



ARCHITECTS DESIGN STATEMENT

LONGVIEW NEIGHBOURHOOD 7 LRD

2326 - 700, Rev H
Ballyvolane, Cork
-May 2026

ARCHITECT'S DESIGN STATEMENT

TABLE OF CONTENTS

00_	DEVELOPMENT DESCRIPTION	05_	URBAN DESIGN CRITERIA
01_	INTRODUCTION	5.1.1	Context
1.1	Planning Framework: Documents & Technical Guidance	5.1.2	Connections
1.2	Planning Framework - Zoning	5.1.3	Inclusivity
1.3	Planning Framework - Density	5.1.4	Variety
1.4	Land Ownership	5.1.5	Efficiency
02_	SITE CONTEXT	5.1.6	Distinctiveness
2.1	Site Location & Relationship with Ballyvolane	5.1.7	Layout
03_	DESIGN DEVELOPMENT	5.1.8	Public Realm
3.1	Site Strategy	5.1.9	Adaptability
3.2	Initial Design	5.1.10	Privacy and Amenity
3.3	Pre Planning Meetings	5.1.11	Parking
3.3.1	Initial 247 – 27/05/2025	5.1.12	Detailed Design
3.3.2	Subsequent 247 – 21/10/2025	06_	DETAILED DESIGN
3.4	Current Design	6.1	Character Areas
04_	URBAN DESIGN RATIONALE	6.2	Unit Types
4.1	Sustainable & Efficient Movement	07_	PROJECT PARTICULARS
4.1.1	Strategic Connections	7.1	Summary of Accommodation
4.1.2	Permeable Street Network	7.2	Universal Design..
4.1.3	Street Design (DMURS)	08_	COCLUSION
4.1.4	Promotion of Sustainable Movement	09_	PROJECT PARTICULARS
4.1.5	Sustainable Car and Bicycle Parking Provision	9.1	Appendix A – CGIs
4.2	Land Use and Housing Mix	9.2	Appendix B – Measuring Residential Density
4.2.1	Land Use Mix	9.3	Appendix C – Placemaking, Overall Design & Layout
4.2.2	Housing Mix Statement		
4.3	Green and Blue Infrastructure		
4.3.1	Integration of Nature and Biodiversity		
4.3.2	Open Space Network		
4.3.3	Nature-Based Urban Drainage (SUDS)		
4.4	Responsive Built Form		
4.4.1	Layout Coherence and Legibility		
4.4.2	Interface of Buildings and the Public Realm		
4.4.3	Integration with emerging context		
4.4.4	Architectural Character and Detail Design		



Applicant



Planning Consultant



Architects



Landscape Architects



Engineers

ARCHITECT'S DESIGN STATEMENT

DEVELOPMENT DESCRIPTION

Longview Estates Ltd. intend to apply for planning permission for a Large Scale Residential Development (LRD) at a site of c. 7.62ha located at Laherdane and Ballincolly, Ballyhooley Road, Cork City.

The development will provide for the construction of 262 no residential units (total GFA c. 25,427.7 sqm), comprising:

- i. 2 no. 4 storey apartment buildings (Blocks A & B) comprising 54 no. apartments (33 no. 1 bedroom & 21 no. 2 bedroom);
- ii. 3 no. 2-storey apartment buildings (Blocks C, D & E) comprising 14 no. 2-bedroom duplex apartments;
- iii. 194 no. houses in a mixture of 2-storey terraced, semi detached and mews end of terrace units (34 no. 4-bedroom, 136 no. 3-bedroom, 24 no. 2-bedroom); and
- iv. A proposed creche (c. 452.7m²)

The development will also include: vehicular access points to the east and north of the proposed site connecting to the constructed distributor road to the adjoining Longview Estates (permitted under ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863); a pedestrian link to the west; all associated car parking, cycle parking and bin storage facilities; associated internal roads, pedestrian and cycle paths; public lighting; public open space (c. 14,362 sqm); communal amenity space; landscaping and boundary treatments; connection to public utilities; drainage and surface water management works including attenuation and swales; all ancillary site infrastructure; ESB sub stations and site development and excavation works above and below ground. The proposed development will be constructed in a series of phases, or one continuous phase in accordance with the phasing plans and construction management plans.

The application may be inspected online at the following website: <https://www.laherdanelrd1.ie/>

The planning application may also be inspected or purchased, at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority, Cork City Council, City Hall, Cork, during its public opening hours: 10.00 a.m. to 4.00 p.m., Monday to Friday (excluding Public Holidays).

A submission or observation in relation to the application may be made in writing to the Planning Authority, accompanied by the prescribed fee of €20, within the period of 5 weeks beginning on the date of receipt by the authority of the application. Submissions or observations received will be considered by the Planning Authority in making a decision on the application.

The Planning Authority may grant permission subject to or without conditions or may refuse to grant permission.



ARCHITECT'S DESIGN STATEMENT

INTRODUCTION

1.1 PLANNING FRAMEWORK: DOCUMENTS & TECHNICAL GUIDANCE

Wilson Architecture have prepared this design statement to demonstrate how the proposed development has had full regard to applicable national and local policy, relevant technical guidance documents and best practice criteria, which are outlined below:

NATIONAL & REGIONAL PLANS & GUIDANCE

- Housing Action Plan
- National Planning Framework (NPF)

MINISTERIAL GUIDELINES

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments(2025)
- Design Manual for Urban Roads and Streets (2019)
- Childcare Facilities – Guidelines for Planning Authorities 2001

LOCAL POLICY: CORK CITY DEVELOPMENT PLAN (2022-2028)



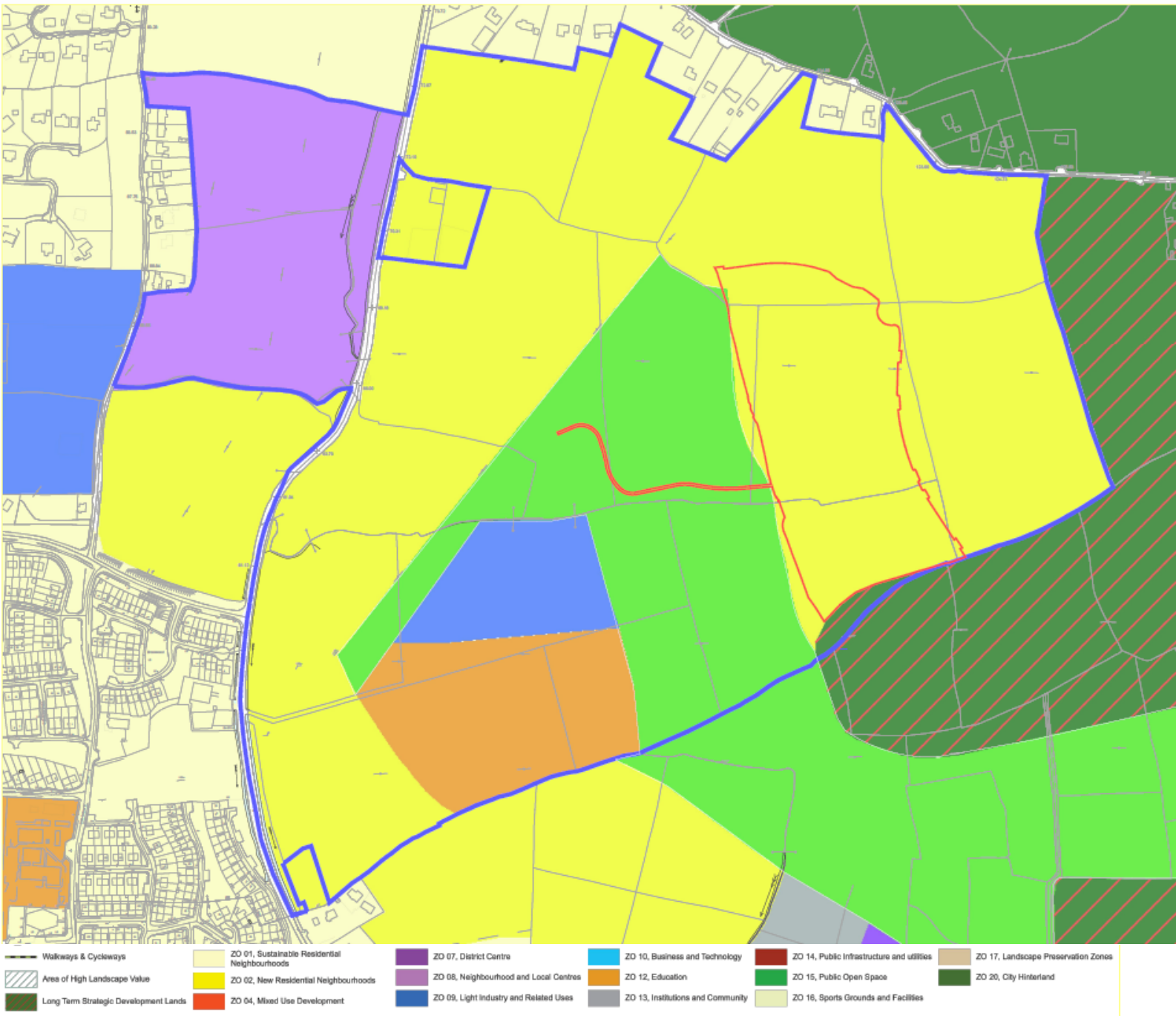
ARCHITECT'S DESIGN STATEMENT

INTRODUCTION

1.2 PLANNING FRAMEWORK: ZONING

The site is entirely zoned – ZO 02 – New Residential Neighbourhoods.

This planning application proposes a development which is consistent with the current zoning and other applicable regulations within Cork City Development Plan for the application's subject site in Ballyvolane, in addition to national policy. Please refer to Tom Philips and Associates planning reports accompanying this LRD application for further information on planning context and compliance.

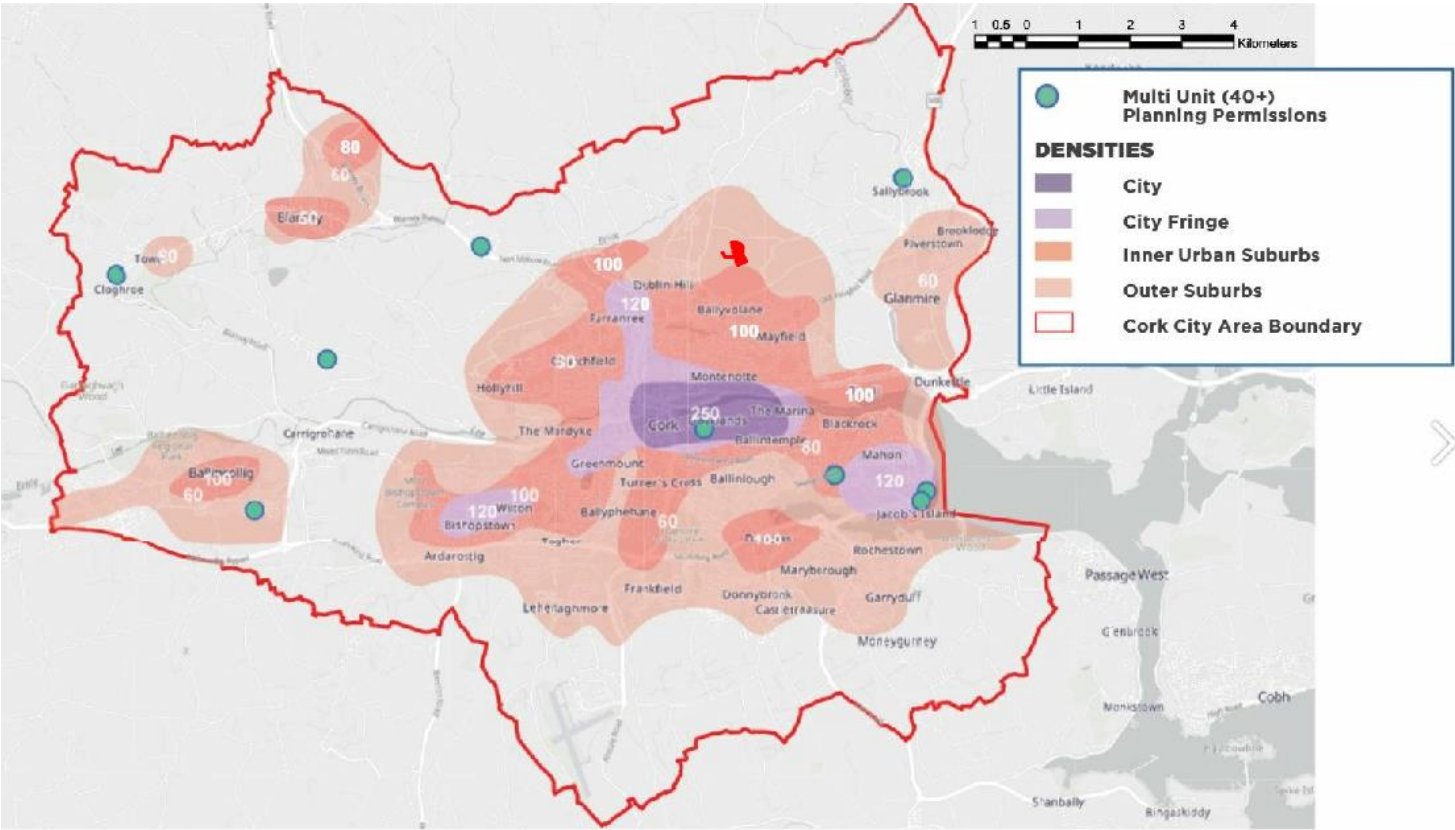


ARCHITECT'S DESIGN STATEMENT

INTRODUCTION

1.3 PLANNING FRAMEWORK: DENSITY

The site is located within the boundary of Cork City Council and is to be served by a bus stop located at the northern end of the site. It is classified as being located within the “Outer Suburbs” in Cork City Development Plan. This sets a target density of 40 - 60 units per hectare. The overall density is 41.3 units/ha. The density is concentrated on the northern end of the site where the bus stop and other town centre functions are located. The density generally reduces as you move south and the distance from these services/amenities increases. The density in character area 01 is 82.0 units/ha, in character area 02 is 38,9 and density is 31.9 in character area 03.

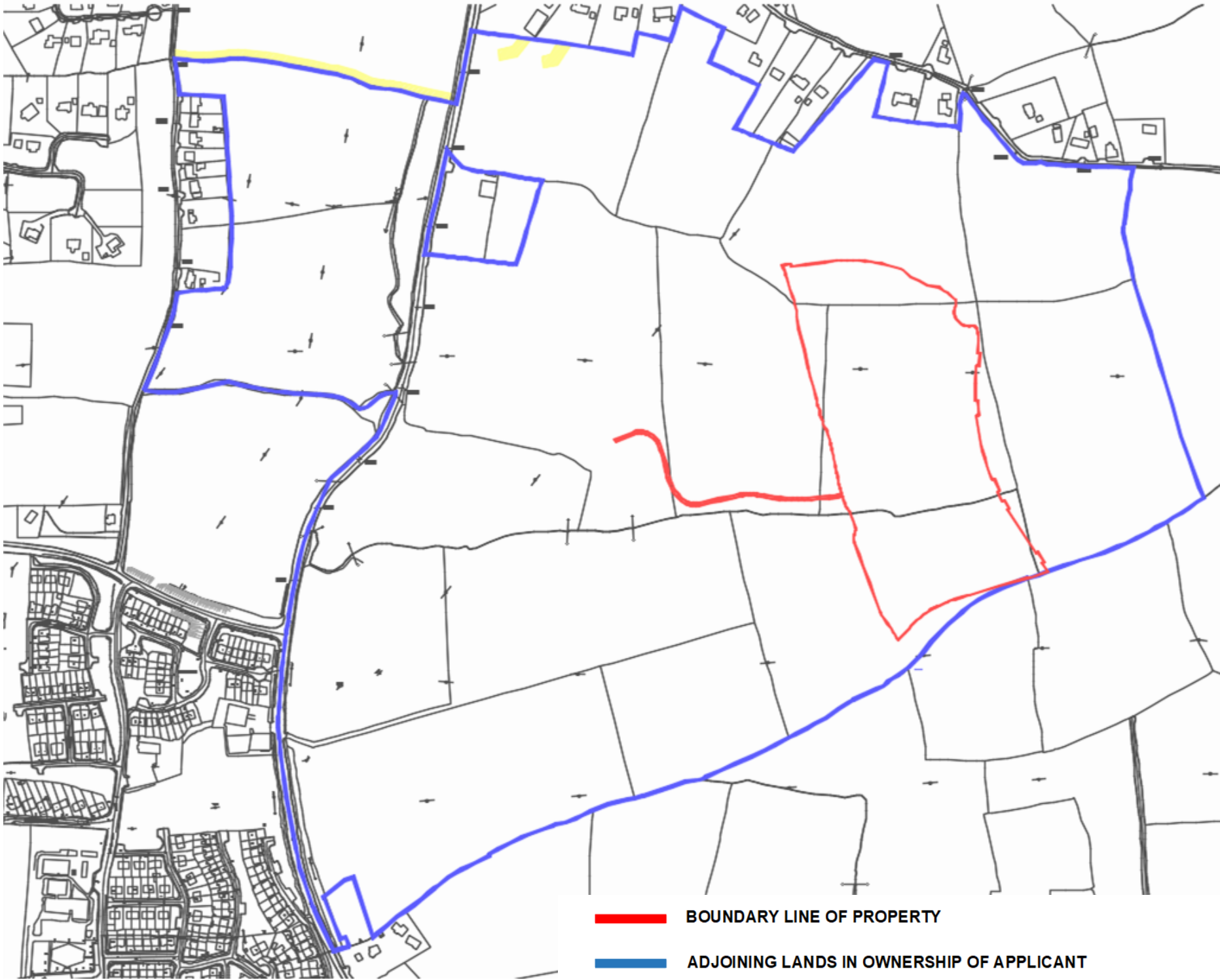


ARCHITECT'S DESIGN STATEMENT

INTRODUCTION

1.4 LAND OWNERSHIP

The subject site is located within a larger portion of land owned by the applicant. The majority of the land owned by the applicant is currently a large housing scheme under construction.



ARCHITECT'S DESIGN STATEMENT

SITE CONTEXT

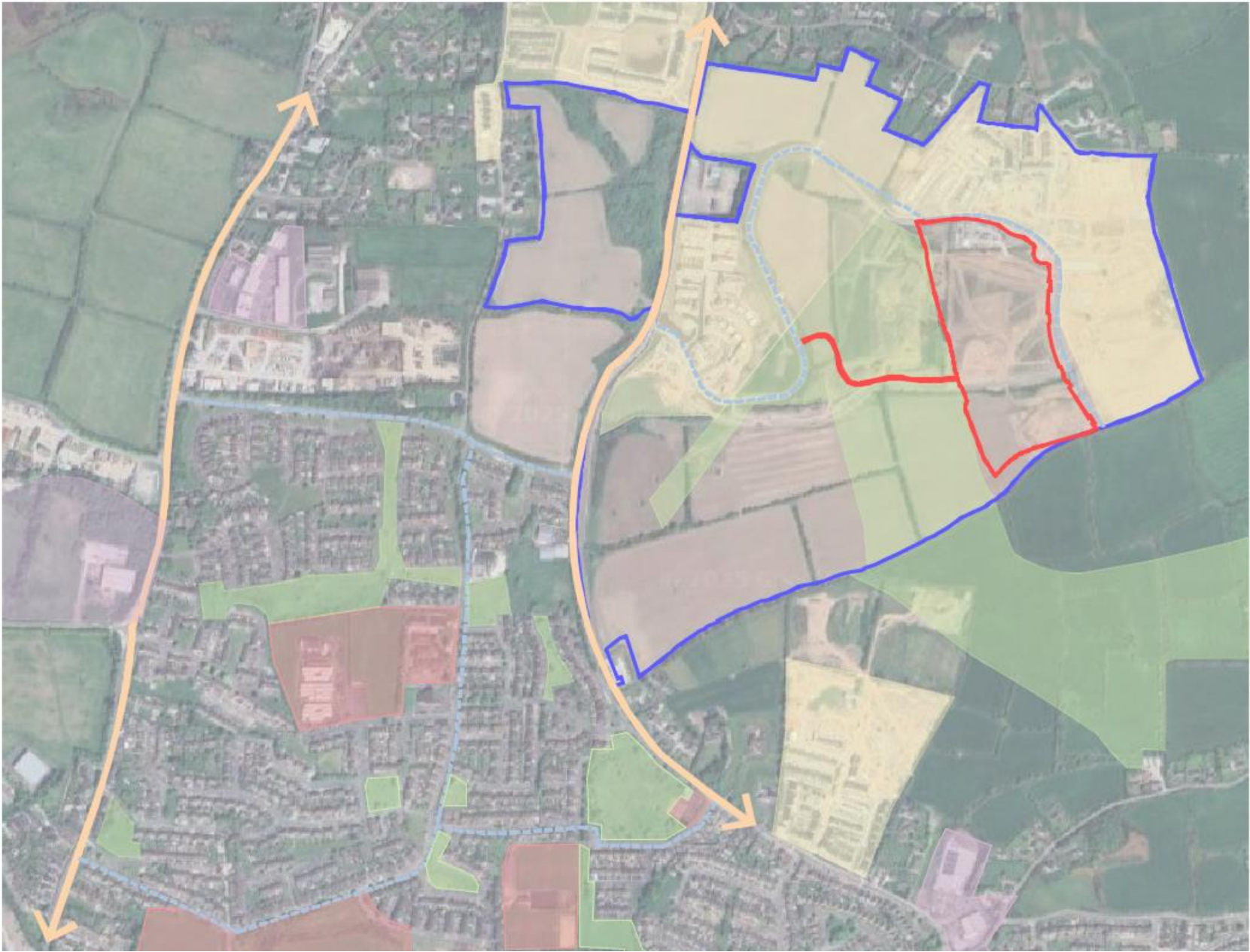
2.1 SITE LOCATION & RELATIONSHIP TO BALLYVOLANE

The proposed development is strategically located on the northern edge of Cork City. It is located amongst several emerging housing developments including Arderrow, Danesfort, Coppenger Fields and the wider Longview Development. This development is within a well serviced area with a variety of amenities that support a high quality of life for residents.

Ballyvolane has several shopping and retail options. Notably, Lidl and Dunnes Stores are located approximately 1km south of the subject site. This area also hosts several smaller businesses like a pharmacy, café, pub and bingo hall.

The proposal is also served by Scoil Oilibhéir primary school and St. Aidan's Community College secondary school with ample third level institutions in Cork City.

The area includes several recreational and sporting facilities that enhance residents' quality of life. Glen Rovers GAA Club, Leeds AFC and Old Christians RFC are within 2km of the development address. In addition to sporting facilities there are number of green spaces and walks. Kempton Park is South-West of the site and includes a playground and youth center with tennis courts. There is also a proposed parkland immediately to the west of the proposal which will provide a quality amenity on the doorstep of this development, perfect for walking, exercising and dog walking.



- | | | |
|-----------------------------------|--|------------------------------|
| Site Boundary | Existing and Future Green Infrastructure | Education & Sport Facilities |
| Area Under Ownership of Applicant | Emerging Residential Communities | Commercial Areas |
| Regional Road | | |
| Connecting Roads | | |

- - Embankment Running Along Distributor Road
- - Under Ground ESB Power Line
- - Existing Hedgrows
- - Future Connections
- - Future Bus Stop
- - Views

ARCHITECT'S DESIGN STATEMENT

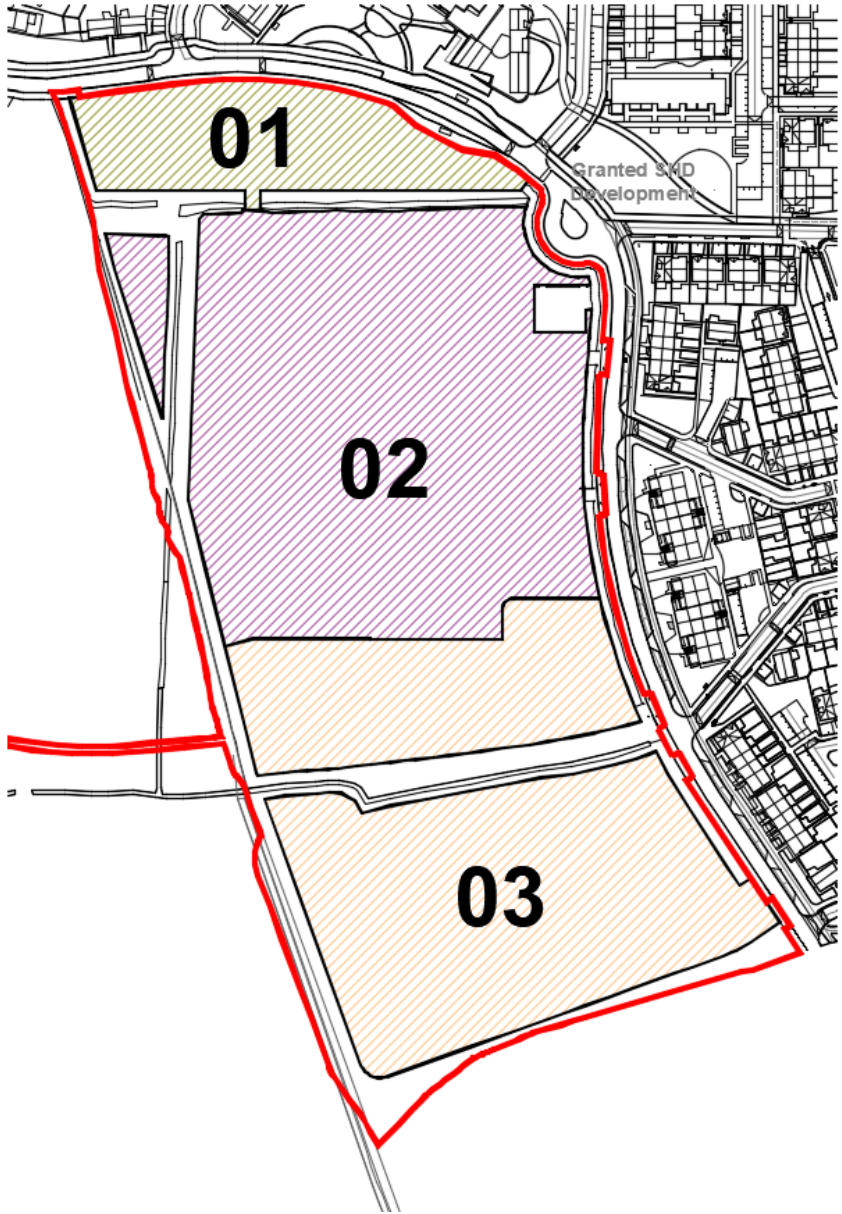
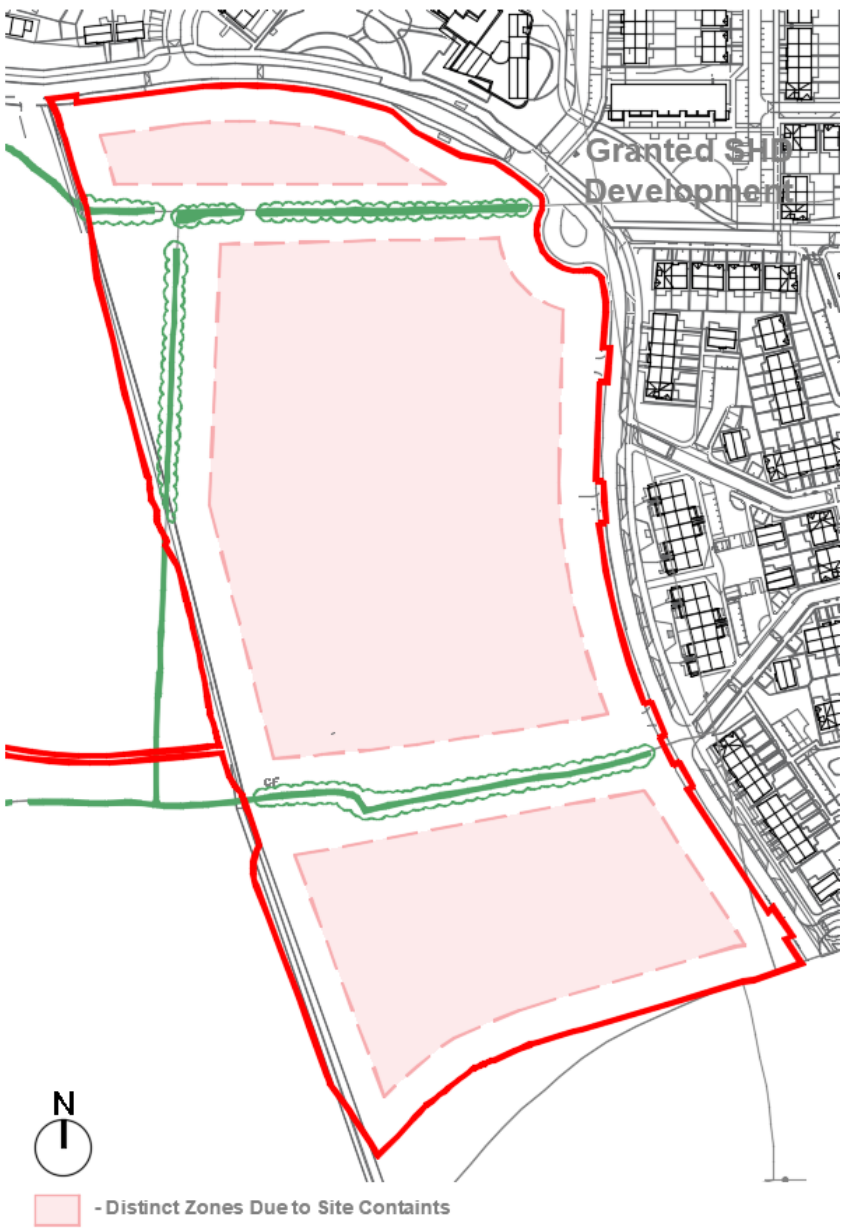
DESIGN DEVELOPMENT

3.1 SITE STRATEGY

The brief identified the need for a mixture of unit types with the majority of the accommodation being 2, 3 & 4 bed family Houses and Duplex units together with a mix of 1 and 2 bed apartment units.

The existing Trees and Hedgerows, form natural lines of subdivision and define areas for Open Space. In addition to this the site has a challenging topography: sloping upwards from west to east approximately 11m. There are also wayleaves, and underground cables present within the curtilage of the site. This is a green field site which is already served by new infrastructure allowing for flexibility and well-regulated and well served housing.

Considering these constraints, appropriate areas for development were identified. The site was then subdivided into three potential character areas.



ARCHITECT'S DESIGN STATEMENT

DESIGN DEVELOPMENT

3.2 INITIAL DESIGN

Initial Site Layouts explored a number of options, with variations on the mix of houses to duplex/apartment units, overall number of units and densities, and the distribution and configuration of residential blocks throughout the site.

Early proposals sought to maximize capacity and investigate what number of units the site could feasibly handle. The first iteration included several blocks of duplexes running along the road edge of the site to the north and east. The rest of the scheme consisted of terraced and semi-detached housing. While this scheme achieved a reasonable density, there was an issue of considerable surface parking spread throughout the scheme. It also did not factor in existing wayleaves and hedgerows and would have involved considerable clearance of existing flora. This layout also didn't consider the drainage requirements of the scheme.

In other early sketch layouts, the larger 3 storey duplex blocks were removed and replaced with housing and smaller 2 storey duplex units. This layout had some advantages including less surface parking and better quality public open space. However, this version had not yet incorporated attenuation areas fed by gravity flow and incorporated the SUDS drainage design (for more information please see drawings/documents produced by MHL)

In the layout for the initial 247 we retained the hedgerows in the design. The inclusion of these helped to subdivide the site into three: one area to the south, a large area in the centre and a much smaller zone to the north along the main road. This formed the basis for dividing the site into three -character areas. This scheme while better integrating into the existing conditions still was lacking in density. There was also a need to better articulate the differences between the character areas through the use of different typologies and materials. There was also still an opportunity to better address the main road



Initial 247 Pre – Planning Layout

ARCHITECT'S DESIGN STATEMENT

DESIGN DEVELOPMENT

3.3 247 PRE PLANNING MEETINGS

Two 247 meetings were held in relation to this application, one on the 27/05/2025 and another on the 21/10/2025 both lead to design changes

3.3.1 INITIAL 247 - 27/05/2025

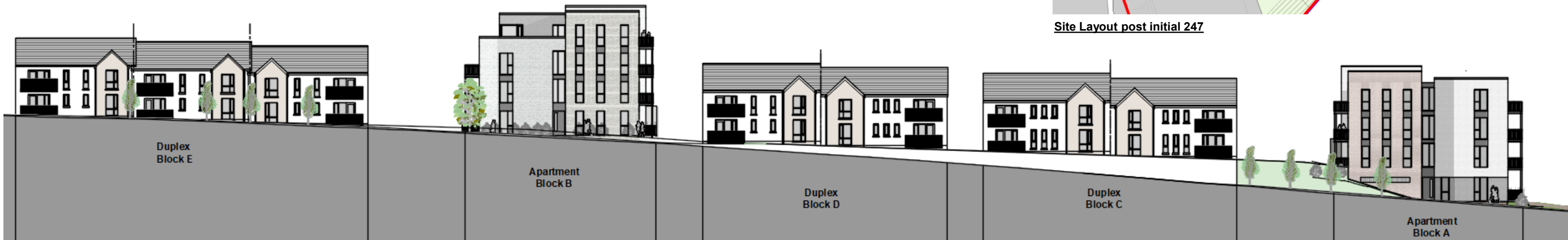
After the 247 Pre-Planning Meeting the Site layout was revised to maximise the Active Facades facing out of the site, to the surroundings. This can be seen with the active facades diagram, which highlights the front facing aspects of the revised layout. The active facades gives a solid fabric which is complementary with the surrounding Longview development.

The Duplex Blocks C & D in Character Area 1 were also revised after the 247 Meeting. The new blocks have been redesigned to improve the streetscape running along the Northern Boundary. The biggest constraints with this area is the steep embankment running along the Main Distributor Road. This Embankment hinders the free flow through the site, and any building placed on the embankment has poor interaction with the distributor road. To resolve these issues, split level duplexes were designed to transition between level changes and external stairs, paths allowing for porous movement through the northern boundary.

These changes along with the addition of another Duplex Block E, which produces a strong architectural streetscape running along the northern boundary of the site. This architectural expression is particularly suited here as this frontage is opposite of the Neighbourhood center for the Longview development. The Creche was also moved near the Neighbourhood Centre to contribute to the areas activity and to improved the streetscape in this prominent location.



Site Layout post initial 247



ARCHITECT'S DESIGN STATEMENT

DESIGN DEVELOPMENT

3.3.2 SUBSEQUENT 247 - 21/10/2025

A second 247 was held in October with several alterations subsequently being made to the scheme

The major revisions are concentrated in character area 01. The duplexes were amended to be more coherent with the apartments and give this character area a more legible aesthetic, the windows proportions were made more generous while also including a larger brick pop out on the front elevations with a flat roof.

Block E was also amended to no longer follow the curve of the street but to form a straight block to better frame a generous open plaza by the bus stop.

We also increased the number of balconies overlooking the town center from block A & B to better address this key public space. Block A now has a setback to reduce its mass when approached from the main road.

After discussion with the council, a decision was made to include a connection across the public park to the west, this further enhances connectivity to the site.

Along the eastern boundary, the cycle lane was removed as it was seen as unnecessary due to the street like quality of the distributor road and multiple other cycle lanes throughout Longview. This allows the houses here to move closer to the footpath enhancing supervision and active street fronts.



Site Layout at subsequent 247



ARCHITECT'S DESIGN STATEMENT

DESIGN DEVELOPMENT

3.4 32B Meeting

A 32B meeting was held on 18.02.2026. This design presented at this meeting sought to incorporate observations made at previous 247 meetings and improve on the design.

Character Area 01 sits along the northern boundary. This area is adjacent to the neighbourhood center in the previously granted SHD (306325) and the proposed bus stop. For these reasons this character area is envisaged as the higher density portion of the site. Two 4 storey apartment buildings address the road and neighbourhood center on the opposite side of the road. The spaces between these blocks are infilled with lower rise duplex blocks and this area incorporates harder landscape solutions such as the plaza by the car park to give it a more urban and civic feel.

Character area 02 sits in the middle of the site. This includes the childcare facilities for this proposal. This portion is to be primarily comprised of 2 storey family homes, organised mainly into terraces. This homes will form edges along the road and onto the future park to the west of the site. Public open space will also be provided in the center of this character area to act as a focal point for future communities. The houses in this area address the distributor road directly and seek to encourage a more urban active frontage.

Character Area 03 comprises the southern part of this proposal. This is organised around the hedgerow which bisects the site from east to west. The area around this existing hedge line will form a generous public open space and focal point for character area 03, this area is overlooked by houses on both sides. These houses will form urban edges along the east, south and west.



Site Layout at 32B

ARCHITECT'S DESIGN STATEMENT

DESIGN DEVELOPMENT

3.4 Current Design

A 32B meeting was held on 18.02.2026. This design iterated on the previous 2 247 meetings. The local authority made several observations during the 32b regarding the design which have been incorporated into this version. A separate Placemaking, overall design & Layout report has been compiled and is included in this report as appendix C which details the changes made. These changes will be summarised here:

On recommendation from the local authority, the apartment balconies have been revised to inset on the west elevation of block A and the east elevation of Block B. This gives more of an edge to the northern character area.

The duplex blocks C,D & E have been changed to have living spaces both on the southern and northern elevations. This improves the aspect of these units. The balconies/terraces have also been moved to the south to improve privacy.

Housetypes have been revised to include more gable end windows to improve passive supervision where necessary.

The housetypes, apartments and duplexes of character area 1 & 2 have been revised to utilise the same brick as in neighbourhood 2 and Character area 3 will use a brick that will match neighbourhood 1 in the adjacent scheme to better visually integrate the 2 housing developments.

The 2 amenity spaces in Character area 3 have been revised to respond to the 32b meeting. The larger open space has had its cycle path moved north to be parallel to the roadway. The houses to the south – west corner have also been moved south to allow for more public open space. The smaller open space to the south – east has also been reorganised so the houses run parallel to the distributor road.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

The urban design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site, with regards to the 4 indicators set out in The Compact Settlement Guidelines, as follows:

4.1 Sustainable & 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)?

The new distributor road will provide direct access to the site, including cycle lanes at both sides of this road both within this proposed development and within the development currently under construction. Public transport is also provisioned for via the proposed bus stops on the distributor road. The proposed layout will be further broken down into a network of hierarchal streets with local roads and homezones corresponding to DMURS best practise guidelines. The site strategy looks to give primacy where possible to cyclists and pedestrians throughout the development. Dedicated shared pedestrian and cycle routes are proposed along existing hedgerows, linking the Character Areas, open spaces and main access routes.

(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?

The route of the already largely built distributor road runs along the north and eastern edge of the site. This road provides vehicular, cycling and pedestrian access to the wider Longview development and onto the Ballyhooly Road. Blackpool town centre, 2.5km to the south - west, is a hub of retail, commercial, leisure amenities and employment opportunities. In addition, the city centre is 3.5km to the south which provides considerable employment, leisure, commercial provisions in addition to Cork Kent railway station and Cork bus station providing transport links to the wider county and country. Allowances are made for access and connections to potential future developments to the lands adjoining the southern boundary of the site and to the substantial parkland along the western edge of the site.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

4.1 Sustainable & Efficient Movement

(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?

The Layout strategy has evolved to create an interconnected network of Character Areas through open spaces and cycle and pedestrian routes. In accordance with the Design Manual for Urban Streets and Roads, the design has a clear hierarchy of roads within the scheme. The proposed routes through the site follow the principles of DMURS ensuring that traffic speeds are minimised and that the pedestrian is favoured. The design scheme focuses activity on the streets through the use of active frontages with the majority of accommodations accessed via front doors directly serving the street. Road junctions and building corners are generally articulated by units with the ability to provide overlooking in both directions. The scheme is largely designed as a series of quiet streets linking outward to the local road network and wider community.

For more information, please reference the drawings/documents prepared by MHL Consulting Engineers and the accompanying DMURS Statement.

(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?

The Houses are to predominantly have in-curtilage parking, with a small number of houses having on street parking. The apartments and duplexes are provided parking with a small surface level area at the northern end of the development; this provides roughly one space per unit. This surface parking to the north has been redesigned around a green space to minimise the visual impact of this parking. Parking is always close to the dwelling entrance. Materials used for parking in the public realm will be as allowed for by the local authority for taking in charge. Houses with rear gardens will have ample space to securely store bicycles, and Duplex and Apartment Units will be provided with dedicated Bicycle Store facilities which will be accessible only by residents and will be well lit and maintained by a management company.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

4.2 Mix of Land Uses

(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?*

The proposed development aligns with the Zoning for the site, ZO 02 New Residential Neighbourhoods, providing residential development in tandem with the provision of the necessary social and physical infrastructure. The new distributor road provides the key infrastructure with cycle and public transport connections which enable the development of the site. The residential uses are to be supported with the provision of creche facilities with 76 child spaces. In addition to this there is a creche, community center, doctors' surgery and retail spaces currently under construction immediately north of this proposal at the new neighbourhood center.

(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?*

A variety of housing types are proposed within the development expanding the accommodation choice within the Ballyvolane area while supporting existing commercial facilities within Ballyvolane and the wider North Cork City area. The scheme meets the requirement for both smaller rented accommodation such as the apartments and duplex units, starter homes and terraced or smaller semi-detached units while also providing family house types such as larger semis. The application site is situated within an emerging community whilst also being close to established neighbourhoods with existing schools and infrastructure.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

4.2 Mix of Land Uses

(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)?

The proposal along with the larger Longview development will form an important component of the new residential neighbourhoods which are currently emerging at the northern side of the city. This development will provide demand for the Ballyvolane shopping centre and surrounding businesses while also supporting the planned emergence of a district centre as stated in the Cork City development plan.

(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)?

To define the public realm, the buildings are used to create enclosure and public spaces linked and overlapped to create a sequence of places as one moves through the scheme. The streets are considered an integral part of the sense of place and spatial experience, with the combination of the architectural expression of the buildings and the hard and soft landscaping treatment supporting this. The open space areas are open ended and continuous where possible throughout the development to intensify their use and reinforce that sense of security for users when enjoying exercise and play outdoors. Public spaces and playgrounds are generally overlooked by surrounding homes to create a sense of ownership by residents and safety for users.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

4.3 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?*

Features of the site such as the existing line of Hedgerows have become key drivers in determining the layout and configuration of the residential blocks and the creation of natural Character Zones and neighbourhoods. The public open space and parks are formed around and along the line of Hedgerows, with a focus on the Dwellings facing onto and overlooking the open spaces. The scheme has also been positioned to better accommodate SUDS on a site with challenging drainage.

(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?*

The Open Space strategy for the development outlines a series of high-quality landscaped amenity areas, designed around, and linked together by the existing hedgerow corridors, creating routes and a sequence of places throughout the site, encouraging connections and use of these open spaces.

(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)?*

The site strategy looks to give primacy where possible to cyclists and pedestrians throughout the development. Dedicated shared pedestrian and cycle routes are proposed along existing hedgerows, linking the Character Areas, open spaces and main access routes. Layouts have been designed to enable easy access by all and fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for both external and internal environment design. All main entrances to buildings, and the approach to them, will be fully accessible.

(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?*

Green roofs, attenuation tanks and swales are all proposed as part of the SuDS based drainage proposal for the development- please refer Civil Engineering and Landscape drawings and reports for further details.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

(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 proposed scheme is located on lands that were used for agricultural purposes. Currently used as construction / material handling areas, the proposal is to put in place green / blue infrastructure through swale areas that will combine with landscaping to slow the flow surface water flows.

Figure x.x below shows the indicative storm water network with attenuation tank areas. The combined system delivers a discharge rate of x.x l/p sec with tanks located at low points in the site so that gravity systems can be employed. Ground sub surface conditions, which are rocky, dictate the use of a mixture of attenuation and suds type measures as opposed to Suds alone. Green roofs, details subject to detailed construction drawings, are employed on the roof of apartment schemes.

The overall proposal seeks to integrate the delivery of open spaces with biodiversity measures, primarily planting plans and specifications, that reflect indigenous species. The proposal also seeks to maintain / retain and replicate local “ditch” environments internally within the site and to the boundary areas. While ecology surveys have indicated no significant flora or fauna concerns, there are areas where long established ditches are desirable to maintain; i.e. the southern boundary and the central east / west spine that forms the location of the ESB 38 KV Wayleave. These are characterised by mature native planting and rough laid stone boundaries. These, in places will need to be reinforced repaired due to agricultural damage



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE
Image x.2 Green / Blue Infrastructure



Green/Blue Areas

ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

4.4 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?*

The site for this proposal is quite large and is also intended to act as a component of a much larger emerging neighbourhood. Therefore, it is necessary to divide this development into Character areas while also ensuring each of these forms a coherent urban pattern together as an overall site strategy, and beyond into the surrounding neighbourhoods.

Character Areas 02 & 03 are primarily composed of houses, with heights typically two-storey and a density range between 30-40 units per Ha. These areas are suburban in nature, with a hierarchal road network and housing cell arranged in optimal sizes to reflect this.

The height and density increases towards the northern end of the site, this is largely to reflect what is currently under construction on the other side of the road and to ensure this addition adds to a sense of enclosure around the proposed neighbourhood center. Careful consideration is given in this Character Area to define street edges, enclosure and activity, to foster a strong sense of place. h a pattern of blocks and streets that can be positively linked to adjoining developments.

- (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?*

The strategy for the public realm is clearly defined, with buildings and open spaces laid out to complete and compliment the rest of the Longview development. The houses are designed in small rectilinear boxes which overlook on all four sides. Private space is made obvious by the inclusion of front gardens/privacy strips. Amenity spaces both within and around the perimeter of the site are overlooked by surrounding homes to create a sense of ownership by residents and safety for users. The open space areas are open ended and continuous where possible throughout the development to intensify their use and reinforce that sense of security for users when enjoying exercise and play outdoors.

The proposed dwellings provide a continuity of street frontage with minimal set-back distance providing definition and enclosure to the public realm and entrances from the street. Efforts have been made to protect the privacy and amenity of the units on the ground floor levels through the provision of planted screening between the public and private spaces, while maintaining direct access to the streets or amenity areas.



ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN RATIONALE

4.4 Responsive Built Form

- (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?*

As it is a greenfield site, there aren't any existing buildings to respond to but rather this proposal intends to integrate with the broader development currently under construction. Consideration is given to the neighbourhood center which our proposal will seek to compliment by adding apartment and duplex buildings opposite it, completing a more enclosed focal point for the development and knitting the previously granted scheme into this proposal.

In addition to this efforts have been made to have front facing elevations along the boundaries of the site so as to address both the linear park which runs along the western boundary and the distributor road which runs along the eastern boundary.

- (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 overall design intent is to propose a mix of building and units types that responds to the constraints and opportunities of the site, fuelling a built form with an appropriate density and massing that integrates with the surrounding built, proposed and natural environment. The scheme knits together suburban style house cells and homezones around the periphery of the site, with high density apartment blocks at the neighbourhood center and urban streetscape concentrated along the distributor road. The Character Areas are distinguished by their material palates and styles, whilst maintaining a coherency of architectural expression throughout the site.



ARCHITECT’S DESIGN STATEMENT

URBAN DESIGN CRITERIA

5.1.1 Context

How does the development respond to its surroundings?

Features of the site such as the existing Hedgerows have become key drivers in determining the layout and configuration of the residential blocks and the creation of natural dividers between different typologies/character areas. Public open space and parks are formed around and along the Hedgerows or centrally located. The proposed layout responds to the topography of the site and seeks to avoid large retaining works. Consideration is given to how this scheme will link with the adjacent development to form a distinct but complimentary design.

5.1.2 Connections

How well connected is the new neighbourhood?

The proposal benefits greatly by the adjacent development currently under construction. There are two bus stops located on the new access road. There is also substantial bike infrastructure proposed with this development which will make cycling to the city centre a convenient option. In addition to this there are ample road connections to the city or surrounding areas.

5.1.3 Inclusivity

How easily can people use and access the development?

The new access road will provide direct access to the site, including cycle lanes at both sides, and provision for 2 bus stops. The proposed layout will be further broken down into a network of hierarchal streets with local roads and homezones corresponding to DMURS best practise guidelines. The site strategy looks to give primacy where possible to cyclists and pedestrians throughout the development. Dedicated shared pedestrian and cycle routes are proposed along existing hedgerows and site boundaries, linking the Character Areas, open spaces and main access routes. Layouts have been designed to enable easy access by all and fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for both external and internal environment design. All main entrances to buildings, and the approach to them, will be fully accessible.

5.1.4 Variety

How does the development promote a good mix of activities?

A variety of housing types are proposed within the development expanding the accommodation choice within the Ballyvolane area while integrating into the development currently under construction. The scheme meets the requirement for both smaller rented accommodation such as the apartments, starter homes and terraced or smaller semi-detached units while also providing family house types such as larger semis detached homes. The overall Site Strategy delivers a strong mix of activities within the scheme. The public and private realms are clear, and streets are considered an integral part of the place and of the spatial experience. Landscaping, boundary treatments, pathways and building enclosure all contribute to delineating between public and semi-private spaces. Activities are easily accessible by vehicle but are principally arranged to be accessible by foot and bicycle. A creche facility is also included in the proposed development and is designed to provide for 76 child places and 15 creche staff with associated play areas and carparking.

5.1.5 Efficiency

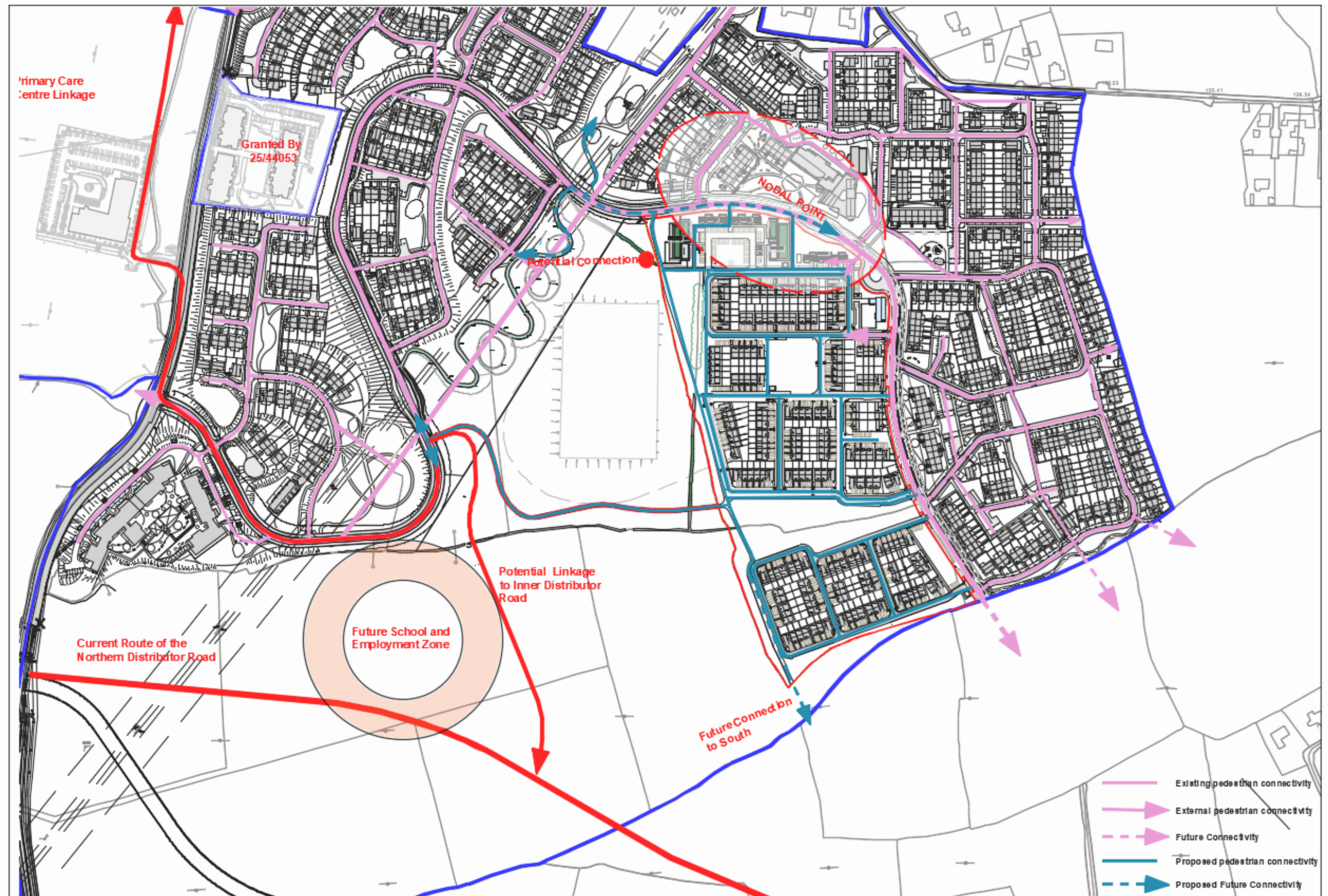
How does the development make the appropriate use of resources, including land?

The proposed layout makes the most efficient use of the land where possible. A density of 41.3 Units per hectare is appropriate to the site’s location on the edge of the city. Individual buildings and gardens are orientated to maximise daylight opportunities and solar gain. Efficient heating systems are proposed through the use of heat pumps, and adequate locations for recycling facilities are provided. Electric Vehicle Parking Spaces with power charging points are proposed for on curtilage car parking with ducting to be put in place to allow for additional future EV spaces. Sustainable surface water drainage systems are employed throughout the scheme, including a high percentage of soft landscaping and the implementation SUDS. Individual buildings have been designed to achieve efficiencies where possible to ensure maintenance costs faced by residents into the future are kept at reasonable levels.

ARCHITECT'S DESIGN STATEMENT

URBAN DESIGN CRITERIA

Connections



ARCHITECT’S DESIGN STATEMENT

URBAN DESIGN CRITERIA

5.1.6 Distinctiveness

How do the proposals create a sense of place?

The Site Strategy seeks to create a distinct and recognisable scheme, while integrating successfully with the existing context. The scheme will be a very positive addition to the identity of the locality and enhance the sense of place through the high-quality architecture, landscaping and urban design. The Open Space strategy differentiates between areas of public, communal and private open space and ensures that areas of open space are accessible, usable and available for all, with high quality landscaping and planting aiming to create attractive public green spaces. It is considered that the overall scheme development can be a positive addition to the identity of the locality and enhance the sense of place through the quality architecture, landscaping and urban design in addition to the development’s amenity offering and spaces for residents and the broader community to meet and socialise.

5.1.7 Layout

How does the proposal create people friendly streets and places?

The Layout strategy has evolved to create an interconnected pair of Character Areas through open spaces and cycle and pedestrian routes. In accordance with the Design Manual for Urban Streets and Roads, the design has a clear hierarchy of roads within the scheme. The proposed routes through the site follow the principles of DMURS ensuring that traffic speeds are minimised and that the pedestrian is favoured. The design scheme focuses activity on the streets through the use of active frontages with the majority of accommodations accessed via front doors directly serving the street. Road junctions and building corners are generally articulated by units with the ability to provide overlooking in both directions. The scheme is largely designed as a series of quiet streets linking outward to the local road network and wider community.

5.1.8 Public Realm

How safe, secure and enjoyable are the public areas?

The strategy for the public realm is clearly defined, with buildings used to create enclosure and public spaces linked and overlapped to create a sequence of places as one moves through the scheme. Children’s play areas are overlooked, the public and private realms are clearly defined, and streets are considered an integral part of the place and of the spatial experience.

Public space is generally overlooked by surrounding homes to create a sense of ownership by residents and safety for users. The open space areas are open ended and continuous where possible throughout the development to intensify their use and reinforce that sense of security for users when enjoying exercise and play outdoors. Play areas are sited where they will be overlooked safe and contribute to the amenities of the neighbourhoods proposed within this design. Public, semiprivate and private space is clearly defined throughout the design. Roads & parking areas have been addressed in the context of the design of the public realm. The proposed dwellings provide a continuity of street frontage with minimal set-back distance providing definition and enclosure to the public realm and entrances from the street. Efforts have been made to protect the privacy and amenity of the homes on the ground floor through the provision of private, planted buffer zones between the public and private zones on ground floor, while maintaining direct street access.

5.1.9 Adaptability

How will the buildings cope with change?

House and Duplex designs are in line with the principles of whole life-cycle homes, with inclusive layouts suitable for a wide range of people in terms of age and abilities. The layouts have built-in flexibility to allow for homes to be adaptable over the lifetime of the residents- extending to the rear, converting attic space, or reconfiguring floor plans for ground level bedrooms, accessible bathrooms and circulation. The fabric and structure of the units are intended to be robust, durable and long-lasting, while keeping future maintenance costs to reasonable levels. Interiors of the apartment units have a ‘loose-fit’ structural approach, with party walls between units fixed structural elements, whereas internal partitions are envisaged as non-structural and therefore flexible, allowing for future reconfiguration.

ARCHITECT’S DESIGN STATEMENT

URBAN DESIGN CRITERIA

5.1.10 Privacy and Amenity

How does the scheme provide a decent standard of amenity?

The location of the development next to the new Longview development allows for access to a multitude of sporting and leisure facilities, and pedestrian connectivity and cycle lanes promote walking and cycling as healthy outdoor exercise and activities. The Outdoor Amenity Spaces provide landscaped shared exterior space appropriate for a variety of activities and gatherings. Privacy strips of planting are providing a screened buffer for the street level units. Boundaries and screening have been carefully designed with sufficient privacy for the occupants. Each dwelling unit has been designed to minimise sound transmission between units by using the appropriate acoustic insulation as part of the party wall construction.

5.1.11 Parking

How will the parking be secure and attractive?

The Houses are to predominantly have in-curtilage parking, with on-street parallel and perpendicular parking to be provided for the Duplexes. Character Area 01 (apartment blocks: A,B,C,D,E) has parking organised around a landscaped green open space and overlooked by all apartments.. The on-street parking is concentrated around the creche and duplex units as the houses have in curtilage parking. Parking provision is based on 2 spaces per 3 & 4 bed house and 1 space per 1 & 2 bed units. Parallel parking or group parking is used where appropriate for urban design reasons such as traffic calming and to avoid long stretches of front garden parking on the main approach. Parking is always close to the dwelling entrance. Materials used for parking in the public realm will be as allowed for taking in charge. Houses with rear gardens will have ample space to securely store bicycles, and Duplex and Apartment Units will be provided with dedicated Bicycle Store facilities which will be accessible only by residents and will be well lit and maintained by the management company.

5.1.12 Detailed Design

How well thought through is the building and landscape design?

The integration of landscape and buildings is central to the scheme concept with the use of the public spaces and movement through the site. Parking, streets and movement are all considered together in how the scheme is used. To create a legible environment for people to live within and move through, a hierarchy of materials (paving, street furniture etc.) and planting will be employed to create different zones and provide visual cues to how people may move through or use these spaces. While different paving materials and textures will be used to demarcate changes in levels, verges, pedestrian priority zones, cycle paths and to guide the visually impaired, it is proposed that materials including paving, lighting, street furniture and tree planting will be chosen from a limited palette to encourage visual cohesion within the scheme. Focal points will also be incorporated at appropriate locations within the lands to enhance this sense of place and to assist with way-finding through this scheme.



ARCHITECT'S DESIGN STATEMENT

DETAILED DESIGN

6.1 CHARACTER AREAS

6.1.1 Character Area 01

Site Area	0.8285 Ha	
Number of Units		68 Units
Density	82.0 Units/Ha	
Unit Mix		
Houses	0	(0.0%)
Duplex	14	(20.6%)
Apartments	54	(79.4%)
Building Heights		2-4 Storeys
Public Open Space	0.168 Ha	
Parking	1.01 (69) space per unit	

Description

Located in the northern section of the site. This portion forms the high-density part of this application. It runs along the main road and is the section of the development closest to proposed bus, car and bike connections.

With a mix of apartments and Duplexes, the density is 82.1units/Ha, with the corresponding heights of 2-4 storey reflecting this. All duplexes and ground floor apartments are to be own door access units. The parking for these units is located in a central landscaped parking area. Units will have balconies and terraces to provide quality private amenity spaces which will passively supervise the car parking and surrounding open space.

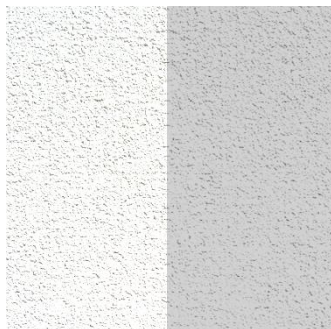
The look and feel of the Character Area is distinguished by the following materials palette;

Primary Materials

- Painted Render: White or Grey
- Brick: Light Cream / Off White
- Brick: Burren Brick or similar

Accent Materials

- Metal sheeting/cladding: Dark Grey or similar synthetic material
- Window & Door Frames: RAL 7015 Grey or similar
- Gutters / Downpipes: Black



Overall Site Area: 7.62 Ha

Area includes;

- Hedgerows
- Creche
- Wayleaves
- Cyclepaths
- Land Zone Public Open Area
- Long Term Strategic Development Lands

Character Area 01: 8285 sq/m

(excluding Hedges + Wayleaves)

Building Footprint: 1,961 sq/m

Character Area 02: 28,524 sq/m

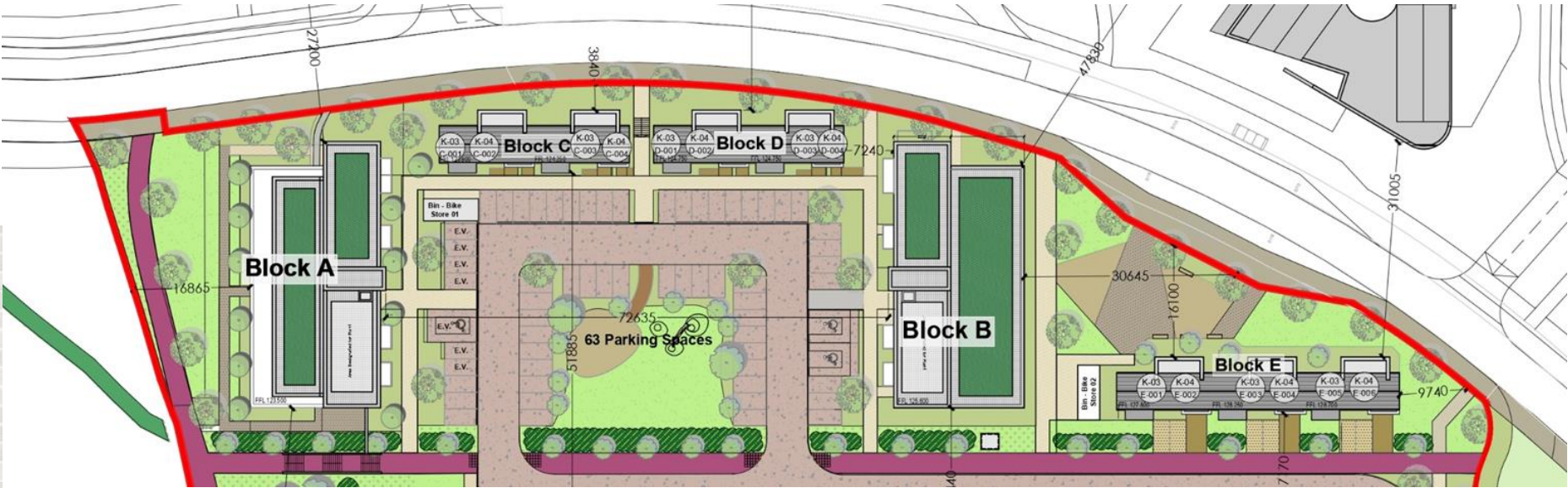
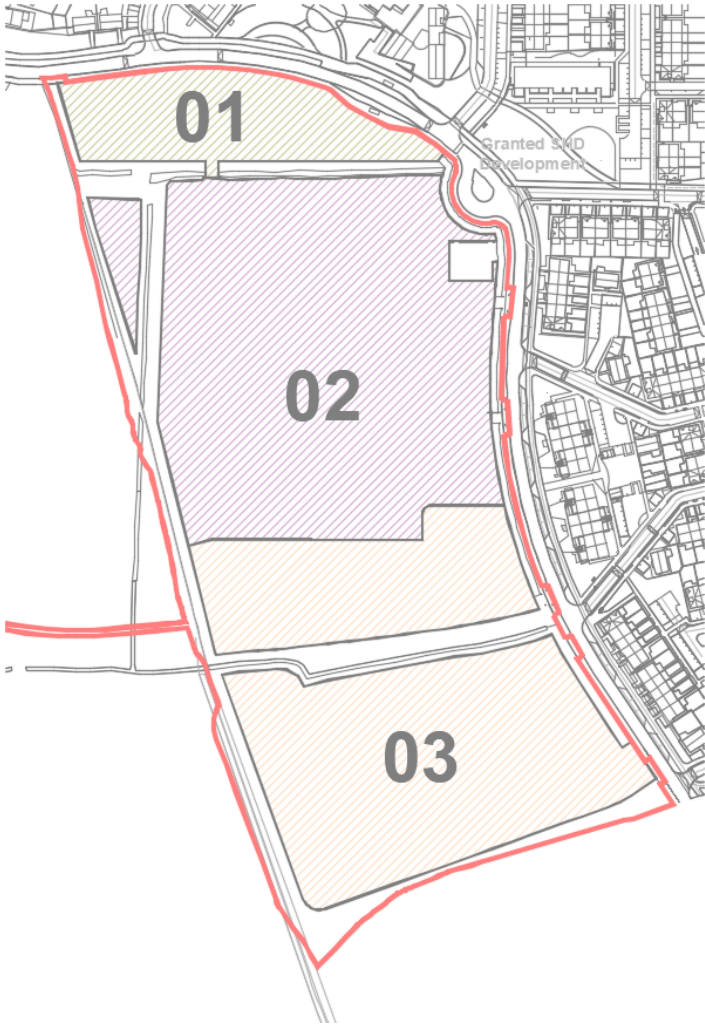
(excluding Hedges, Wayleaves + Creche)

Building Footprint: 6412.9 sq/m

Character Area 03: 26,001 sq/m

(excluding Hedges & Wayleaves)

Building Footprint: 5476.3 sq/m



ARCHITECT'S DESIGN STATEMENT

DETAILED DESIGN

6.1 Character Areas

6.1.3 Character Area 03

Site Area	2.60 Ha	
Number of Units		87 Units
Density	33.4 Units/Ha	
Unit Mix		
Houses	87 (100%)	
Duplex	0 (0%)	
Apartments	0 (0%)	
Building Heights		2 Storeys
Public Open Space	0.701 Ha	
Parking	1.7 (144) spaces per unit	

Description

Located on the southern side of the site, this character area is centered on the existing hedgerow and the public open space on either side of it. It is the furthest from the main road and therefore has a lowest density and is comprised of houses.

Cycle and pedestrian paths follow the roadways and the site edge to connect to the access road and Character Areas 02.

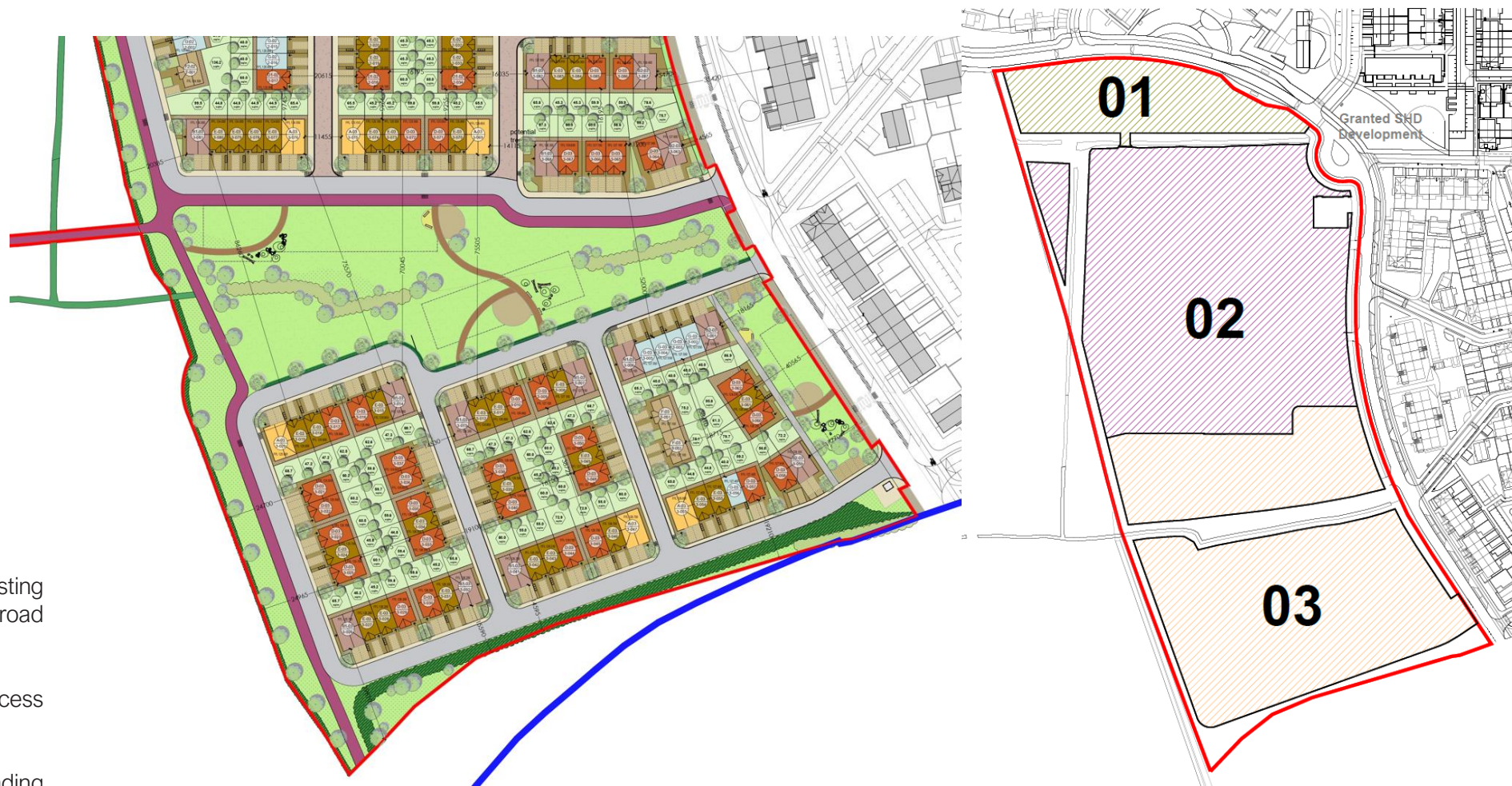
Proposed as solely Housing Units, the density is low to medium, with the corresponding height of 2 storey reflecting this. All the dwellings are to be own door units, majority with in-curtilage parking. Private open spaces, by means of enclosed gardens, are generously sized and orientated to optimize sunlight and aspect. These homes form an edge along the future park.

The look and feel of the Character Area is distinguished by the following materials palette;
Primary Materials

- Painted Render/ White Painted Render or similar coloured finish
- Tile Roof: Farmhouse Red or similar

Accent Materials

- Brick: Moorland Brick or similar
- Window & Door Frames: Dark Grey



Overall Site Area: 7.62 Ha

Area includes;

- Hedgerows
- Creche
- Wayleaves
- Cyclepaths
- Land Zone Public Open Area
- Long Term Strategic Development Lands

Character Area 01: 8285 sq/m

(excluding Hedges + Wayleaves)

Building Footprint: 1,961 sq/m

Character Area 02: 28,524 sq/m

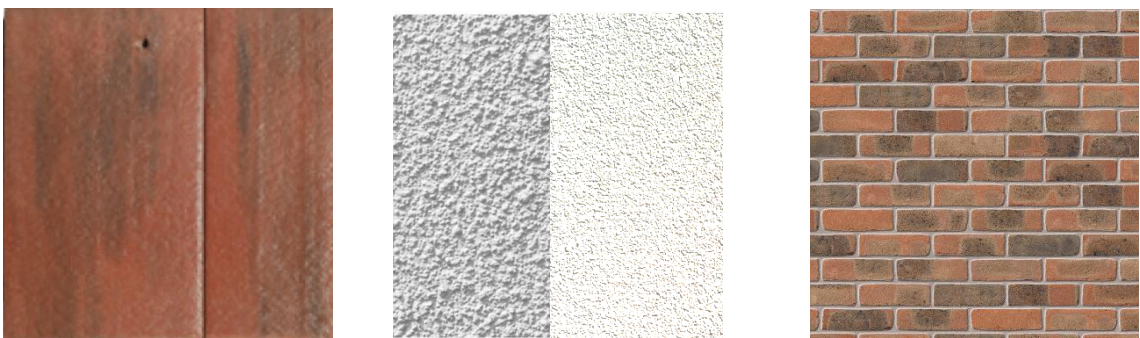
(excluding Hedges, Wayleaves + Creche)

Building Footprint: 6412.9 sq/m

Character Area 03: 26,001 sq/m

(excluding Hedges & Wayleaves)

Building Footprint: 5476.3 sq/m



ARCHITECT'S DESIGN STATEMENT

DETAILED DESIGN

6.2 Unit Types

6.2.1 Houses

The proposed housing units are comprised of mainly 2-storey units, with 7 no. unit types, designed with broadly two different styles, along the distributor road units have more brick to more formally address the street.

- All units are primarily finished in a painted render finish, contemporary fenestration, and Burren or Moorland brick.
- Most units are proposed with a covered entrance in the front façade, to offer a contemporary entrance portal. All fenestration will be double glazed units to selected frame colours and low cills where possible to maximise light into the living spaces.
- Floor to ceiling heights are proposed at 2.7m.
- Storage rooms/cupboards are generously sized and conveniently situated, with allowances for mechanical cupboards to house heat-pump compressor units.
- Private garden open space is to current guideline areas and dimensions.

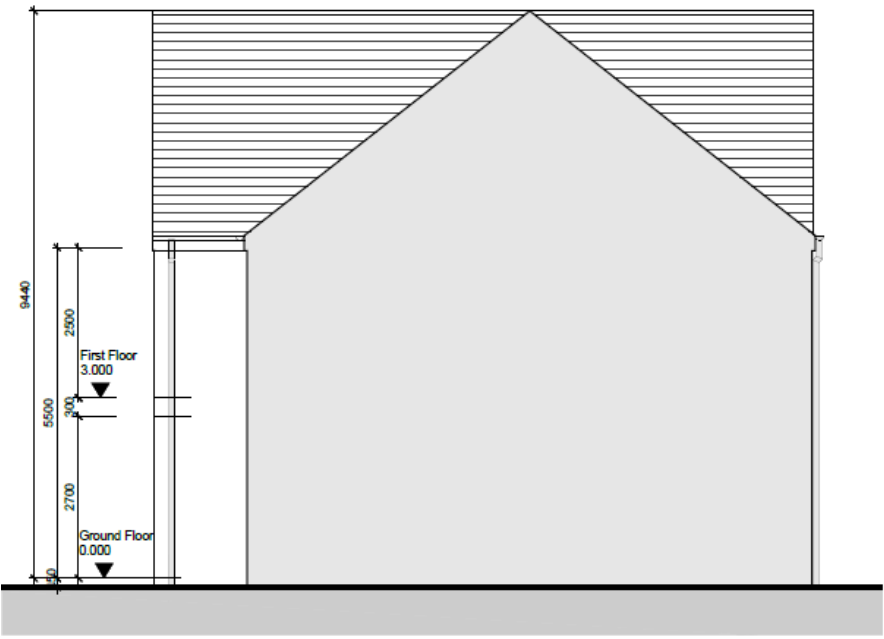
The house frontages transition from the public to private realm with off street on curtilage parking combined with a 1.5-2m landscaped planted perimeter.



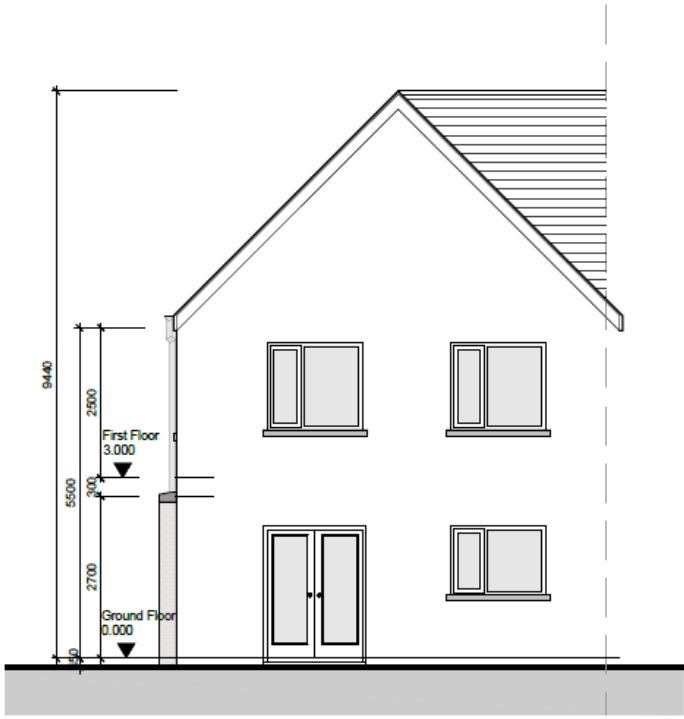
Front Elevation



Side Elevation 01



Side Elevation 02



Rear Elevation

ARCHITECT'S DESIGN STATEMENT

DETAILED DESIGN

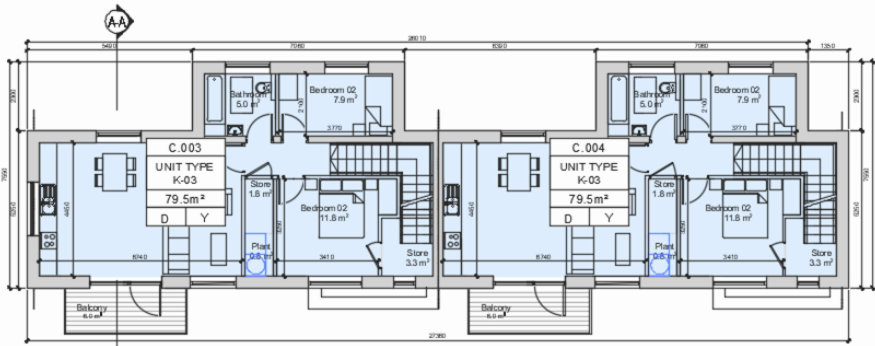
6.2 Unit Type

6.2.2 Duplexes

The proposed Duplex units are two bed units. These are placed in 2 storey buildings in a one over one configuration, this gives them a similar scale to semi-detached houses. The upper units have their own balconies and can be accessed via an own door entrance at ground level.

There are 2 no. Duplex types used within the scheme, offering a variety of design and expression within the site;

- Duplex Units provide additional density without visually impacting the overall scheme
- The material combination of brickwork and painted render offers a distinctive aesthetic for these units.
- Duplexes can accommodate different lifestyles as they provide more low maintenance option when compared to houses.



Block C - First Floor Plan
Scale 1: 100 @A1



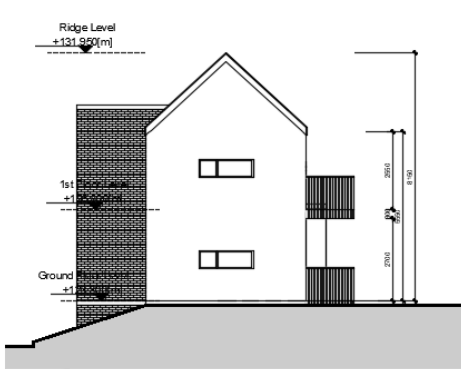
Block C - Ground Floor Plan
Scale 1: 100 @A1



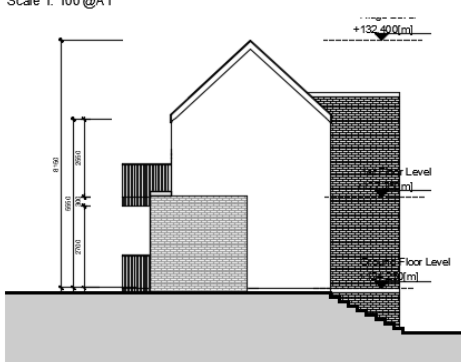
Block C - North Elevation
Scale 1: 100 @A1



Block C - South Elevation
Scale 1: 100 @A1



Block C - West Elevation
Scale 1: 100 @A1



Block C - East Elevation
Scale 1: 100 @A1

ARCHITECT'S DESIGN STATEMENT

DETAILED DESIGN

6.2 Unit Types

6.2.3 Apartments

The development has 2 Apartment Blocks to offer a balance in the overall dwelling type and tenure. The Apartment Blocks are located in Character Area 01.

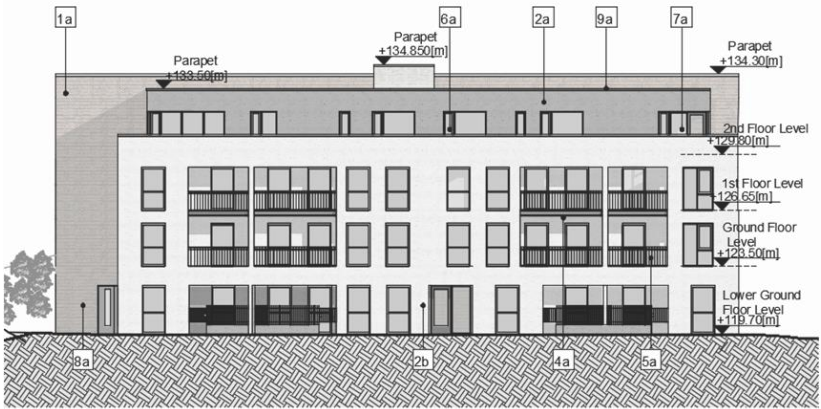
The unit mix is 1-bed & 2-bed units, with a variety of layouts including linear shaped units stepped back on the top floor. All Units are designed to meet or exceed the requirements of Sustainable Urban Housing – Design Standards for New Apartments (2025). 54% of the total are to be Dual Aspect Units.

The ground floors contain entrance lobbies/service spaces and own door units providing active frontage. Bin store and secure Bicycle Parking are located at ground level for resident's convenience. Parking is provided at surface level. Form and massing studies supported the design development and refinement to improve integration with its surroundings, minimising the impact on neighbouring residential amenities while achieving an appropriate site density. The building volumes and scale has been subdivided into different elements to break down the scale relative to the neighbouring buildings.



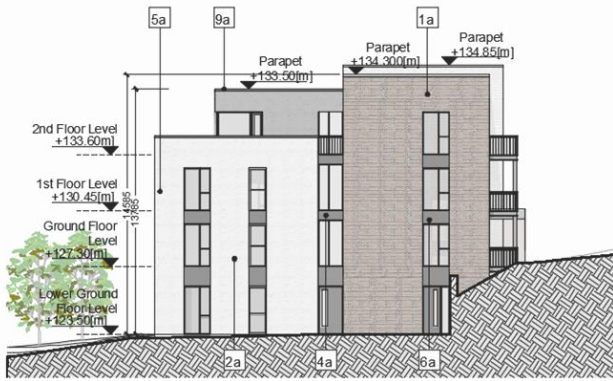
East Elevation

Scale 1: 200 @A1



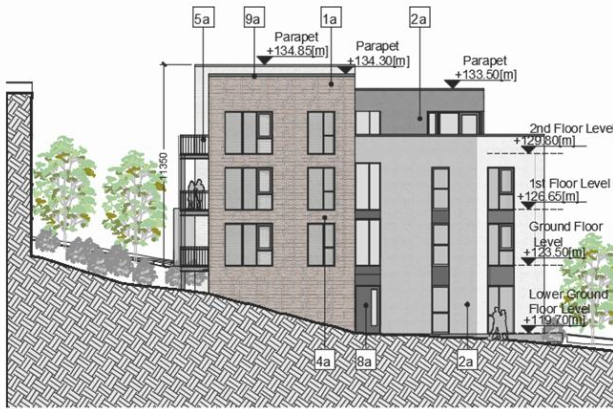
West Elevation

Scale 1: 200 @A1



South Elevation

Scale 1: 200 @A1



North Elevation

Scale 1: 200 @A1

ARCHITECT’S DESIGN STATEMENT

PROJECT PARTICULARS

7.1 Summary of Accommodation

SITE DATA

Description	Area Site	Building Footprint	Plot Ratio	Site Coverage	No. of Units	Density
Developable Site Area	63400.0 m ²					
Total Site Area (Area within Red Line Boundary)	76160.5 m ²					
Public Open Area	14362.0 m ²			22.65%		
Communal Open Area	480.7 m ²					
Area 01	8285.5 m ²	1961.0 m ²	0.70	23.67%	68	82.0 per Ha
Area 02	28524.7 m ²	6412.9 m ²	0.45	22.48%	107	38.2 per Ha
Area 03	26001.1 m ²	5476.3 m ²	0.39	21.06%	87	33.4 per Ha
Total		13850.2 m ²	0.45	21.8%	262	41.3 per Ha

BUILDING DATA

Site Areas	Unit Type					Total No. of Units
	1-Bed	2-Bed	3-Bed	4-Bed	5-Bed	
Area 01	33	35	0	0	0	68
Area 02	0	19	74	14	0	107
Area 03	0	5	62	20	0	87
Total	33	59	136	34	0	
Unit Mix (%)	12.6%	22.5%	51.9%	13.0%	0.0%	
Total						262 Units

ARCHITECT'S DESIGN STATEMENT

PROJECT PARTICULARS

UNIT TYPE DATA

Type	Description	Net Area					%	Cumulative Area
			Character Area 01	Character Area 02	Character Area 03	Overall Site		
Type A	4-Bed End Terrace	133.2 m ²	0	3	6	9	3.4%	1198.8 m ²
Type B	4-Bed End Terrace	133.2 m ²	0	11	14	25	9.5%	3330.0 m ²
Type D	3-Bed Semi-Detached	102.8 m ²	0	39	32	71	27.1%	7298.8 m ²
Type E	3 Bed Terrace	95.0 m ²	0	30	28	58	22.1%	5510.0 m ²
Type F	3 Bed Mews End Terrace	106.4 m ²	0	5	2	7	2.7%	744.8 m ²
Type G	2 Bed Terrace	80.8 m ²	0	17	5	22	8.4%	1777.6 m ²
Type H	2 Bed Mews Terrace	81.0 m ²	0	2	0	2	0.8%	162.0 m ²
Type K-03	2 Bed Duplex	79.5 m ²	7	0	0	7	2.7%	556.5 m ²
Type K-04	2 Bed Duplex	66.5 m ²	7	0	0	7	2.7%	465.5 m ²
Type J-01	1 Bed Apartment	48.0 m ²	17	0	0	17	6.5%	816.0 m ²
Type J-02	2 Bed Apartment	70.6 m ²	13	0	0	13	5.0%	917.8 m ²
Type J-03	1 Bed Apartment	56.4 m ²	1	0	0	1	0.4%	56.4 m ²
Type J-04	2 Bed Apartment	95.6 m ²	1	0	0	1	0.4%	95.6 m ²
Type J-05	1 Bed Apartment	50.0 m ²	15	0	0	15	5.7%	750.0 m ²
Type J-06	2 Bed Apartment	75.0 m ²	7	0	0	7	2.7%	525.0 m ²
			68	107	87	262		24204.8 m ²

PERCENTAGE OF UNIT TYPES

	House	Duplex	Apts
Area 01	0	14	54
Area 02	107	0	0
Area 03	87	0	0
	194	14	54
	74.00%	5.00%	21.00%

RESIDENTIAL CAR PARKING

House	Apts & Duplex	Residential Parking Ratio	Total
	69	1.01	69
170	0	1.59	170
144	0	1.66	144
314	69	1.5	383

ARCHITECT'S DESIGN STATEMENT

PROJECT PARTICULARS

7.2 Universal Design

A **Statement of Compliance with Universal Design** is submitted with the application documentation

Consideration of the guidance set out in the 2013 Universal Design Guidelines for Homes in Ireland has informed the Site Masterplan layout and landscaping proposal. The main features of the proposed development are therefore as follows:

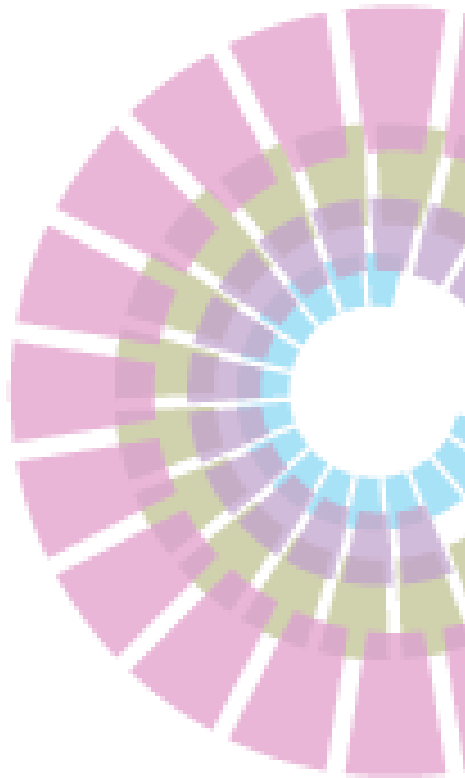
- ✓ All buildings houses have level access delivering ease of access for all. The public realm is designed to ensure accessibility on equal terms for people of a range of ages and physical mobility.
- ✓ A range of unit types have been proposed in terms of both size and design meeting the aspirations of a range of people and households.
- ✓ The proposed development presents a welcoming and positive aspect to passers-by, creating a new accessible urban, public realm and allowing for direct connectivity to open spaces and adjoining lands, thus avoiding unnecessary physical and visual barriers.
- ✓ Connectivity to adjoining lands has been incorporated into the design of the layout. The network of paths and cycle routes ensure full permeability throughout the scheme and ensures connectivity from the subject site to the surrounding area and local facilities beyond.
- ✓ Falls and gradients have been minimized wherever possible on site and level access will be provided at all parking locations. All units within the development will meet the requirements of Part M of the Technical Guidance Documents where accessibility is concerned.
- ✓ Public spaces, streets and parks, are all designed so that every member of society can use them. Dwellings address these spaces so that they are passively supervised, creating safe spaces for everyone to use. The activity generated here enhances the open space realm.



Each of the Residential Units have been designed with a set of core principles dictating the building layouts to enable easy access by all and fully comply with Part M of the Building Regulations. Building for Everyone:

A Universal Design Approach has been used as a guideline for both external and internal environment design.

- 1.External Environment.
 - Provision made for Universal Access parking.
 - Universal Access compliant footpaths and ramps.
 - Tactile paving surfaces.
- 2.Entrances and Horizontal Circulation.
 - Entrance lobbies sized to allow for a wheelchair turning circle.
 - Corridors wide enough to accommodate wheelchair users.
 - Doors and ironmongery are compliant with access requirements.
- 3.Vertical circulation.
 - Lift provision to the apartment building.
 - Handrails on both sides of circulation stairs. Refuge space in all stair cores.
- 4.Internal Environment.
 - All public spaces well lit.
 - Proposed visual colour contrast in public areas.
 - Proper signage in public spaces.
- 5.Sanitary Facilities.
 - Bathroom spaces meets Universal Access requirements.
 - Proper lighting in sanitary facilities
- 6.Facilities.
 - Sanitary facilities to be provided for wheelchair users in communal amenity spaces.
 - Heights of window sills meets the requirements of the wheelchair user.
- 7.Building Types
 - Entrances by design are clearly identified due to the choice of material finish.
 - Approach complies with regulations with regard to Universal Access.
- 8.Building Management.
 - Maintenance Room located on site.
 - Entrance Lobbies as a point of reference for notifications & building information.
 - Evacuation plans set by the management of the building



ARCHITECT'S DESIGN STATEMENT

CONCLUSION

The proposed design for the lands at Longview, Ballyvolane responds to the characteristics and opportunities of the site to deliver quality housing with varied typology and size. This housing scheme is within the boundaries of Cork City where the demand for new build housing is increasingly high. This design has sought to integrate this land into an already under construction housing development and enhance it. The density seeks to match and exceed the adjacent development and other schemes under construction along the Ballyhooly road such as Arderrow and Danesfort.

Higher density homes are concentrated near transport links, creches and other neighbourhood amenities. Medium density is achieved throughout the rest of the site with strong pedestrian and cycling connections to the distributor road. The medium density areas provide more traditional terrace and semi-detached homes suitable for all stages of life.

The character areas divide the site into three distinct zones with their own unique architectural languages including a variety of finishes and features. The arrangement of these houses provides active street fronts, passive supervision and enclosure. The character areas helps breakdown and differentiate the overall scheme and contribute to placemaking and wayfinding for future residents and visitors.

Connections are central to the design of this development. Strong pedestrian links provide safe and efficient movement through the site and into the adjacent development. There will be multiple entrances into the adjacent parkland in the future. Cycling infrastructure is also well provisioned, with a segregated cycle lane running along the western boundary and another substantial lane running along the public open space in character area 03. Streets are also designed to guarantee a safe environment for cyclists. A bus stop on the northern end of the site allows for travel into the city and other suburbs. Play areas and the neighbourhood center are also within walking distance of all homes in this development.

Great attention has been given to the design of the landscape for this scheme, with quality open space and communal areas a key consideration (Reference CSR Landscapes Drawings/Report). The complex topography has also meant that drainage design has had a key influence on this development with the implementation of SUDS design providing gravity fed attenuation integrated into the landscape and architectural design (Reference MHL drawing/documents)

This proposal will provide a significant quantum of much needed housing to Cork City. This site has the rare opportunity to integrate into a currently emerging neighbourhood and much consideration has been given to making this design both compliment and enhance the broader Longview development. The proposed housing will deliver a high quality of life for future residents and only add to the emerging character of Ballyvolane.



ARCHITECT’S DESIGN STATEMENT

APPENDICES
Appendix A

CGIs



ARCHITECT’S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT’S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT'S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT’S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT’S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT'S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT’S DESIGN STATEMENT

APPENDICES

CGIs



ARCHITECT’S DESIGN STATEMENT

APPENDICES
Appendix B

Measuring Residential Density

This is a response to the Sustainable and Compact Settlements Guidelines Appendix B:
Measuring Residential Density

Our Net Site Area was calculated using Table 1:

Table 1

Net Site Area Includes	Net Site Area Excludes
- Local Streets as defined by Section 3.2.1 DMURS. - Private and semi-private open space. - Car parking, bicycle parking and other storage areas. - Local parks such as neighbourhood and pocket parks or squares and plaza's - All areas of incidental open space and landscaping.	- Major road/streets such as Arterial Streets and Link Streets as defined by Section 3.2.1 DMURS. - Lands used for commercial development (inc. retail, leisure and entertainment). - Lands for primary schools, churches and other community services and facilities. - Larger, Regional or District Parks, Wayleaves or rights of way. Other areas of land that cannot be developed due to environmental sensitives, topographical constraints (i.e. steepness) and/or are subject to flooding.

Based on this table the decision was made to exclude Wayleaves, Creche (Commercial), Hedgerows (environmental) Steep topography (topographical) and a new link across the future parkland (Parks)

This gave a Net site Area of 6.34 Ha (Please see Diagram on following page)

There 262 Units in this development generating a Residential density of: 41.3 Units per Ha



Site Area (Within Red Line Boundary): 7.62 Ha

AREA EXCLUDED FROM NET SITE AREA:

	Wayleaves	-	0.4140 Ha
	Hedgerow	-	0.2232 Ha
	Creche	-	0.1165 Ha
	Steep Topography-		0.4251 Ha
	New Park Link	-	0.0972 Ha
TOTAL AREA EXCLUDED:			1.2760 Ha



Developable Area

Developable Area: 6.34 Ha

262 Units/6.34 Net Site Area

= 41.3 Units per Ha

ARCHITECT’S DESIGN STATEMENT

APPENDICES
Appendix C

32B – Placemaking, Overall Design & Layout

This appendix has been compiled to respond to each individual observation made by the local authority regarding Placemaking, Overall Design & Layout

32B – Placemaking, Overall Design & Layout – 19.03.2026

1. **Placemaking, Overall Design and Layout:** The applicant is requested to provide further consideration of, and possible amendment to, the documents and/or design proposals in respect of the proposed site layout and of the placemaking/open spaces of the development, with particular focus on the following:

a) **Visibility, Edges & Landscape Structure**

- *The site is elevated and exposed, visible from the Glen (to the southwest) and Mayfield (to the southeast) as well as from west and northwest approaches. Defining the western boundary with planting to embankments, for example native hedgerow and intermittent trees, is encouraged as it will provide long-term visual screening and shelter from prevailing winds, while contributing to biodiversity, in line with CCDP GBI objectives and DMQH emphasis on high quality, designed landscape to create a sense of place. Contextual elevations and verified views of western and northwestern aspects will be required, to illustrate the proposed scheme against the wider skyline.*
- *Softening of the proposed fencing along the west boundary and active travel route with a planted enclosure (native hedge with trees, for example) is recommended, with provision for temporary protection during establishment. This would enhance place legibility along both sides of this boundary, in line with place-making principles, while still providing a sense of security for residents. This boundary screen should remain permeable (without lockable gates) where gaps are required for active travel through-routes, maintenance access, etc.*

Enhanced landscape details are provided of the western boundary. Landscape boundary treatment are enhanced as per the request of the Parks Department and local views of the proposal are also provided as per models prepared by Wilson Architecture. Boundary treatment are intended and designed to be permeable while also seeking to be “stock proof” (prevent trespassing horse movement). Architectural drawings are also provided that illustrate the western elevation to the proposal in long format.



b) Block Layout within the Scheme
The block layout is regular, and orthogonal as far as site constraints permit. This provides a legible structure and a sense of enclosure and place within the development, in line with DMURS and DMQH, and is supported. There is active frontage onto the majority of open space perimeters. Where continuous active frontage is not provided, for example gable ends fronting onto public realm, windows should be positioned to provide passive supervision. • We would recommend enhancing the proposed Green-blue infrastructure by introducing NbS, for example trees, swales, and linear raingardens, along north-south roads between blocks to the south of the Central Square.

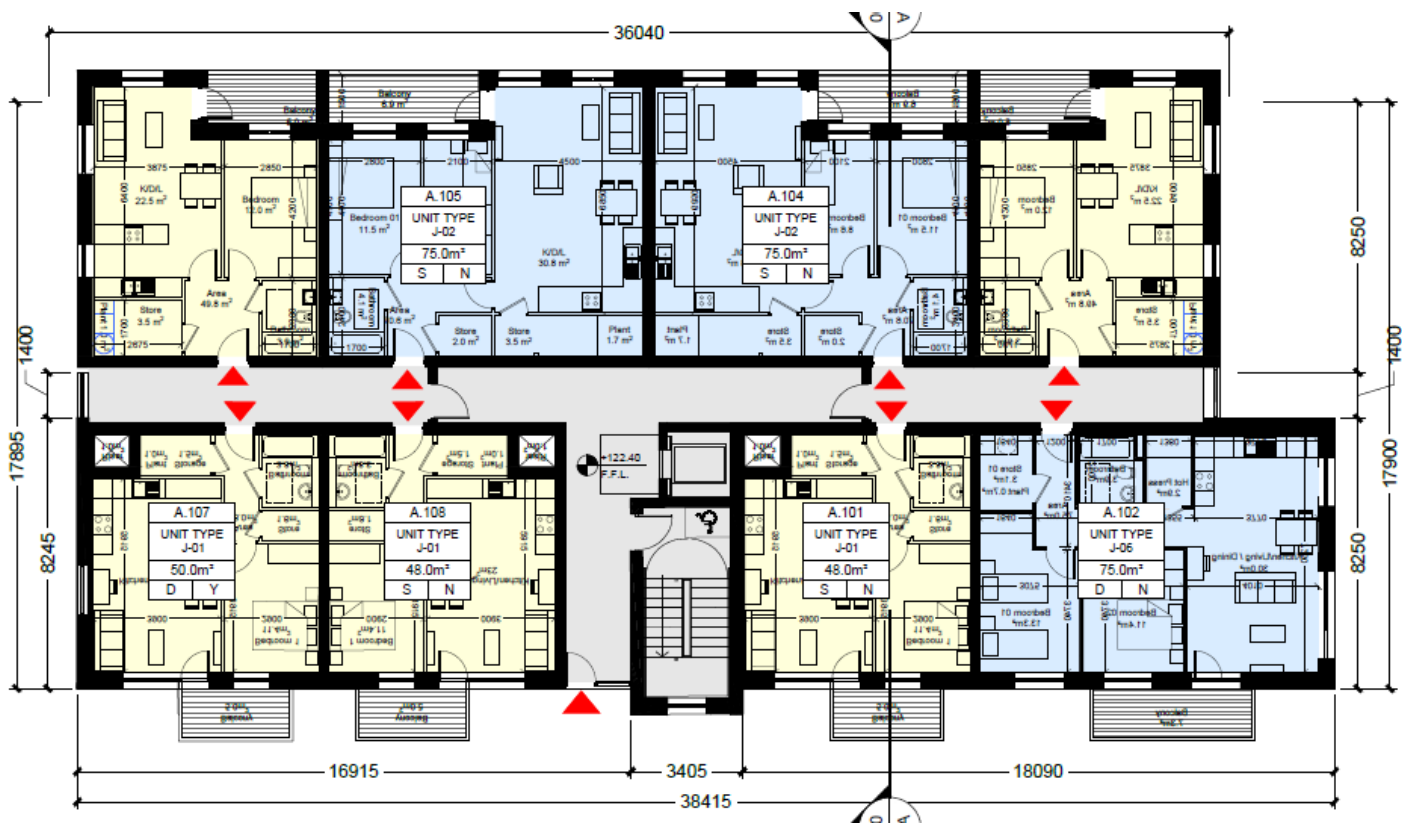
Please see attached response document(s) by Wilson Architecture.
House types with relatively blank gables have been revised to include more windows to provide more passive supervision. Each “block” of houses now has a unit on the corner which has windows looking in two directions enhancing passive observation of spaces.



32B – Placemaking, Overall Design & Layout – 19.03.2026

c) **Block A and Block B – Prominent, Exposed Corners & Balcony Strategy**
Given the elevated siting, Block A presents a prominent and exposed north and west frontage. We strongly recommend revising the balcony approach from stacked projecting type to recessed to reduce wind exposure, enhance privacy, and create more usable private open space. Establishing a continuous masonry skin at the corners of these prominent blocks would reinforce enclosure and street edge, which would be consistent with DMURS principles of positive building lines and enclosure. Block B would benefit equally from this approach.

Block A and B's balconies have been revised. They now feature inset balconies on the facades on the outside of the northern square. These changes have given the western façade of block A, a continuous building line which turns the corner both north and south. Block A also has a setback at its top level to further reduce the mass of this block when viewed from the approach to the site along the distributor road. Block B has been given a similar treatment but does not feature a setback as it is deeper in the scheme and does not have the same prominence as Block A.



32B – Placemaking, Overall Design & Layout – 19.03.2026

d) Duplex Blocks C & D – Aspect, Ground Level & Northern Square

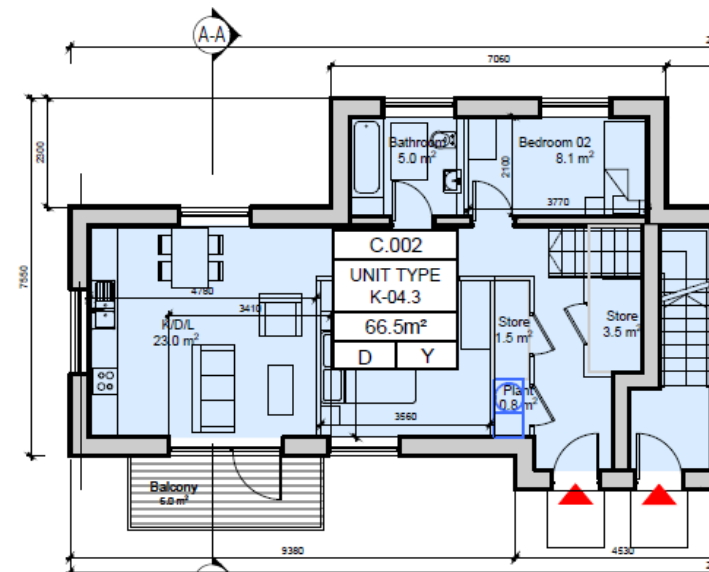
- Current layouts have mainly north-facing living spaces. Raising the entrance floor level to provide level access entrance to the ground floor from the south, with introduction of a retaining embankment to the north, would provide a two-storey facade onto the North Square, and create truly dual-aspect units, improving sunlight access in line with DMQH guidance on dwelling quality and aspect/daylight. The resulting retaining embankment to the north could be planted with native species.

- The blocks would benefit from reorganisation of interior layouts: stairs and service spaces currently occupy much of the south elevation, while living spaces would get more benefit from the southerly aspect. Window composition facing south onto the North Square could be reorganised accordingly, generating a more ordered elevation and better activation of the courtyard elevation/passive surveillance.

- North Square public realm - redistribution of some parking and introduction of NbS to deliver a greener, more multifunctional space comparable in quality to the Central Square would be strongly recommended, with better integration of parking within a pedestrian/landscape-priority space, in line with the drainage policy on SuDS/NbS integration.

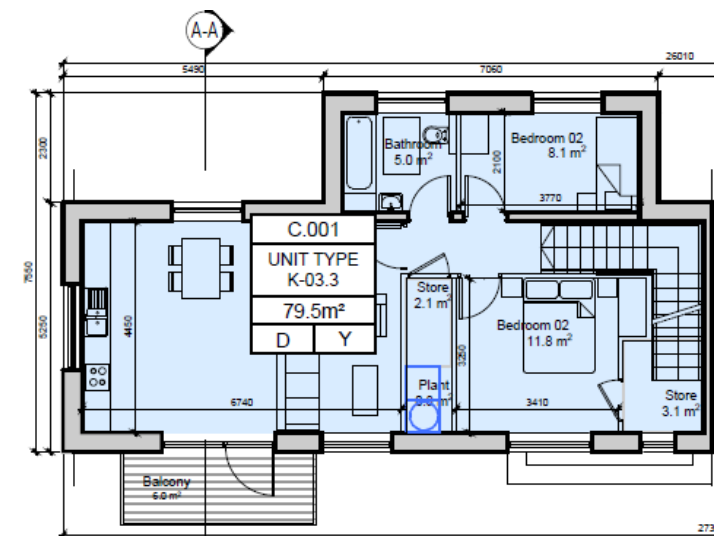
- The removal of the part of the existing hedgerow and replacement with NbS (linear green verge with street trees) is supported, providing justification for the decision is provided and relevant parties are satisfied that this is the appropriate course of action from a biodiversity and landscape conservation.

Blocks C & D have been revised to have living spaces which are orientated both north and south, improving the residents access to natural light and also providing more passive supervision to the northern square and distributor road. The balconies have been moved to the southern side to improve their aspect. The entrances to ground and first floor duplexes are both now set at ground floor, this will require building up from the road level to negotiate the level change, the resulting embankment will be softened with planting. Stairs and service areas have been concentrated along the party wall of each duplex unit. This has freed up the layout to allow for living spaces to take advantage of the southern aspect of these blocks. The regularised entry level has allowed the facades to be rationalised with full scale elevations along the northern edge of the square. The entrances to all duplexes will help to activate this public space.



Block C - Ground Floor Plan

Scale 1: 200 @A3



Block C - First Floor Plan

Scale 1: 200 @A3

32B – Placemaking, Overall Design & Layout – 19.03.2026

e) **Block E & NW Urban Space**

- *The revised Block E duplex terrace design is welcomed: it now reads more coherently as a public space and establishes a consistent, legible streetscape at the bus stop. On the south side of Block E, continuation of the street tree rhythm westward, with reworking of the on-street parking south of Block A, would emphasise continuity of the pedestrian approach and would therefore be encouraged,*
- *Block E Duplexes, like Block C and D, would benefit from reorganisation of interior layouts. Stairs and service spaces currently occupy much of the south elevation, while living spaces would get more benefit from the southerly aspect. Window composition facing south could be reorganised accordingly, generating a more ordered elevation.*

The parking to the south of block A has been removed. The pedestrian connection now runs continuously from east to west allowing for a more defined street edge.

Block E has undergone similar design changes to blocks C & D. It now features living spaces which span from the north to the south, stairs and service areas concentrated along the party wall, more regular window openings and south facing balconies.



32B – Placemaking, Overall Design & Layout – 19.03.2026

f) **Active Travel Spine & Southern Green Boulevard**

- Given the local low line around existing hedgerows, consider moving the active travel route to higher ground slightly north and running NbS (swales/raingardens) along the depression, addressing surface water run-off whilst improving amenity.
- The southern green space should read as a more formal, tree-lined boulevard rather than a residual space. To this end, we would strongly recommend lining up the three blocks on the south of the open space as it would strengthen spatial definition. Paths crossing this green should be aligned to desire lines.

The active travel spine (east west) has been moved northwards as suggested. SUDS / Swales have been introduced where necessary so as to allow for effective application and effective management of open spaces by either public or private entities (subject to taking in charge options).

g) **Southeast Green Space over Attenuation Tank and Street Edge to Distributor Road**

The current SE play space is exposed along the street edge, creating a wide opening in the street edge which does not have a balancing element on the west side of the distributor road. Shifting the attenuation location west and swapping the location of the SE urban block with the play area/green space to present a strong, consistent street edge to the distributor road would be encouraged, with consequent separation of the play area/green space from traffic. There would be a dual benefit of stronger enclosure and security to the play area, and continuity of street edge.

The space in question has been amended to enhance the sense of enclosure and the increase the “frontage effect” as it presents to the Distributor Road. The area must remain however as it is part of the surface water drainage infrastructure of an operational housing area and is located at a transition to undeveloped rural areas.



32B – Placemaking, Overall Design & Layout – 19.03.2026

h) Perimeter Presence, Materials & Robustness

- *Utilise a consistent material palette across houses, duplexes and apartments blocks. Balance brick and render to create lively street elevations and robust corners, eg. introduce brick features and plinths to rendered house elevations brick plinths and accents to rendered elevations, using same brick as apartment & duplex blocks.*

The housetypes have been revised to be better integrated with the apartments/ duplexes and the adjacent scheme. All elements of this proposal now include buff brick to match the proposal to the north and east.

- *Illustrate elevations/materiality of adjacent schemes particularly at main nodes to ensure coherent architectural expression across schemes.*

Some units have been revised to have brick ground floor to better address the entrances to the site and nodal points with the adjacent development.

- *Identify palette of materials to be used in the Public Realm, particularly pavements, shared surfaces, active travel routes and amenity spaces.*

Landscape response.

i) Connectivity

- *A clear, comprehensible layout of the landscape amenity area to the west, including active travel connections to/from the proposed development, is required, to illustrate how the two areas relate to each other/interact. Include detail on active travel junctions and indicate anticipated pedestrian desire lines, etc.*
- *Detail on active travel crossings into the development from the east side of the distributor road is also required.*

Connectivity exists between the scheme and the adjacent consent. Note, the adjacent consent was permitted with the connectivity that exists (is under construction) so there is no deficiency in connectivity for the existing. The current proposal introduces new / additional connectivity options, firstly for itself and secondly, once developed, they can be availed of by third parties / other sites.



j) **Phasing**

Phasing should establish a perimeter presence (street trees, boundary hedges, first frontages) supporting place identity from the outset, consistent with DMQH place-making priorities. We strongly advise that initial phasing incorporates block E duplexes and the associated plaza at the NE corner. Provide a clear phasing plan to demonstrate the proposed approach.

Phasing has been revised to prioritise the eastern and northern boundaries of the site. Block E and associated plaza is now within this phase.

