HOUSE TYPE 2:	1 No. 2 BED, 4 PERSON, 2 STOREY CORNER HOUSE
	EXISTING ESB BOILER HOUSE	
	EXISTING BUILDINGS	

40

NUMBER OF PARKING SPACES

The proposed site is currently a green area which once accommodated 3 no. flat blocks. These were demolished in 2010.

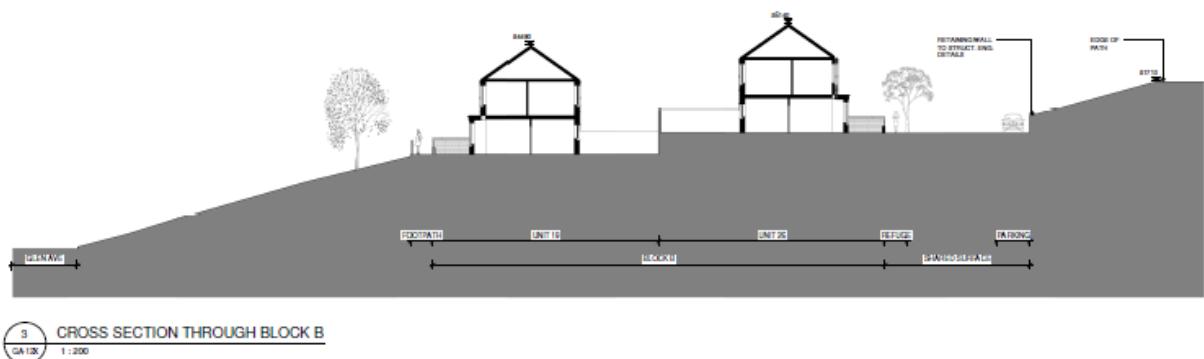


Fig 1 3 No. Flat Blocks (outlined in red)



Fig 2 Proposed Site (outlined in red)

The proposed development site itself is relatively flat but the remainder has a steep fall off to the green area to the North towards Glen Avenue and a steep bank up to the existing housing to the South located off the existing Errigal Heights Road.



The proposed main access route to the development is an existing cul-de-sac access road running west to east serving the existing units to the South side of the site, Errigal Heights, this road will be modified to serve both the new and existing housing. As this is a cul-de-sac and has no possibility of through traffic this is an ideal location to create a shared surface street, where the cars can access the houses but do not have priority over the pedestrian uses.



Fig 3 Access - Errigal Height Cul-de-Sac – propose shared surface area- dotted in red

The proposal is to construct two 2 storey urban blocks with vehicular access from the West, South and East with a pedestrian only access across the North of the site, retaining the green sloped area to the North and providing a new open green space between the two blocks, thus providing a public space that will have natural supervision.

The proposal includes: -

- Modifications to the existing Errigal Heights Road including retaining wall to the South East of the site.
- Construction of two 2 storey urban blocks. Block A and Block B having 28 housing units in total.
- Block A to the West which surrounds the existing district heating building, is a closed urban block containing 13 no. 2 bedroom houses and 2 no. 3 bedroom houses.
- Block B to the East is a closed urban block containing 8no. 2 Bedroom houses, 4no. 3-bedroom houses.
- Upgrade of the section of Errigal Heights Road immediately off Glen Avenue and construction of a shared surface street throughout the main development.



2.0 SITE ANALYSIS

Location

The site is located in the Glen, south of Glen Avenue it will be accessed from Glen Avenue and the existing Errigal Heights road.



Fig. 4 Site Location Aerial Photo

Suitability

- Zoned 'Residential, Local Services and Institutional Uses' in the Cork City Development Plan.
- Partially vacant brown-field site currently housing district heating boiler house and open green area.
- Close proximity to services and amenities.
- Road and utility infrastructure already in place adjacent to the site
- Located adjacent to a bus route.
(approx. 40m from the site to Blackpool and approx. 180m on the same bus route to the City)
- No particular risk of flooding

Characteristics

Immediate site:

- Site currently occupied by open green space following the demolition of 36 flats in 2010.
- Site area: 1.0947ha, of which 0.7966ha is suitable for development.

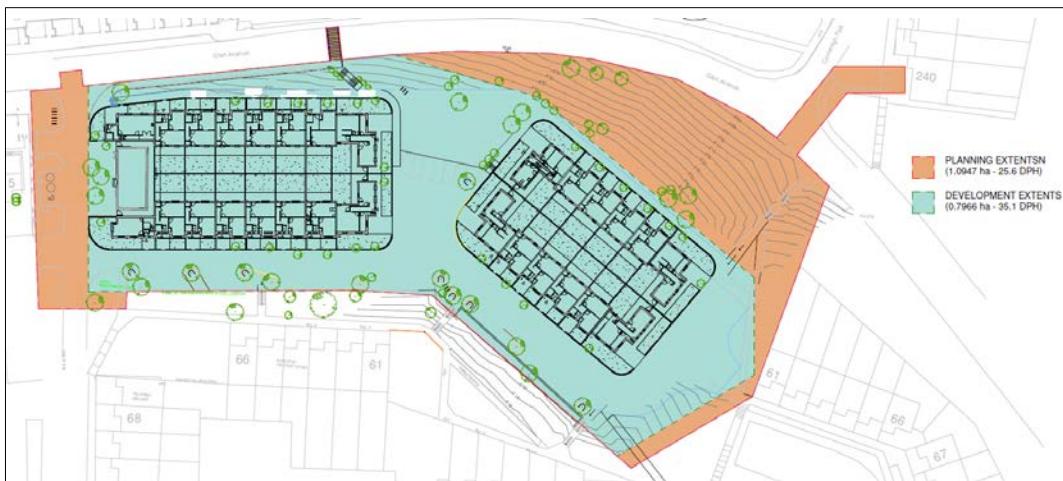


Fig. 5 Site Area

- Topography: The site is generally flat with a fall on approx. 1m across from West to East. North and South of the site there are substantial slopes with the area to the North of the site falling approx. 7m towards Glen Avenue, outside the site boundary.
- Some mature trees to adjacent properties, none with preservation orders, some of which will be impacted by this development due to the tight constraints of the site. These are indicated on the landscaping site layout plan that forms part of this submission. A Landscape Concept document is attached to this Part 8 submission. A landscaping detailed design and planting schedules will form part of the detailed design stage.

Immediate surroundings: -

- 1970's development of system-built terrace blocks of houses remain in this area.
- Typology: 2-storey, 3-bedroom houses.
- Private gardens in back-to-back arrangement generally, defensible space to front, on-street parking
- Original pedestrian and vehicular access and on street parking is maintained to adjoining properties
- Current density approx. 39 dwellings/hectare

3.0 SITE STRATEGY

- Recreate the terraced street pattern, building lines and scale.
- Back to back housing with private gardens, defensible space to front, providing passive supervision of all public areas.
- Parking: on curtilage where possible and on allocated spaces on shared surface in most cases
- Road pattern: maintain the existing ROW to the houses on Errigal Heights while extending to the east and creating safe access to all houses on a shared surface on the cul-de-sac.
- The project was brought to public consultation and in response to the requests for increase open green space and to reduce the negative impact of a standalone utility building, the design was adjusted to move Block A east to surround the district heating boiler house and to increase the open green space between the blocks.
- The footprint of the blocks is approximately the same as the previous footprint of the flats on the site and will therefore retain the open green space and the Residential, Local Services and Institutional Uses indicated on the Development Plan Map 4.



Fig.6 Previous footprint of the flats

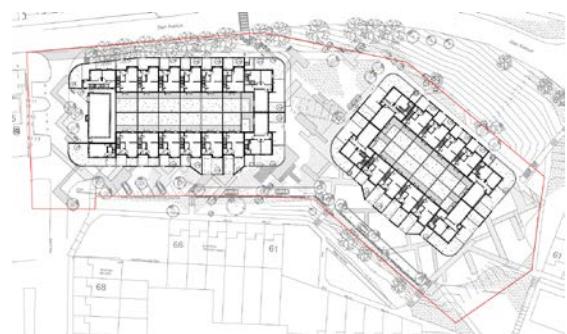


Fig. 7 Proposed footprint of urban blocks

4.0 DEVELOPMENT PLAN OBJECTIVES

The following is an outline of the relevant Development Plan Objectives from the current Cork City Development Plan and how these are met:

6.1 Residential Strategic Objectives	The scheme makes use of underused land providing a high quality, integrated into an existing neighbourhood with good access to services, amenities and public transport
6.8 Housing Mix	The scheme provides a mix of 1 bed, 2 bed and 3 bed houses which responds closely to the housing demands in the area.
6.9 Housing Density	The scheme provides a density of approx. 35.1 dwellings per hectare which conforms to the requirements of between 35-50 dwellings per hectare for a suburban area
16.9 Sustainable Residential Development	<p>This scheme delivers residents and visitors housing with access to walking, cycling and public transport thus striving to minimise the need to use cars.</p> <p>It increases the efficient use of land in terms of density and plot ratio above the existing land use. The shared surface provides an attractive use of the public realm within the controlled environs of a cul-de-sac</p> <p><i>“to reinforce the pedestrian priority area and to cause a material shift to non-car transportation”.</i></p>

5.0 URBAN DESIGN CRITERIA

The following is a demonstration of how the design criteria set out in the ‘Urban Design Manual – Best Practice Guide’ document are met:

5.1 Context

The existing context predominantly consists of terraces and blocks of 2-storey houses, brick and painted render finishes, concrete tiles and exposed gables.

The proposed scheme respects the existing context with the use for the most part of vernacular-form, symmetrical pitched-roof houses, using a terraced block arranged to recreate the existing street pattern. The scale of the surrounding development is 2 storey houses but on varying site levels.

5.2 Connections

The scheme is well connected to the public transport network by virtue of the existing bus route on Glen Road within 40m of the site to Blackpool and on the same Bus route to the City at approx 180m. It will propose safer pedestrian connectivity between the neighbouring housing, schools and community facilities.

5.3 Inclusivity

The entire development is compliant with access regulations, and can be accessed, visited and used by wheelchair users, buggies etc.

Unnecessary physical and visual barriers are avoided by integrating the scheme into the existing street pattern and relying on passive supervising as the principle means of achieving security. Adjustments to the existing foot paths will be made, where possible, to ensure wheelchair access to the site.

5.4 Variety

The proposed scheme provides a mix of 1 bed, 2 bed and 3 bed houses which reflects the house types required in the area.

5.5 Efficiency

The scheme makes use of an under-used brown field site. The house design is a simple terraced form to minimise external wall area and with a brick finish to the street elevations ground floor and to two storeys to emphasise the corner units and a painted render finish elsewhere to reflect the materials used in the area.

5.6 Distinctiveness/Layout

Back-to-back housing is proposed in the form of two urban blocks, resulting in a residual space within the centre of the scheme, this will provide the scheme with an intimate open space with natural supervision. This development will be predominantly a pedestrian priority neighbourhood by way of the shared surface type street being proposed. These houses have a small canopy to emphasise the entrances into each house. In most cases the bins will be kept in the bin stores provided to the front of the houses with those with pedestrian only access having access to a bin collection area to the end of the terrace.

5.7 Public Realm

For the most part the proposed development has been designed with a shared surface to encourage the use of communal external space and to limit the speed of vehicles using the scheme. Parking is provided on the road as is the norm in the area but in some areas, there has been on curtilage parking provided where space allows. The principles of the ‘Design Manual for Urban Roads & Streets’ were followed in the design of roads, paths and other hard-landscaped areas around the scheme.

5.8 Adaptability

The separate room arrangement on the ground floor is appropriate for a two-bedroom house, as it can provide private work/study spaces within the unit. There is also an opening in the form of a glazed panel should the resident wish to create an open plan arrangement. The compact nature of the site does not allow for much modification to the house sizes but the mix across the site.

5.9 Privacy and Amenity

All houses are provided with private open space in the form of front and rear yards or gardens. The terraced form will allow for passive supervision and defensible space to all front entrance doors.

5.10 Parking

On-street parking is proposed as is the norm in this area. Some of these units (4 no.) have on curtilage parking. 29 no. car parking spaces are allocated on the shared surface, with a further 7 no. allocated along Errigal Heights. While this is close to the maximum that is recommended for a scheme in this area, they will also serve the existing houses on Errigal Heights.

5.11 Detailed Design

Materials of brick and rendered block cavity walls black fibre cement roofs tiles etc reflect tried-and-tested traditional building methods used elsewhere in the surrounding area and are considered an appropriate aesthetic for the scheme.

6.0 Site Services

The development will require the diversion of a number of existing services crossing the site.

In the context of the diversion and connection to existing water and drainage networks we give an undertaking to adhere to the following conditions set down by Irish Water:

- a. *The applicant enters into a connection agreement and diversion agreement with IW prior to the commencement of any works on site.*
- b. *The applicant would be responsible for submitting full detailed design proposals for diversion of the assets.*
- c. *A technical solution must be proposed in accordance with the IW Code of Practice and Standard Details.*
- d. *The applicant must finance all costs associated with diverting the IW assets.*

APPENDIX 1 – *Landscape Concept Proposal Document*

CUNNANE STRATTON REYNOLDS
LAND PLANNING & DESIGN

ERRIGAL HEIGHTS RESIDENTIAL DEVELOPMENT

Landscape Concept

PROJECT NO. 21000

May 2021





(images from google street view)

What is a home zone

Residential streets in which the road space is shared between vehicles and other road users with the wider needs of pedestrians, cyclists and children in mind. A home zone should aid in improving the quality of life in residential places by making them places for people, not just traffic. Changes should be made to streets to emphasize to motorists the perception that they should give way for pedestrians and other users. The home zone should make motorists feel like they are a guest of the street.

Shared surfaces

Introducing a wide range of activities

Areas of planting/trees

Areas for seating

Creation of a public space

Defining a home zone

The home zone needs to be attractive with interesting places reflecting local needs and activities. The anticipated use of the space will influence the choice of materials and street furnishings whilst they must be fit for purpose and practical to use and maintain. There should be a 'Gateway' into the home zone which should be clearly signalled to all users of the change in space.

Clear distinction between public and private

A change in surface materials

Road to be raised to indicate priority to pedestrians and cyclists

Use of trees/planting/bollards

How a home zone can be used.

Home zones should be designed to encourage a high level of social interaction between residents. Features must be carefully placed for inclusiveness i.e are accessible and attractive for a range of users but do not result in nuisance due to their position to properties.

Added social interaction for children through greater informal adult supervision

The home zone will become an active area for children to meet and play with friends

Addition of play equipment should be carefully located as to not cause any further nuisance to properties

Careful siting of buildings, landscape planting, lighting and street furniture can be used to create defensive space discouraging petty crime and vandalism



Sketch by others

Home Zone Principles & Character



Rosemount Court, Dundrum, DLRCoCo Architects



Home zone principles

- To be primarily residential, not for commercial activities
- Design for activity and social integration, not for vehicles
- Include soft landscaping with trees
- Include play pockets/elements where necessary
- Include street furnishings and offer social hubs
- Change of surfacing on approach to home zone

Home zone character.

May incorporate one or more of the following materials:

Asphalt road with rolled aggregate

PC Concrete setts(feature paving)

PC Concrete block paving

PC Concrete permeable block paving (Car parking)

Poured concrete footpaths with brushed finish

PC Concrete block paving to delineate parking spaces (change of colour)

PC Concrete kerbs –Flush kerb & raised (to planting beds)

PC Concrete feature paving (to open spaces)

Features

Tree planting

Shrub planting

Open space pockets

Informal play area for toddlers

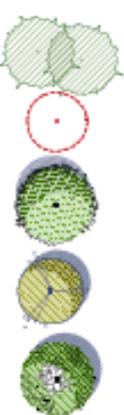
Seating



Mountfield Park, Canterbury



LEGEND



EXISTING TREES TO BE RETAINED

EXISTING TREES TO BE REMOVED

WOODLAND TREES

STREET TREES

SEMIHUMATURE SPECIMEN TREES

NOTE: THIS DRAWING IS INTENDED FOR THE PURPOSE OF MAKING A PLANNING APPLICATION AND MAY NOT BE USED FOR ANY OTHER PURPOSE.

REV DATE AMENDMENT

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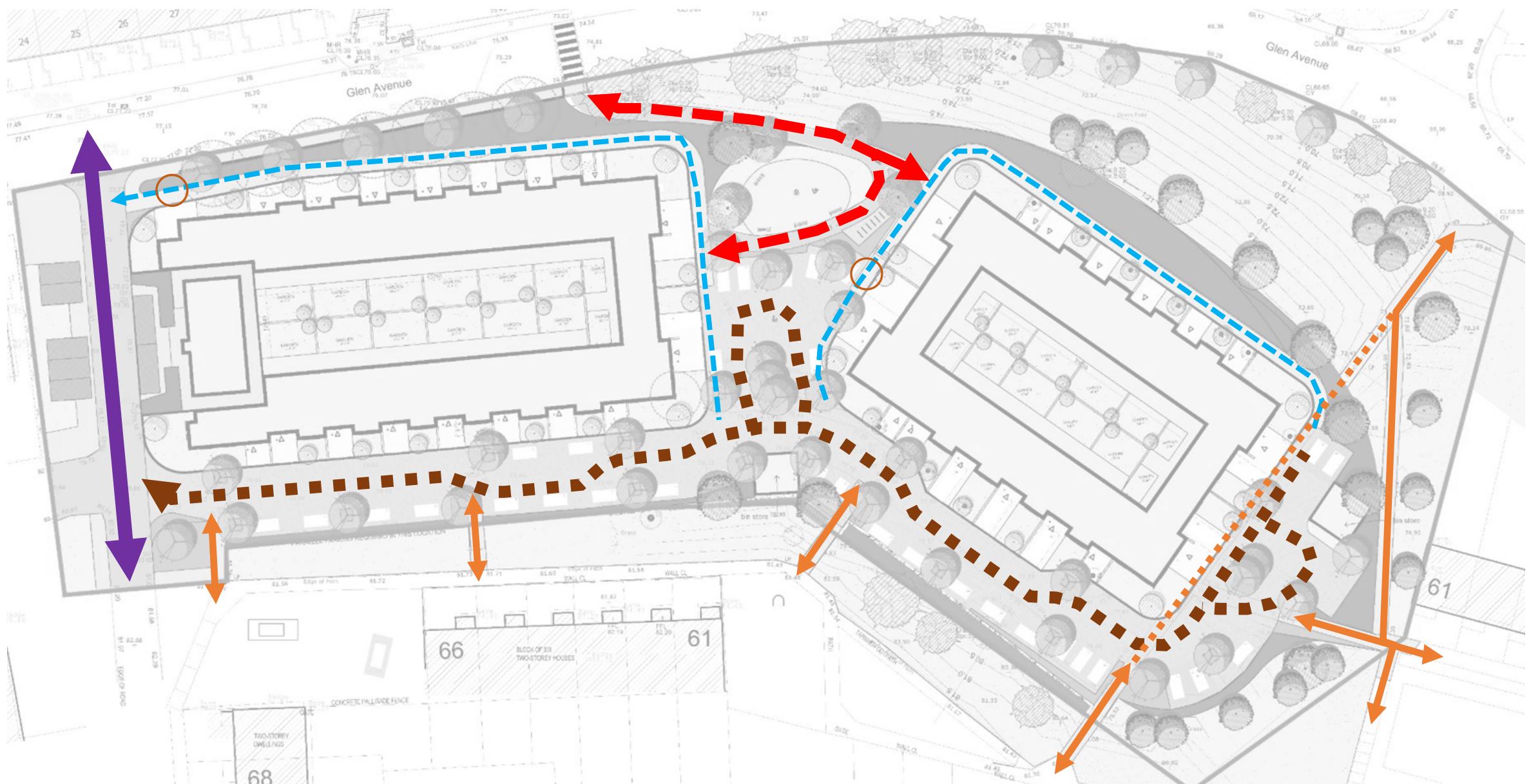


PROJECT: ERRIGAL HEIGHTS	DATE: MAY 2021
SCALE: 1:500 @ A1	
DRAWN: CHECKED: INIT DL	
DRAWING NO: 21482-2-101	

LANDSCAPE MASTER PLAN

Concept Landscape Masterplan illustrating Fire Tender/Bin Lorry track





— Pedestrian/cycle access 1:21
gentle sloped path

— Circulation path to dwellings

— Existing access road with little or no paths.
Access by road surface

— Shared surface vehicle
access

— Steps on path

— Existing stepped access routes/links
— Existing stepped access route link removed
due to level changes

APPENDIX 2 – *Images (Historic, Current and Proposed)*



HISTORIC VIEW AT GLEN AVENUE/ERRIGAL HEIGHTS JUNCTION

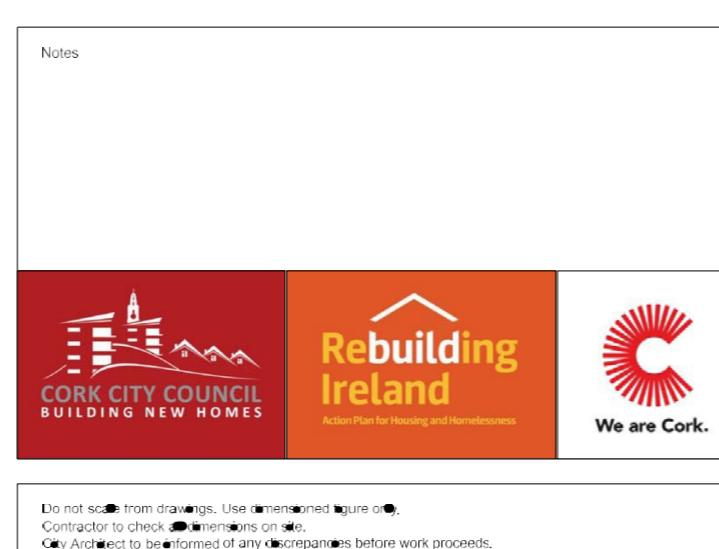


CURRENT VIEW AT GLEN AVENUE/ERRIGAL HEIGHTS JUNCTION



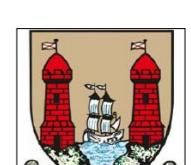
PROPOSED VIEW AT GLEN AVENUE/ERRIGAL HEIGHTS JUNCTION

Rev.	Description	Date



Team Leader Project Architects Project Technicians Project Supervisor Quantity Surveyor Civil Structural Consultant M & E Consultant Landscape Architect Fire Consultant	TONY DUGGAN (CITY ARCHITECT) CATHAL O'BOYLE, MOLIA MOSCA FOA CONSULTING ENGINEERS
Title	Scale NTS Date JULY 2020 Drawn By MM, EO, JM Checked By COB
STREET VIEWS: - PRE-2009 - EXISTING - PROPOSED	Ref. No. H11, PROJECTS/HOUSE/ENG/NEW BLDG/1 Errigal Heights/ADM/11.0 CLIENT 1.6 Public Consultation

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Drawing Status INFORMATION	Job No. -	Drawing No. PC - 007	Rev. -
Project ERRIGAL HEIGHTS PUBLIC CONSULTATION			





HISTORIC VIEW from GLEN AVENUE



CURRENT VIEW from GLEN AVENUE



PROPOSED DEVELOPMENT - VIEW from GLEN AVENUE

Rev.	Description	Date



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Drawing Status INFORMATION	Job No. -	Drawing No. PC - 009	Rev. -
ERRIGAL HEIGHTS PUBLIC CONSULTATION			





HISTORIC VIEW AT ERRIGAL HEIGHTS JUNCTION – BOILER HOUSE



CURRENT VIEW AT ERRIGAL HEIGHTS JUNCTION – BOILER HOUSE



PROPOSED VIEW AT ERRIGAL HEIGHTS JUNCTION – BOILER HOUSE

Rev.	Description	Date	Notes
			   <p>Do not scale from drawings. Use dimensioned figure or Contractor to check dimensions on site. City Architect to be informed of any discrepancies before work proceeds.</p>

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Project Technicians		
Project Supervisor		
Quantity Surveyor		
Structural Consultant	FOA CONSULTING ENGINEERS	
M & E Consultant		
Landscape Architect		
Fire Consultant		
Title	Scop	NTS
STREET VIEWS: - PRE-2009 - EXISTING - PROPOSED	Date	JULY 2020
	Drawn By	MM, EO, JM
	Checked By	CO'B
	Footnotes Ref.	
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Drawing Status INFORMATION	Job No. -	Drawing No. PC - 007	Rev. -
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HISTORIC VIEW



CURRENT VIEW



PROPOSED VIEW THROUGH TO PUBLIC OPEN SPACE

Rev.	Description	Date	Notes	Team Leader TONY DUGGAN (CITY ARCHITECT) Project Architects CATHAL O'BOYLE, MOLLY A. MOSELEY Project Technicians Project Supervisor Quantity Surveyor Civil Structural Consultant M & E Consultant Landscape Architect Fire Consultant	FOA CONSULTING ENGINEERS	Drawing Status INFORMATION	Job No. -	Drawing No. PC-007	Rev.
			<p>Do not scale from drawings. Use dimensions figure only. Contractor to check dimensions on site. City Architect to be informed of any discrepancies before work proceeds.</p>	<p>Team Leader TONY DUGGAN (CITY ARCHITECT) Project Architects CATHAL O'BOYLE, MOLLY A. MOSELEY Project Technicians Project Supervisor Quantity Surveyor Civil Structural Consultant M & E Consultant Landscape Architect Fire Consultant</p> <p>FOA CONSULTING ENGINEERS</p>	<p>Title STREET VIEWS: - PRE-2009 - EXISTING - PROPOSED</p>	<p>Scale NTS Date JULY 2020 Drawn By MM, EO, JM Checked By CQB</p>			<p>CITY ARCHITECT'S DEPARTMENT</p> <p>Telephone: 021 4924335 Facsimile: 021 4924609 E-mail: cit_architect@corkcyl.ie</p> <p>TONY DUGGAN, CITY ARCHITECT CITY COUNCIL, CITY HALL, CORK</p>



- PREVIOUS VIEW FROM SOUTH-EAST



- EXISTING VIEW FROM SOUTH-EAST



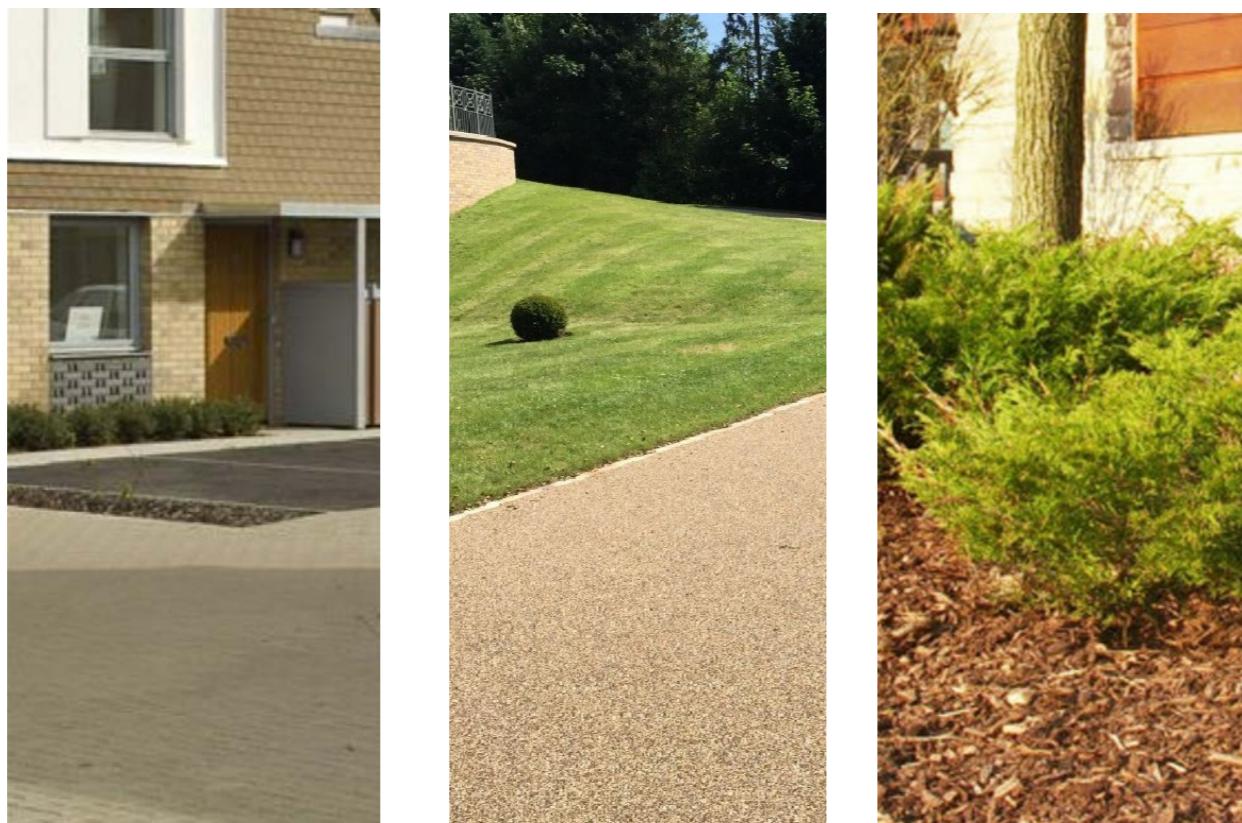
- PROPOSED VIEW FROM SOUTH-EAST



EXISTING AERIAL VIEW FROM SOUTH-EAST



PROPOSED AERIAL VIEW FROM SOUTH-EAST



PROPOSED MATERIAL PALETT

Rev.	Description	Date
	<p>Notes</p> <p>— SITE BOUNDARY</p>  <p>Do not scale from drawings. Use dimensioned figure only. Contractor to check dimensions on site. City Architect to be informed of any discrepancies before work proceeds.</p>	<p>Project Leader TONY DUGGAN (CITY ARCHITECT) Project Architects CATHAL O'BOYLE, MONICA MOSEJ Project Technicians Project Supervisor Quantity Surveyor Civil Structural Consultant FOA CONSULTING ENGINEERS M & E Consultant Landscape Architect Fire Consultant</p> <p>AERIAL VIEWS - EXISTING - PROPOSED</p> <p>Scale NTS Date JULY 2020 Drawn By EO, JM Checked By CO'B</p> <p>Plot Ref. H11. PROJECTS\HOUSING\NEW BLDG\ERIGAL HEIGHTS\ADM\1.0 CLIENT\1.6 Public Consultation</p>
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EXISTING AERIAL VIEW FROM NORTH-WEST



PROPOSED AERIAL VIEW FROM NORTH-WEST

BENEFITS OF A SHARED SURFACE STREET

- An effective way of **promoting place** and **providing pedestrians** with a more enjoyable experience,
- These streets operate as **linear 'squares'** or corridors of **public open space**.
- **Integrated spaces** where pedestrians, cyclists and vehicles share the carriageway.
- Particularly effective at **calming traffic**.
- Perform well in terms of **appearance** and perceptions of **safety**
- Highly desirable where movement priorities are low and high value in more **liveable streets within Neighbourhood and Suburbs**.
- **Pedestrian activities are high and vehicle only required for access** or circulatory purposes.
- The design of shared surface **shows drivers**, upon entering the street, that they are in a **shared space** and react by **driving very slowly** (i.e. 20km/h or less).
- To ensure this, designers
- Use finishes that indicate that the **carriageway is an extension of the pedestrian domain**
- **Avoid raised kerb lines**
- **Minimise the width of the vehicular carriageway** and/or corner radii
- **Angled lines and material changes** act as a distraction to car users **slowing speed and raising awareness**

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