

Design Statement

Residential Development at:
Monacnapa, Blarney,
Co. Cork.



CONTENTS



1.0	Introduction	5.0	Apartment Block
1.1	Site Location	5.1	Introduction
1.2	Site Zoning	5.2	Orientation & Single/Dual Aspect
1.3	Site Features	5.3	Concept & Materials Palette
1.4	Site Constraints		
1.5	Site Connections	6.0	Creche
2.0	Scheme Development	7.0	Passive Surveillance
2.1	Development Principles	7.1	Open Spaces / Roads
2.2	Scheme Development	7.2	Corner Features
2.3	Phasing Plan		
3.0	Objectives of the Development	8.0	Work from Home
3.1	Proposed Scheme	8.1	Work from home office space
3.2	Scheme Description	9.0	Universal Design Statement
3.3	Character Area 1		
3.4	Character Area 2	10.0	CGI Imagery
3.5	Character Area 3		
3.6	Character Area 4		
3.7	Materials & Maintenance		
3.8	Gross / Net Site Area		
3.9	Open Space Provision		
4.0	Urban Design Response		
01	Context & Analysis		
02	Connections		
03	Inclusivity		
04	Variety		
05	Efficiency		
06	Distinctiveness		
07	Layout		
08	Public Realm		
09	Adaptability		
10	Privacy / Amenity		
11	Parking		
12	Detailed Design		

1.0 INTRODUCTION

1.1 Site Location

This Design Statement has been prepared by BRH Design Partners in association with other Design Team members on behalf of Eoin Sheehan. This document has been prepared to accompany a submission to An Bord Pleanála in respect of a Strategic Housing Development submission for the development of lands zoned BL-R-O3 on the current Blarney Local Area Plan, on lands located to the North West of Blarney Village. The subject site is a green field site currently being used for Agricultural purposes.

The site is accessed off an existing access road which services Sunberry Heights & Drive Housing Estate to the East of the subject site. The Eastern boundary of the site is partially shared with both Sunberry Drive to the South East and Castleown further North East. The Northern and Eastern Boundary adjoins existing agricultural lands. The Southern Boundary contains dense mature trees with Scoil Chroí Íosa located approximately c.46m South of the subject lands. The subject site is laid out in a single green field site with no internal boundaries or existing landscaping features.

The proposed development will consist of the demolition of an existing garage and boundary wall, and the construction of a new boundary wall to no 1 Sunberry Drive the construction of 143 no dwellings, comprising 105 no dwellings and 38 no apartments a crèche and all associated site development, pedestrian and cycle links, landscaping, public lighting, and drainage works, including works to Sunberry Heights and its junction with the Blarney Relief Road, on a site off Sunberry Heights and Sunberry Drive, Monacnappa Blarney, Cork.

The Planning Report prepared by Coakley O'Neill Town Planners addresses the planning policy context and the compliance of the proposed development with the relevant policies, objectives and standards. Cunnane Stratton Reynolds have prepared a Landscape Design Rationale as well as a Visual Impact Assessment and this Design Statement should be read in conjunction with this and all the other documentation prepared to accompany the planning application.



1.0 INTRODUCTION

1.2 Site Zoning

Under the current Blarney LAP, the subject lands are zoned as a Medium B Residential Development including detached dwellings, limited to the lower proportion of the site. The upper part of the site, closer to the ridge, is generally unsuitable for development and should be retained as open land uses with long term strategic planting as part of the overall scheme. Please see image opposite and specific wording extracted from the LAP below.

Residential:

Total number of units = 143

Site area = 7.79 hectares

Developable Area = 4.1 hectares

Public open space = 19%

Site density = 35 units per hectare

Childcare Crèche Facility:

Following pre-consultation application and the tripartite meeting, a meeting was held between BRH Design Partners and the coordinator of Cork City / County Childcare Committee in June/July/August 2020. Under the requirements of the "Childcare -DOE-Guidelines-for-Planning-Authorities" document a childcare facility for 31 no children is recommended for a Residential scheme of 105 houses and 38 apartments. Notwithstanding this the Cork City / County Childcare Committee recommended increasing the size of the facility where possible. The design of the creche has been revised to take these suggestions into account and BRH Design partners increased the size of the Childcare facility to accommodate 42 no. children.



Specific Development Objectives for Blarney		
Objective No.	Description	Approx. Area (Ha)
* Flood Risk Objective applies		
TIA and RSA Required.		
Residential		
BL-R-03	Medium B Density Residential Development including detached dwellings, limited to the lower portion of the site. The upper part of the site, closer to the ridge, is generally unsuitable for development and should be retained as open land uses with long term strategic planting as part of the overall scheme.	7.6

1.0 INTRODUCTION

1.3 Site Features

Topography:

The subject site is located on a sloping hill with the levels ranging from 55-65m- (Southern Portion) at the lowest point to 87m+ (Northern Portion) at the highest point of the site. The slope of the site is generally consistent throughout the proposed developable area. This has influenced the final design of the scheme.

Existing Landscape:

The site is laid out in a single open green field with landscaped ditches all on sides. The rear boundaries of the existing dwellinghouses to the east in Sunberry Heights has a mixture of hedging and trees of varying species. Please see the accompanying Landscape Statement from Cunnane Stratton Reynolds Landscape Architects.

Site constraints:

The development of the design evolved around several key constraints.

1. Site topography.
2. Access.
3. Proximity, form and privacy with the existing houses along the east boundary of the site.
4. Visual Impact of the proposed development.
5. Ensuring the falls of the proposed roadways and footpaths are accessible for all future users.



55m to 65m- Low Ground

65m to 78m Medium Ground

78m to 87m+ High Ground



Image 1



Image 2



Image 3

1.0 INTRODUCTION

1.4 Site Constraints

There are a number of factors that have influenced the planning of the development, which are detailed on the adjacent map. All of these factors have been considered in the formation of the scheme development:

Site Topography:

As previously detailed, there is significant rise from south to North within the subject site. This has informed the Design Team of the most logical and efficient layout for the scheme. There is an element of cut to the northern aspect of the developable area. This will assist in reducing the visual impact of the proposed scheme. There is an element of fill to the South of the site in an area which can take additional height as a result of the existing dense trees and vegetation from the Southern Boundary down to the existing road edge on the Killowen Road.

Access:

Vehicular and Pedestrian access is via the existing Sunberry Drive Entrance Road. The boundary wall to the front and side of the existing House No. 1 within Sunberry Heights which is in the applicants ownership is to be partly demolished and partly reduced in height to ensure there is a clear line of sight for vehicles leaving the proposed development. The proposal includes for a new access roadway with 2m wide footpaths either side of an attractive landscaped entrance. Please see photomontage image within the CGI images at the end of this document.

Existing Residential Amenities:

To minimise the impact on the existing residential amenities the following design decisions were made. It is a typical situation for new residential development sites to adjoin existing dwellinghouses. The chosen design approach is to “back” any new proposed dwellinghouses onto the existing dwellinghouses. A specific design decision was made to limit to volume of habitable bedrooms backing to the existing residential units within Sunberry Heights. House Type 1A has no rear facing, 1st floor habitable windows. House Type 1B and 1D have dormer type rear elevations with only 1 habitable bedroom window to the rear of each house. House Type 1C also is limited to only 1 habitable bedroom window to the rear of each house. The existing dwellinghouses within the Castlewen development to the North East are not impacted by the proposed development.



- Proposed Rear Gardens
- Existing Watermains
- ~ ~ ~ ~ ~ Existing Hedging / Trees
- Existing Foul/Storm Network
- Site Boundary Line
- Existing Land Drain
- <<<<<<<< Rise of Site
- Existing Rear Gardens

1.0 INTRODUCTION

1.5 Site Connections

Visual Impact of the proposed Development:

As mentioned previously, there is an element of cut required on the northern part of the proposed developable area of the site. This assists in achieving a 1:20 fall wherever possible for roads and footpaths to enable easy access throughout the site for pedestrian users and is suitable for cyclists.

This element of cut also assists in reducing the FFL of the proposed dwellinghouses and limits any visual impact of the scheme. This is addressed further with Cunnane Stratton Reynolds visual impact assessment.

Road and Footpath Gradients:

Extensive investigations were carried out with OLS Consulting Engineers to ensure the road and footpath gradients throughout the subject scheme were designed to a maximum 1:20 fall. This will ensure ease of access for all ages of the future users and occupiers of the site. OLS Consulting Engineers have also provided a cut / fill analysis as part of their submission.



2.0 SCHEME DEVELOPMENT

2.1 Development Principles

Strategy:

The site, whilst challenging in its topography, presents an opportunity to create a scheme that makes the most efficient use of serviced, zoned lands and also to deliver some key aspirations for the site. The proposed density is in accordance with the requirements of "Sustainable Residential Development in Urban Areas 2009".

The overall masterplan strategy is to deliver a high quality residential scheme, laid out in 4 different distinctive character areas with each enjoying high quality Landscaped areas of public open space with strategic planting and a generous mix of housing and apartment types. A legible and robust network of streets, pedestrian and bicycle pathways and spaces has been designed throughout the scheme.

The apartments have been sited to the South West of the subject site for three main reasons. Firstly, as a result of the topography of the site, this area requires an element of fill which we chose to locate a semi basement car parking which will take a considerable amount of surface car parking off the site allowing the overall scheme to be landscape dominated rather than car dominated. The second reason we chose this location for the apartment blocks is that it is relatively close to the main entrance of the site and instantly takes a high volume of vehicles off the main spine road which passes north onwards through the remaining scheme. This will improve road safety for the pedestrian and cyclists navigating through the various routes within the site. The third reason for locating the apartment blocks to the South West of the subject site, is that there are dense, tall and mature trees throughout the full extent of the southern boundary which provides a visual screen for the apartment blocks as well as the 3 story split level Childcare Facility and Housing Units along the Southern Boundary.

The Childcare facility has been sited adjacent to the apartment Blocks for similar reasons, but it also allows for a safe drop off zone off the main spine road. Again, the location of the Childcare facility is relatively near to the site entrance for ease of access for all users.

The layout presents a welcoming edge to the proposed housing scheme with 2 storey houses and landscaping visible on entry. The provision of appropriate sightlines at the vehicular entrance to the site was also an important design consideration and works to the boundary wall of the existing House no. 1 within Sunberry Heights addressed this element.



2.0 SCHEME DEVELOPMENT

2.1 Development Principles

The designed scheme includes for multiple generous areas of public open spaces which are strategically dispersed throughout the site to create a pleasant pedestrian transition around the scheme.

These open public spaces help create home zone areas of character and distinctiveness within each of the 4 designed neighbourhoods. These home zones are diversified by distinct and different surface materials and provide traffic calming measures and to encourage the connection around the site. They additionally provide appealing visual buffer zones between the character areas

The green zones incorporated around the scheme are both formal and informal in layout and design allowing not only for transition, but play and rest areas.

In addition to the formal and informal, hard and soft, planned landscaped areas around the site there is a substantial area to the north of the site which shall remain undeveloped and natural in appearance. This area will help retain and emphasise the rural nature of the site in respect to the corresponding landscape to the north, west and along the southern site boundary.

The position of the creche was determined by close proximity and visual connection to the largest public open space to maximize social inclusion within the site.

Within the public open spaces a variety of formal plaza style areas have been mixed with more open informal grass areas. These are link by pathways, textures and the strategic planting of local trees and shrubs to maximise the visual appeal and distinction of the various public nodes throughout the site.

Please refer to the Landscape Design Rationale by Cunnane Stratton reynolds which accompanies this application.



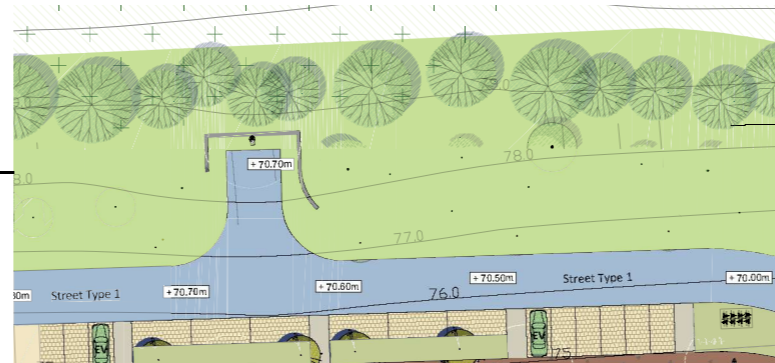
North section of the site to remain undeveloped and natural as per local area plan with strategic planting.



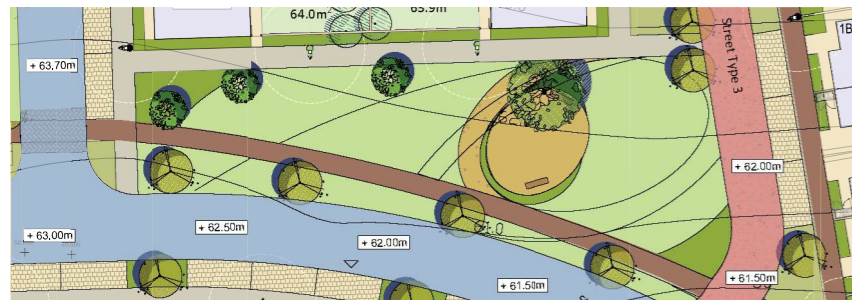
Core open public areas allow for maximum pedestrian transition throughout the site by way of pleasant planted landscaped nodes.



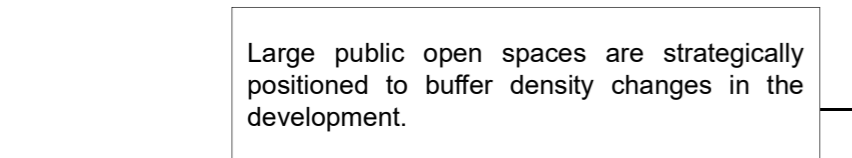
Central public areas allow for buffer zones between the various character areas. The layout draws on the pattern of development in the vicinity, with dwellings arranged around open spaces, to create a sense of place.



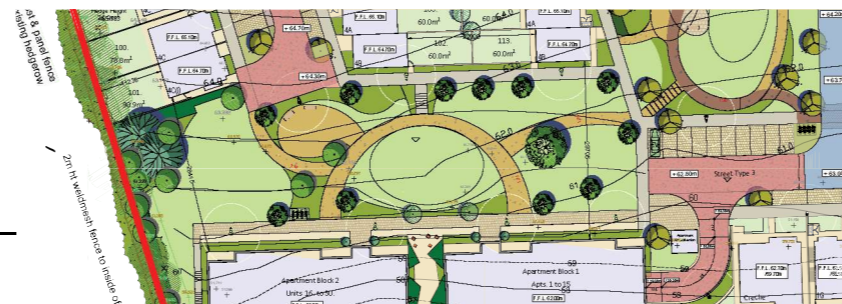
Green public areas of varying sizes increase the character and distinctiveness within the specific character zones, and cumulatively with the other public areas add to the distinctive visual appeal of the over scheme.



Multiple formal landscaped routes through the green spaces allows for a variance of transition options and landscaped experiences across the site.



Large public open spaces are strategically positioned to buffer density changes in the development.



2.0 SCHEME DEVELOPMENT

2.2 Scheme Development

The initial examination of the site quickly indicated that levels were the dominant feature of the site and any layout would have to work with the levels, rather than against them. The advice of section 6.11 of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), which advocate densities to a range of 25-35 units/hectare on edge of centre sites, to include a wide variety of house types.

In the initial scheme the designers focused on creating 3 dedicated ridges of housing units to minimise the level difference between the rear of housing units while allowing for a maximum road gradient of 1:20. Although the density targets were met with the scheme, the designers felt that the Areas of Public open space were not of sufficient quality.

In version two of the design more focus was placed on redesigning the scheme and relocating housing units to create larger areas of quality public open space. The existing grain of development was studied in the neighbouring housing estates of Sunberry, Castlewen and also a new housing estate currently under construction to the North, "Cluain Ard", which all contain a large central core area of public Open space. The Designers felt that although the main central core area of public open space was generous, the remaining areas of public open space were substandard.

Version 3 of the design focused on improving the areas of public open space further and incorporating multiple court yard clusters of housing units which front onto the public spaces. Split Level housing units were incorporated into the design to the North and South of the site to improve the house to topography relationship which also assisting in reducing the volume of cut and fill across the site.

Extensive discussions were carried out with the wider design team and after numerous minor updates to all Character Areas, the final scheme was developed which considers the existing surrounding developments, the topographical nature of the site and the amenities required for the proposed dwellings. The proposed design allows for the most efficient use of the site giving priority to pedestrian users and minimising traffic speed wherever possible through the use of shared surface home zones.

- Detached/Semi-detached houses
- Duplex apartments
- Apartment Blocks
- Creche



Version 1



Version 2



Version 3



Version 4



Version 5

2.0 SCHEME DEVELOPMENT

2.3 Phasing Plan

Phase Plan

The development will be constructed in 4 different phases, starting from the South and east of the site and developing towards firstly to the North, and then anticlockwise to the North west and South West of the subject lands.

Phase 1:

Coloured green opposite, consists of 38 no. dwellinghouses varying from 3 storey split-level to 2 story height to 2.5 story in height. Phase 1 also contains the Childcare facility. Phase 1 will include for the demolition of an existing garage and southern boundary wall, to be replaced with a new southern boundary wall, as well as the lowering of the existing eastern boundary wall and pier, at no. 1 Sunberry Drive. Phase 1 also includes for works to the existing and proposed foul drainage, stormwater drainage, water supply, service ducting and cabling, public lighting.

The proposed development is to be accessed via the existing Sunberry Heights/Sunberry Drive off the Blarney Relief Road (R617). An upgrade is proposed to the existing Sunberry Heights/Sunberry Drive as far as the entrance to the proposed strategic housing development, including widening of the footpath at the junction with the Blarney Relief Road (R617), raised platforms, security barriers and fencing as necessary, road markings, and road resurfacing to facilitate improved pedestrian/cycle connectivity.

Phase 2:

Coloured orange opposite, consists of 29 no. dwellinghouses mainly 2 story houses as well as 4 no. apartments split into two blocks (one up / one down typology).

Phase 3:

Coloured yellow opposite, consists of 20 no. dwellinghouses mainly 2 story houses as well as 4 no. apartments split into two blocks (one up / one down typology).

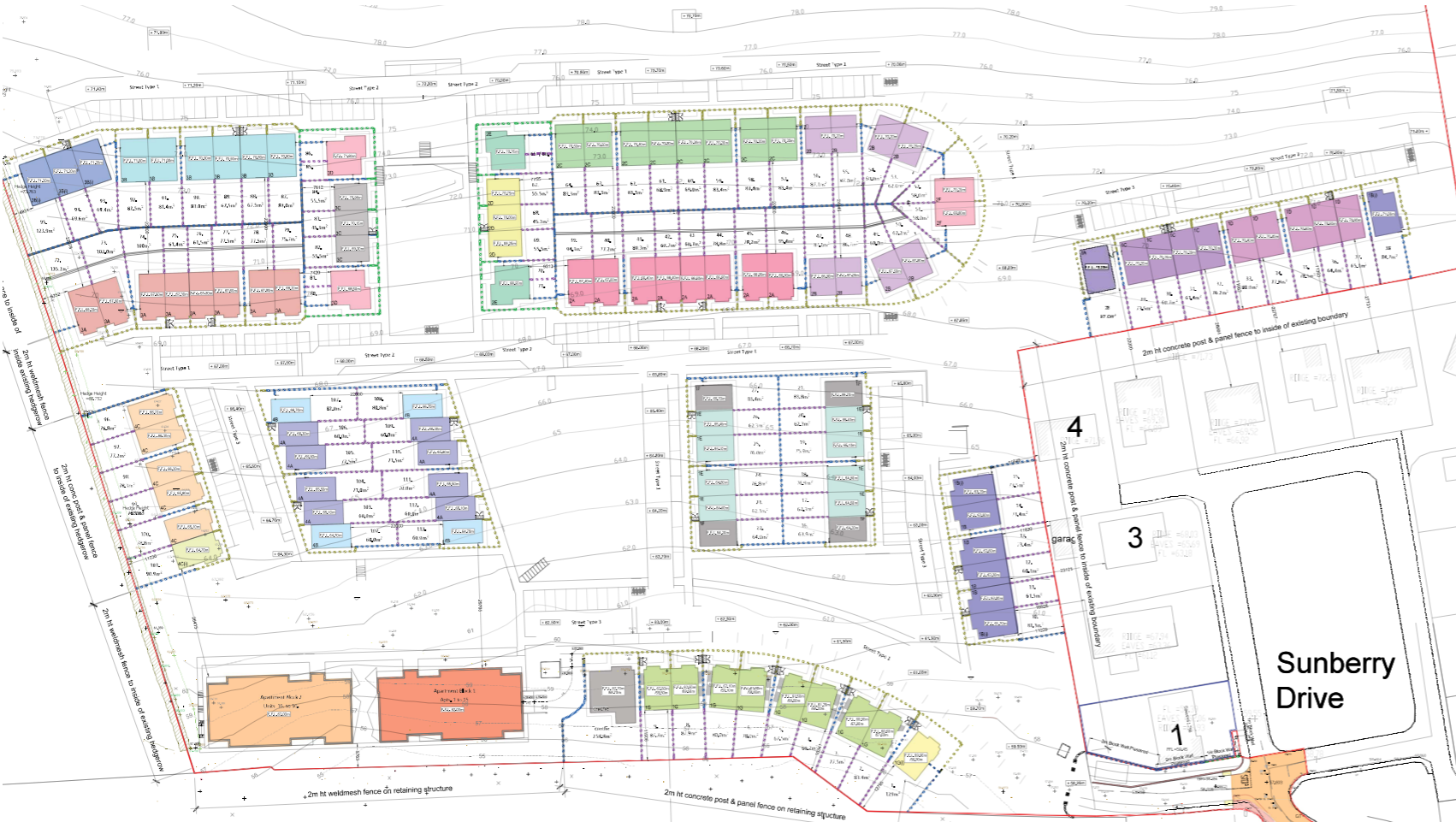
Phase 4:

Coloured Blue opposite, consists of 18 no. dwellinghouses varying from 2 story height to 2.5 story in height. Phase 4 also consists of 2 blocks of apartments containing 15 apartments in each block.



3.0 OBJECTIVES OF THE DEVELOPMENT

3.1 Proposed Scheme



- APARTMENT BLOCK NO. 1 / 3 Storey over Basement
 - 15 x 2 Bed Apt. @ 78,8 to 84,32 sq.m.
- APARTMENT BLOCK NO. 2 / 3 Storey over Basement
 - 15 x 2 Bed Apt. @ 78,8 to 84,3 sq.m.
- 4 Bed / 7 Person / 3 Storey Split Level Houses
 - 1 x Type 1G(i) @ 162,1 sq.m.
 - 8 x Type 1G @ 162,1 sq.m.
- 4 Bed / 7 Person / 2 Storey Houses
 - 8 x Type 2C @ 116,5 sq.m.
 - 6 x Type 3B @ 116,5 sq.m.
 - 3 x Type 3B(i) @ 116,5 sq.m.
- 3 Bed / 5 Person / 2 Storey Houses
 - 4 x Type 1B @ 101,7 sq.m.
 - 3 x Type 1Bi @ 102,4 sq.m.
 - 1 x Type 1A @ 113,2 sq.m.
 - 4 x Type 1C @ 108,2 sq.m.
 - 5 x Type 1D @ 108 sq.m.
 - 8 x Type 2A @ 111,7 sq.m.
 - 8 x Type 3A @ 114,3 sq.m.
 - 5 x Type 4C @ 111,7 sq.m.
 - 1 x Type 4C(i) @ 111,5 sq.m.
- 3 Bed / 5 Person / 2,5 Storey Houses
 - 4 x Type 1F @ 125,3 sq.m.
 - 8 x Type 1E @ 125,3 sq.m.
 - 4 x Type 4B @ 114,7 sq.m.
 - 8 x Type 4A @ 114,7 sq.m.
- 3 Bed / 4 Person / 2 Storey Houses
 - 8 x Type 2B @ 89,7 sq.m.
- 2 Bed / 4 Person / 2 Storey Houses
 - 2 x Type 2F @ 88 sq.m.
 - 3 x Type 2D @ 80 sq.m.
 - 3 x Type 3C @ 80 sq.m.
- 1 Bed / 2 Person / Apt. / 2 Storey
 - 4 x Type 2E @ 53,4 & 61,3 sq.m.
 - 4 x Type 3D @ 53,4 & 61,3 sq.m.
- Creche.

The proposal is for a residential development of 143 no. residential units and includes vehicular access from Sunberry Heights Road, all associated site and infrastructure works, on a site of circa 7.79 ha.

The residential component of the development comprises of: 105 no. houses, 38 apartments, and a Childcare Facility. Full details of the unit type and breakdown can be found in the accompanying Schedule of accommodation.

The associated site and infrastructure works include foul and surface water drainage, 182 no. surface car parking spaces, 30 basement car parking spaces, public open space, landscaping, boundary walls and fences, internal roads, cycle paths and footpaths.

The housing form is simple vernacular and follows a defined style, blending materials and colours with new complementary materials to form a subtle mix which expands upon the characteristics of the area.

4 Bed / 7 person / 3 storey split level	9
4 Bed / 7 person / 2 storey	17
3 Bed / 5 person / 2.5 storey	24
3 Bed / 5 person / 2 storey	39
3 Bed / 4 person / 2 storey	8
2 Bed / 4 person / 2 storey	8
1 Bed / 2 person / Apt.	8
2 Bed / 4 person / Apt.	30
Total	143 Units



1-bed apartment:	8 (3%)	(458.8m2)
2-bed apartment:	30 (16.5%)	(2,455.2m2)
2-bed house:	8 (4.4%)	(656m2)
3-bed house:	71 (53%)	(7,875.6m2)
4-bed house:	2 (23.1%)	(3,439.4m2)

3.0 OBJECTIVES OF THE DEVELOPMENT

3.2 Scheme Description

The proposed layout has been set out to create a series of high quality central core public open space areas throughout the site, while maintaining an communal feel within the development. The proposed layout provided an extensive mix of house types that provide a balance of accommodation in a variety of formats. A selection of courtyard type clusters have been designed to provide a sense of enclosure and reduce traffic speeds with tighter corner radii throughout the scheme. Specific corner features have been inserted to address the main corners along the streets and public spaces. The design of these spaces provides a distinctiveness to the site. Each of these residential areas has its own distinctive attributes. The strategic shared and semi private spaces will provide a sensitive mix of hard and soft landscaping.

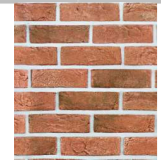
The layout as designed provides an interconnected and pedestrian permeable development. The routes are legible and animated with active frontages and front doors directly serving the street. The considered street hierarchy favours pedestrians and cyclists over drivers. Traffic speeds are controlled throughout by design and layout. The proposed internal road network allows for the promotion of the public realm over that of vehicular access. There are no 'through roads' within the development with a specific design aim to minimise vehicle speeds throughout. The scheme promotes the principles of DMURS - Design Manual for Urban Roads and Streets. This balance of road planning, public space and site layout will provide an appealing and engaging setting for a new residential scheme.

The development has 4 distinctive character areas which are detailed further within this report. Each of these areas have been designed with different materials and colours to clearly define each section of the scheme. All areas of public open space are overlooked by the dwellings and apartments which provides extensive passive surveillance throughout. An integrated landscape design softens the density of the built environment, offering amenity and circulation throughout the development.

The materials used will reflect the existing residential areas of Blarney and are selected as both a continuity of the adjoining existing Sunberry Drive and Heights schemes as well as additional complementary materials that enhance the characteristics and appeal of the area. The proposal will provide a positive addition to Blarney retaining a lot of the existing natural topography to maintain the identity of the site along as well as retaining and supplementing the surrounding mature vegetation to maintain the natural distinctiveness of the site.



Character Area 1



Red Brick



Concrete Roof Tiles



White render



Aluminium Cladding



Grey pvc windows



Black pvc gutters & downpipes



House Type 1B



House Type 1EF



House Type 1Gi

3.0 OBJECTIVES OF THE DEVELOPMENT

3.3 Character Area 1

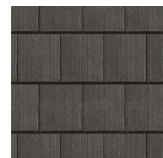
Character Area 1 is located to the South East and East of the site. Consisting of 38 residential units and a childcare facility, it is the largest of the character areas and equates to approximately 27% of the total residential units proposed.

Red brick with elements of modern aluminum cladding are the prominent material which acts of a continuation of the red brick material found in the existing Sunberry Heights development to the immediate East.

Prudent consideration is given to a high-quality palette of materials which is also extremely durable, with minimal maintenance and will age in this location. Concrete roof tiles, white render and Grey windows and rainwater goods completed the chosen material palette for this area.



Character Area 2



Concrete Roof Tiles



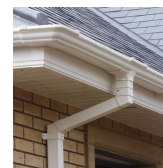
White render



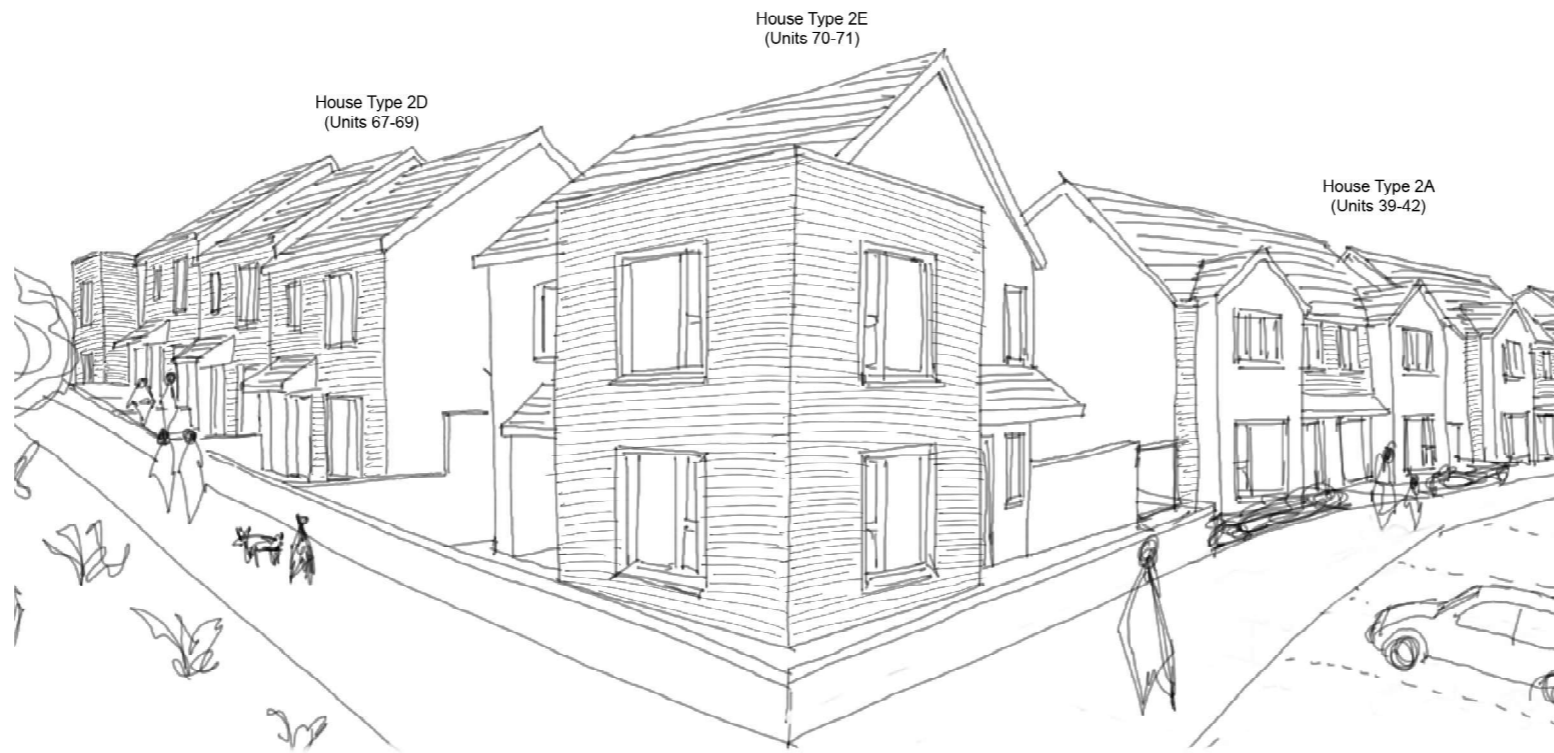
Brown Brick



Beige pvc windows



Beige pvc gutters & downpipes



House Type 2A



House Type 2E



House Type 2D

3.0 OBJECTIVES OF THE DEVELOPMENT

3.4 Character Area 2

Character Area 2 is located to the North East of the site. Consisting of 29 No. houses and 4 apartments, it is the third largest of the character areas and equates to approximately 23% of the total residential units proposed.

Brown brick with a varied range of tones is the prominent material used throughout this area which helps characterise this portion of the development.

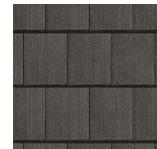
Prudent consideration is given to a high-quality palette of materials which is also extremely durable, with minimal maintenance and will age in this location. Concrete roof tiles, white render and Beige windows and rainwater goods complete the chosen material palette for this area.



Character Area 3



Tan Brick



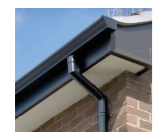
Concrete Roof Tiles



White render



Grey pvc windows



Black pvc gutters & downpipes



House Type 3A



House Type 3Bi



House Type 3D

3.0 OBJECTIVES OF THE DEVELOPMENT

3.5 Character Area 3

Character Area 3 is located to the North West of the site. Consisting of 20 Houses and 4 no. apartments, it is the smallest of the character areas and equates to approximately 17% of the total residential units proposed.

Sandstone coloured brick in a variety of tones is the prominent material for this character area and assists in differentiating from the adjoining character areas.

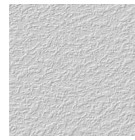


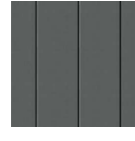



Prudent consideration is given to a high-quality palette of materials which is also extremely durable, with minimal maintenance and will age in this location. Concrete roof tiles, white render and Grey windows and rainwater goods completed the chosen material palette for this area.



Character Area 4



Section H

-  White render
-  Limestone cladding to ground & basement walls
-  Grey Brick
-  Aluminium Cladding
-  Concrete Roof Tiles
-  Grey pvc windows
-  Black pvc gutters & downpipes



House Type 4AB



House Type 4Ci



Apartments 4D

3.0 OBJECTIVES OF THE DEVELOPMENT

3.6 Character Area 4

Character Area 4 is located to the west and south west of the subject site. Consisting of 18 Housing units and 2 apartment blocks containing 15 units in each. It is the second largest of the character areas and equates to approximately 34% of the total residential units proposed.

Grey brick with a varied range of tones with elements of modern aluminium cladding is the prominent material used throughout this area which helps characterise this portion of the development. The lower end and semi basement of the apartment consists of a dark limestone cladding which compliments the palette of materials further and provides a high end quality finish to the apartment units.

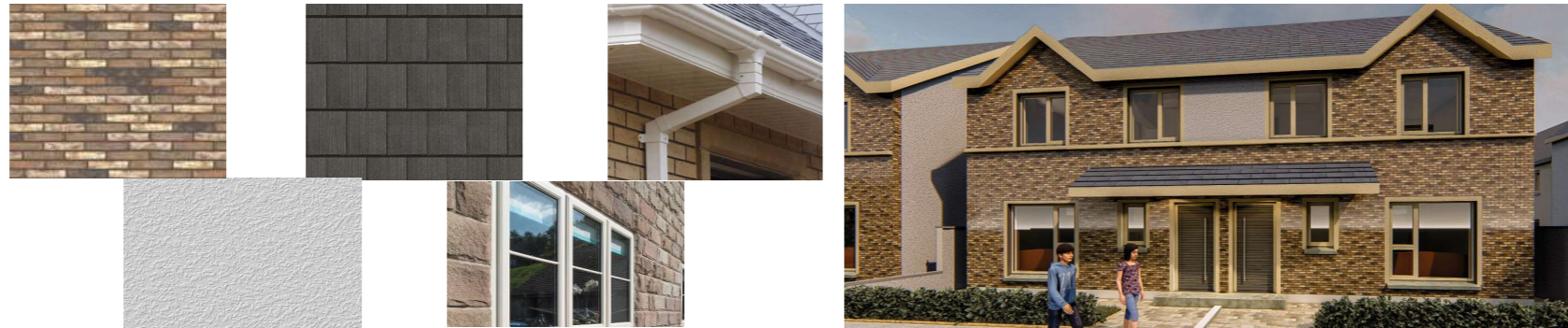
Prudent consideration is given to a high-quality palette of materials which is also extremely durable, with minimal maintenance and will age in this location. Concrete roof tiles, white render and Grey windows and rainwater goods complete the chosen material palette for this area.



Character Area 1



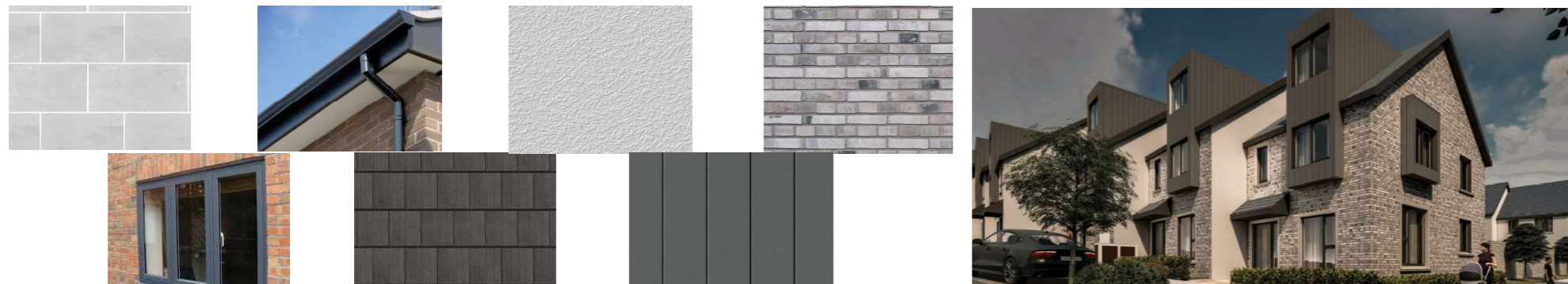
Character Area 2



Character Area 3



Character Area 4



3.0 OBJECTIVES OF THE DEVELOPMENT

3.7 Materials & Maintenance

The building Life Cycle report that accompanies this planning application provides further information on this topic. A consistent, contemporary architectural definition is carried throughout the overall scheme to bring a uniformity and identity while maintaining a simplicity to the elevations. Each urban block incorporates corner units to provide passive surveillance in a layout that creates streets and 'squares'. Each block is treated distinctively either by height, dwelling type or material colour, creates internal landmarks and neighbourhoods within the scheme". The sketch detail on the attached design statement highlights the book ended corner features.

The design strategy employs the use of various shades of brick, where appropriate distributed to provide a robust urban pattern and enliven the visual interest but also durable over time providing a long life-cycle expectancy. The various tones will be utilised to bring differentiation between areas of the site and the houses and taller 3 storey houses and apartment. Windows will be framed with simple opening sections in a low maintenance finish with a simple contemporary expression. The roofs of the houses are concrete tiles to ensure long life and good weathering with low maintenance. Gutters will run along the eaves line to the rear and front, with downpipes in selected areas to ensure a coordinated elevation. The design will incorporate the latest technologies to achieve the highest standards in energy efficiency.

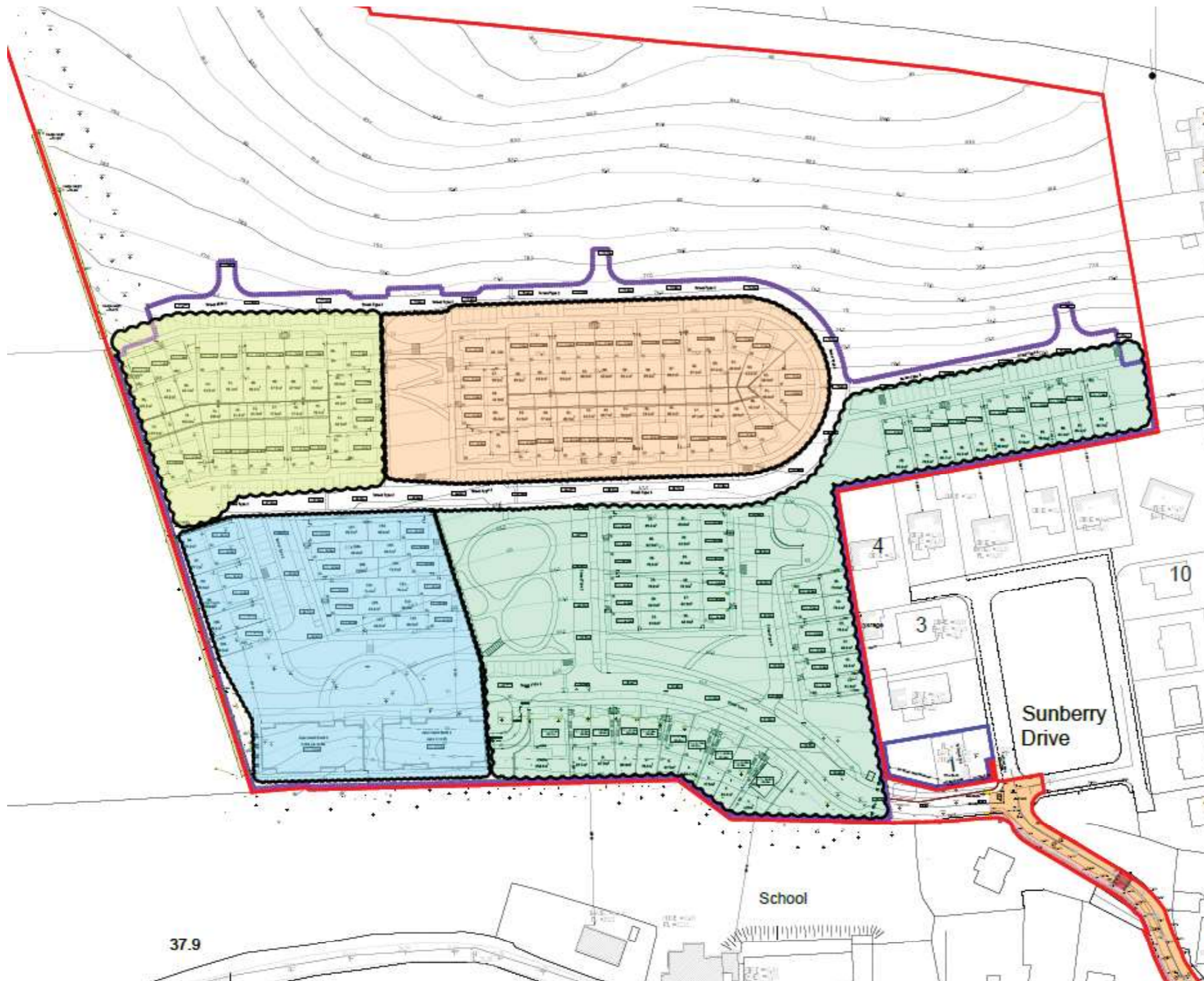
The brick facades bring warmth and texture to the buildings and provide a domestic scale and character to the houses and apartments. The brickwork also provides a backdrop to an extensive landscape proposal which is intended to provide additional texture to the development.

3.0 OBJECTIVES OF THE DEVELOPMENT

3.8 Gross / Net Site Area

The overall site area as outlined in red measures 7.79 hectares with the net developable area measuring 4.1 hectares.

With a density of 143 units this equates to an overall scheme density of 35 units per hectare.



TOTAL SITE AREA = 7.79 Ha

NET DEVELOPABLE AREA 4.1 Ha

- CHARACTER AREA 1
- CHARACTER AREA 2
- CHARACTER AREA 3
- CHARACTER AREA 4

3.0 OBJECTIVES OF THE DEVELOPMENT

3.9 Open Space Provision

The required open space provision has been provided in the form of 9 distinctive, landscaped spaces equally spread throughout the subject site. Each individual space has been subject to an individual landscaped design by Cunnane Stratton Reynolds, Landscape Architects.

Feature corner elements are proposed for areas of importance within the development. These 'book-ends' are visibly prominent on approach to and within the development. As a result, these corners intend to act as feature landmarks within the development, offering to orientate the users and visitors and to give a sense of place to the development.

Units have been orientated to best utilise the developable land within the site. The 4 character areas contain subtle differentiations which create distinctive zones in the development.

There is a network of pathways, streets and open spaces of high quality in this design which creates an attractive public realm. Public open spaces provides opportunity for social interactions and community creation. Large open spaces have play areas for younger groups and family integrations, these act as node points to orientate occupants and visitors. All open spaces are overlooked by the houses in the area which provides a sense of ownership in the community.

In the site there are specific areas characterised by shared surfaces, differing elevational treatments and landscape treatments. These measures intend to create distinct zones within the development. Shared surfaces also intend to act as traffic calming measures - intend on making the driver aware of pedestrian priority by change in level or road finish.



Public Open Space Breakdown

POS 1=	1,840 sq.m.
POS 2=	1,830 sq.m.
POS 3=	1,140 sq.m.
POS 4=	840 sq.m.
POS 5=	1022 sq.m.
POS 6=	200 sq.m.
POS 7=	276 sq.m.
POS 8=	463 sq.m.
POS 9=	323 sq.m.
Total =	7,934 sq.m. = 19%



4.0 URBAN DESIGN RESPONSE

01 CONTEXT & ANALYSIS How does the development respond to its surroundings?

Analysis of the surrounding residential area highlights the form and material diversity within the immediate vicinity of the site. This has informed the selection of scale and base materials which have been utilised to develop a continuity as well as an expansion of materials, both traditional and contemporary, within the proposed development.

The surrounding pattern of development is mainly in the form of detached and semi-detached residential housing. This pattern expands primarily to the east of the site and the proposed scheme and layout is designed to work in with the scale and form of the surrounding area.



Cluain Ard Development to the North of the Subject site permitted under T.P. 16/07122 & ABP P04.248614

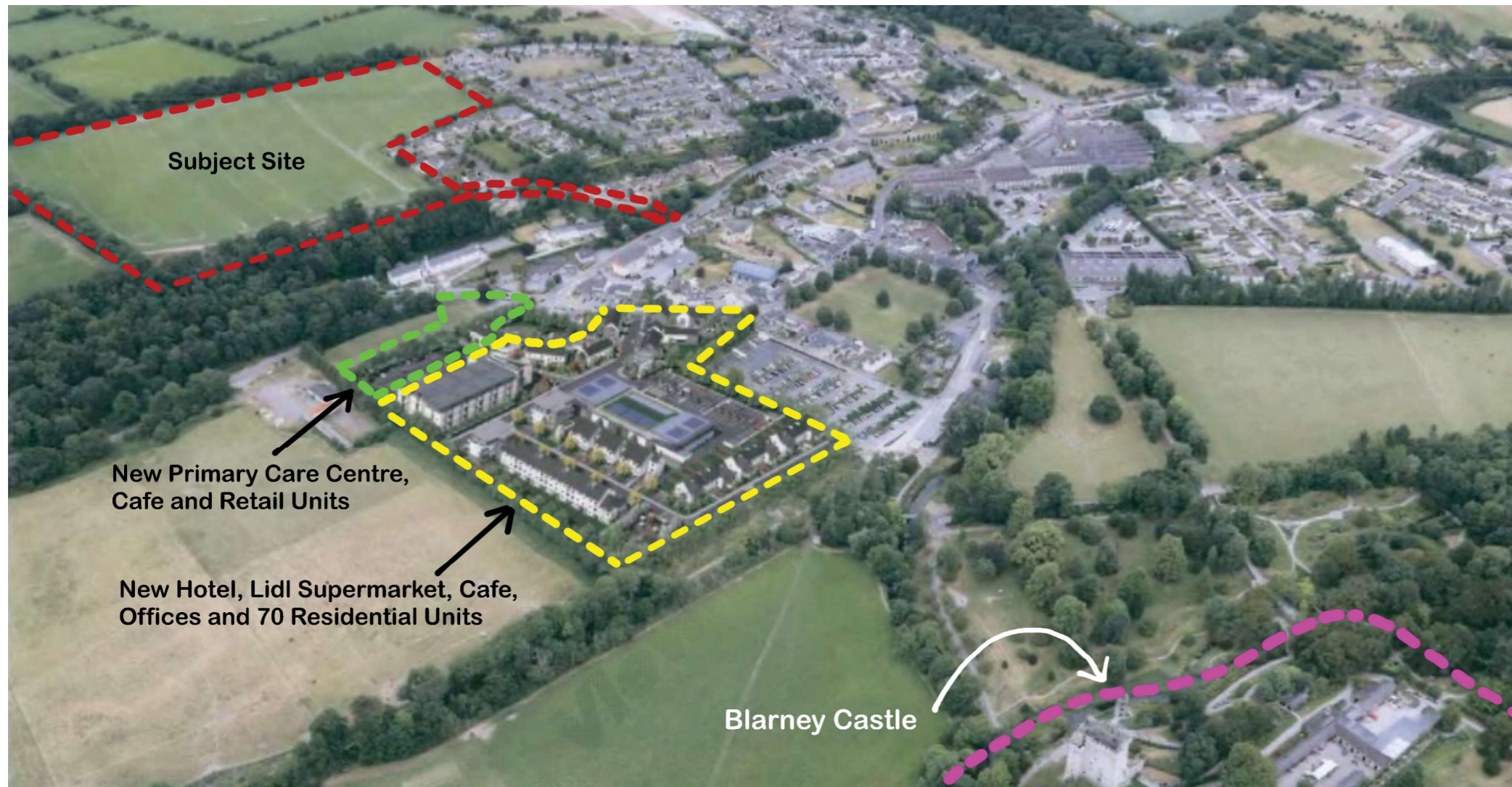


4.0 URBAN DESIGN RESPONSE

In recent weeks, An Bord Pleanála have granted permission for two no. Large, Mixed-Use Developments which are located within a 400m walk from the subject site. The aerial photo opposite demonstrates the position of these permitted developments in context with the Subject Site. We have detailed a shortened version of both development descriptions below. These applications are under Plg. Reg. No. 2039502 & Plg. Reg. No. 2039597.

The proposed SHD at Monacnappa is of a density, height and scale that complements the mixed use scheme and Primary Care Centre recently permitted under ABP-309152-21 and ABP-308670-20, and, as is the case with these permitted developments, as confirmed in the accompanying LVIA prepared by CSR, will not compromise the landscape and heritage character of the area.

Permitted Planning Application 2039502 & ABP Case Reference PL28.308670 Development Description:
'Permission for construction of a 3-storey primary care centre with 5 no. ground floor retail units and café at St. Ann's Road, Monacnappa, Blarney, Cork. The proposed primary care centre will comprise reception/waiting areas and associated offices, consultation rooms and staff welfare areas. The proposed development will involve the demolition of an existing dwelling fronting St. Ann's Road and provision of a single storey café at this location. The proposed development makes provision for the upgrade of the junction of the R617 and St. Ann's Road to provide for a roundabout and access to the proposed primary care centre, and includes revisions to an existing surface car park to facilitate the proposed access to the scheme.'



Aerial View of Blarney



Primary Care Centre (Pl. Reg. No. 2039502 & ABP Case Reference: PL28.308670)



Mixed Use Development (Pl. Reg. No. 2039597 & ABP Case Reference: PL28.309152)



Commercial Building (Pl. Reg. No. 2039597 & ABP Case Reference: PL28.309152)



Cafe & Lidl (Pl. Reg. No. 2039597 & ABP Case Reference: PL28.309152)



Commercial Building (Pl. Reg. No. 2039597 & ABP Case Reference: PL28.309152)



Apartments (Pl. Reg. No. 2039597 & ABP Case Reference: PL28.309152)



Mixed Use Development (Pl. Reg. No. 2039597 & ABP Case Reference: PL28.309152)

4.0 URBAN DESIGN RESPONSE

Permitted Planning Application 2039597 & ABP Case Reference: PL28.309152 Development Description:

'Permission for the construction of a mixed use development at this site of the former Blarney Park Hotel and Leisure Centre complex. The development will consist of (1) An 80-bedroom Hotel, (2) A licensed supermarket, (3) A cafe/ coffee shop, (4) An office building, (5) A Commercial Building, (6) A total of 70 no. residential units, public realm, hard and soft landscaping, roads and pedestrian walkways, services, site and public lighting, and all other ancillary and associated site development works.'

4.0 URBAN DESIGN RESPONSE

02 CONNECTIONS How well connected is the new neighbourhood?

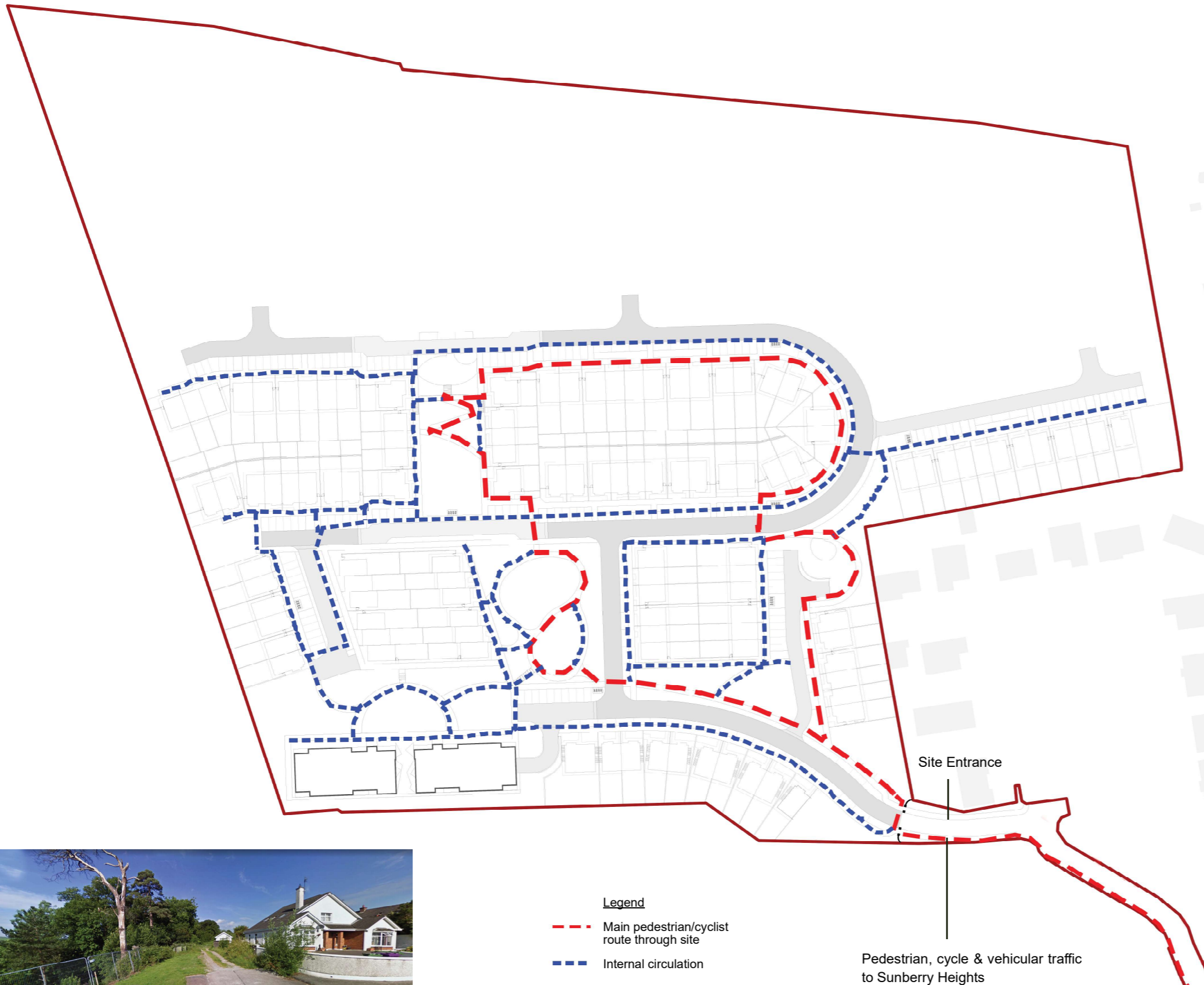
Access to the site is off the main R617 road which runs through the centre of the town connecting Tower to the west and the N20 to the east. Public transport links from Blarney to Cork city are offered via the 215 bus route. This also serves Tower to the West and travels into the north of the city through Blackpool. The service runs every 30 minutes from 06.52am at the west of the town until 23.37pm Monday to Friday. The service works at the same frequency on Saturday, albeit the first route is from 07.36am. The Sunday frequency is halved with services running one per hour.

03 INCLUSIVITY How easily can people use and access the development?

The development could be viewed as a continuation of the established residential communities. There is adequate pedestrian connection between the proposed scheme and the existing estates. Pedestrian and Cyclist access is enhanced within the development with 'pedestrian/cyclist priority' given to the shared spaces with restricted vehicular access. Secondary footpaths branch off the main defined walking/cycling routes which links the various character areas. The open spaces function as node points and contribute to the quality of life in the locality. The proposal shall provide a pleasant, safe environment for families to live in and incorporates play areas for the occupant's children and visiting family and friends to enjoy.

04 VARIETY How does the development promote a good mix of activities?

Variety in the development is provided through a range of unit types and sizes are proposed. There are a range of smaller "starter" 1 and 2 bed apartments, along with 2, 3 and 4 bed house types of various configurations. This will ensure that the housing stock will cater for many varied households. The layout provides for universal access, with open spaces of varying sizes and locations. The mix of housing type and tenure will complement the adjacent existing housing developments in the area. Elevational treatments have been varied among the character areas to create areas of interest within the site. The variety of the housing stock will add to the home choice within the immediate area and also within the site itself, allowing for family upgrading whilst maintaining their established roots. Part V units have been dispersed throughout the 4 character areas of the overall scheme.



Legend

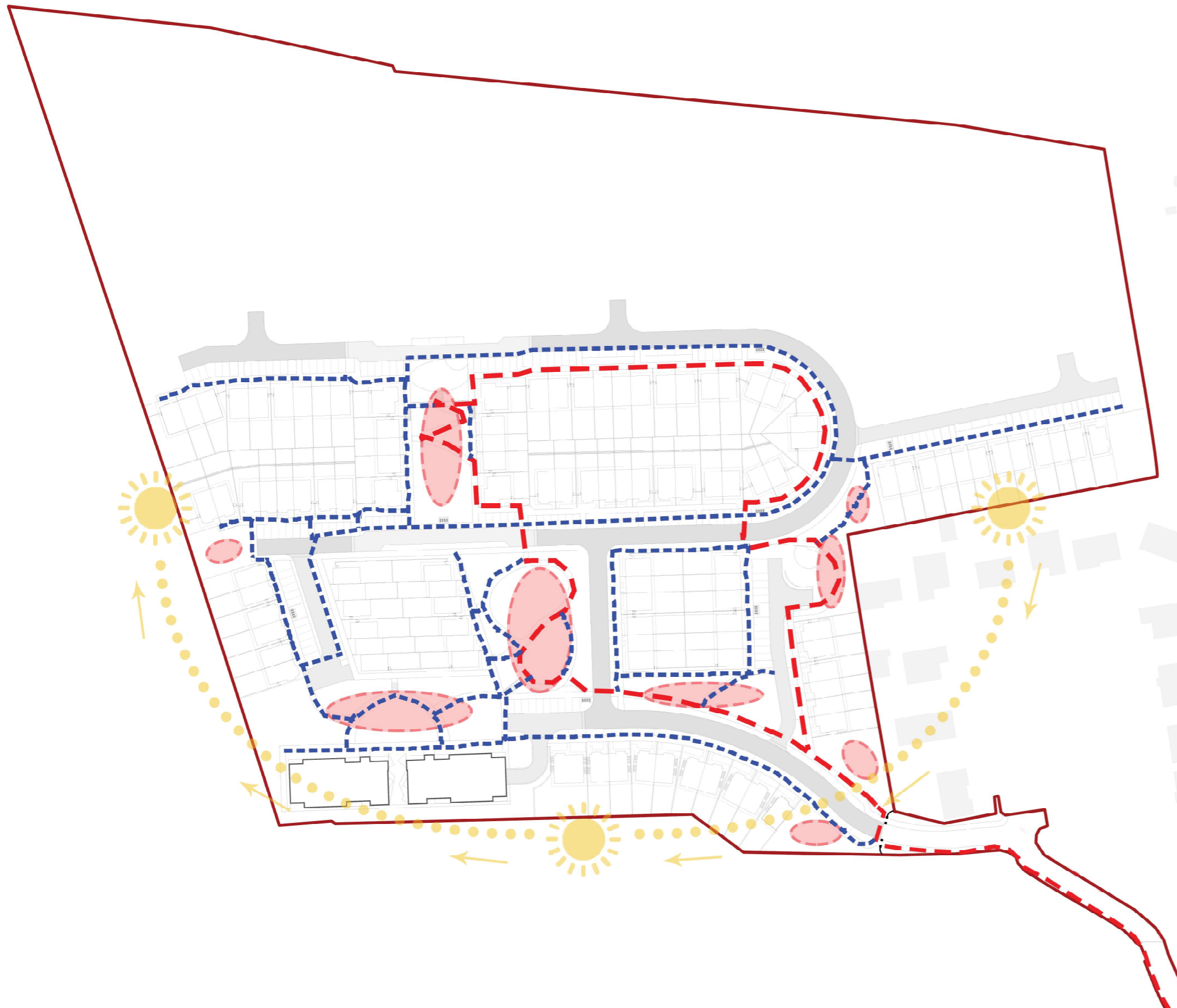
- - - Main pedestrian/cyclist route through site
- - - Internal circulation

Pedestrian, cycle & vehicular traffic to Sunberry Heights



Existing Entrance Road

4.0 URBAN DESIGN RESPONSE



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

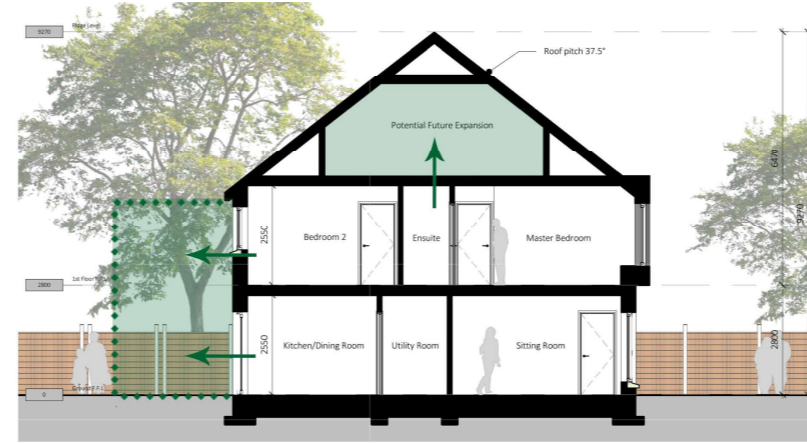
The nett density of the site is 35 units per hectare. This is in line with the recommendations contained in "Sustainable Residential Development in Urban Areas 2009" and therefore makes full and efficient use of the lands. Buildings and spaces are arranged to take full advantage of good solar orientation. The Design includes for careful consideration of the distance between houses and their orientation to each other. The proposed layout considers the existing surrounding developments, the topographical nature of the site and the amenities required for the proposed dwelling houses located within the scheme. Open spaces and back-to-back distances are designed to add quality of life while not being excessive.

06 DISTINCTIVENESS How do the proposals create a sense of place?

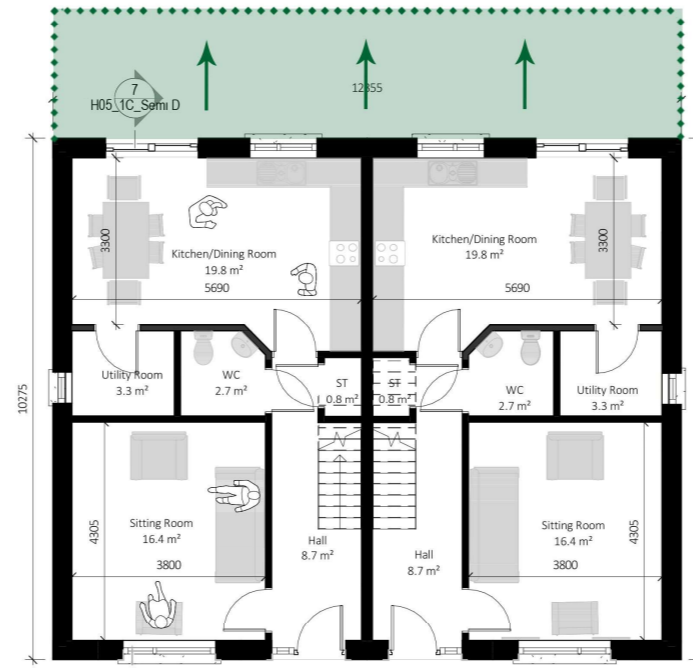
The designed scheme will be a distinct and separate entity by the use of a variety of external finishes and house styling. A sense of place is developed within pockets of the scheme, which clusters housing and differing activities around the high quality, landscaped open space areas. The variety and location of inter connected public open spaces are designed to encourage pedestrian and bike traffic throughout the development and to link the different character areas into the larger context of the overall site. Landscaping and planting are integrated throughout to maximise the appeal of the development layout, soften the impact of visually distinct materials and generate attractive gathering and play areas throughout.

07 LAYOUT How does the proposal create people friendly streets and spaces?

The proposed layout has been set out to create a series of central core public open areas throughout the site. The apartment units have been designed to overlook the open spaces/ pedestrian paths and serve as landmarks within the site. Traffic speeds are controlled by a variety of surface treatments and raised tables which also connect pedestrians to the neighbourhood play areas with the street hierarchy favouring the pedestrians and cyclists. Road lengths are kept to a minimum to minimize road speeds. The layout provides active frontages and passive overlooking throughout the site. Where a gable of a house is exposed, a variation of the particular house type is used ensuring overlooking at these locations. Houses are arranged around the open spaces for passive overlooking to ensure activity and safety for the users.



Potential Future Adaptability in Attic & Rear - Semi-detached House (Type 1C)



Potential Future Adaptability to the Rear - Semi-detached House (Type 1C)



Private Open Spaces

4.0 URBAN DESIGN RESPONSE

08 PUBLIC REALM How safe, secure and enjoyable are the public areas?

There is a network of pathways, streets and open spaces of high quality in this design which creates an attractive public realm. Public open spaces provides opportunity for social interactions, community creation and play areas for younger groups and family integrations.

In the site there are specific areas characterised by shared surfaces, differing elevational treatments and landscape treatments. These measures intend to create distinct zones within the development. Shared surfaces also intend to act as traffic calming measures - intend on making the driver aware of pedestrian priority by change in level or road finish.

09 ADAPTABILITY How will the buildings cope with change?

Various houses within the proposed scheme can be easily adapted to the future requirements of the occupants.

There are sufficient areas to certain dwelling houses to facilitate future expansion over ground, first floor and attic to adapt to the future needs of occupants. This can be done without compromising the character of the house types.

See associated drawings that show how house type 1C can be easily converted into a 4-bed house by adding a room in the attic, and the ground floor can be extended to the rear.

10 PRIVACY AND AMENITY How does the scheme provide a decent standard of amenity?

Each dwellinghouse within the proposed scheme has generous private open spaces far in excess of the minimum standards set out by Cork City Council. See Image drawing 21_001_P05_Site Layout P05 for areas of each Unit.

Windows are positioned to prevent excessive overlooking to private gardens. All dwellings will have more than adequate storage areas and areas for sorting of recyclables, while the apartments have private storage areas and a communal area for the bins.

There are no overshadowing or privacy issues that affect the existing houses from the proposed. House Type 1A has no habitable bedrooms on the first floor to the rear; and 1B, 1B(i) & 1D only have 1 window to the rear to prevent overlooking onto the existing houses within Sunberry Heights.

4.0 URBAN DESIGN RESPONSE

11 PARKING How will the parking be secure and attractive?

Ample parking is provided throughout the scheme to the extent that the 105 housing units share a total of 182 car park spaces evenly spread around the development, this includes 164 regular parking spaces & 18 electric vehicle charging points. An additional 30 parking spaces including 4 EV parking spaces and 4 motorbike parking bays are provided for the apartments in the basement car park. 9 bicycle stands are provided throughout the scheme which can accommodate 8 spaces each. Two Large bicycle racks in the basement car park can accommodate 90 bicycle spaces in addition to the two dedicated bicycle store room at entry to level of the apartments which gives a total of 238 bicycle spaces. Orientation of parking spaces will be varied to further define the character and layout of the proposed scheme and to allow for minimum repetition of hard landscaping.



Covered bicycle stand

12 DETAILED DESIGN How well thought through is the building and landscape design?

Each house is designed for its location on the site. The materials and external design make reference to the local aesthetic. The landscape design facilitates the use of existing vegetation and flora in the design of the public spaces.

Design of the public space will facilitate easy and regular maintenance. Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.

The Proposed Development has been designed with care taken to address each Principle of Universal Design. Each Principle has been addressed later in this report.



15 Basement car park spaces, including 2 electric vehicle charging spaces per apartment block. 30 Basement car park spaces in total plus motorbike spaces and 90 single tier bike storage spaces.

- Electric Vehicle Charging Points (18)
- Bicycle Racks (9)
- Car Parking Spaces (164)



- Electric Vehicle Charging Points (4)
- Bicycle Racks (1 large bike store)
- Car Parking Spaces (30)

5.0 APARTMENT BLOCK

5.1 Introduction

2 no. apartment blocks each comprising of 15 apartments (30 in total) have been allocated within the scheme and are located to the South West area of the site.

The southern boundary contains existing dense vegetation and trees which run down to the existing road edge on the Killowen Road. The apartments have been placed in this location in-order to minimise any visual impact on the surrounding areas and to make efficient use of an area of the site that would have required filling as a result of the natural topography of the area.

The design and chosen material palette is of a high architectural quality. This style has been chosen due to the likelihood that Blarney Town will become progressively more urban in the future. This is presented through contemporary design by large glazed openings with vertical emphasis and enclosed balconies. All of which serve to maximise comfort and living experience for the future occupants.

A semi-basement car parking area houses car parking spaces, Motorbike parking spaces, Plant Rooms, refuse storage rooms as well as bicycle storage. The southern wall of the semi-basement area is predominantly open which will allow for a good quality of natural lighting and ventilation of this space.

All apartments are in compliance with the requirements of 'Sustainable Urban Housing: 2018 Design Standards for new apartments. Full apartment details can be found in the Housing Quality Assessment.

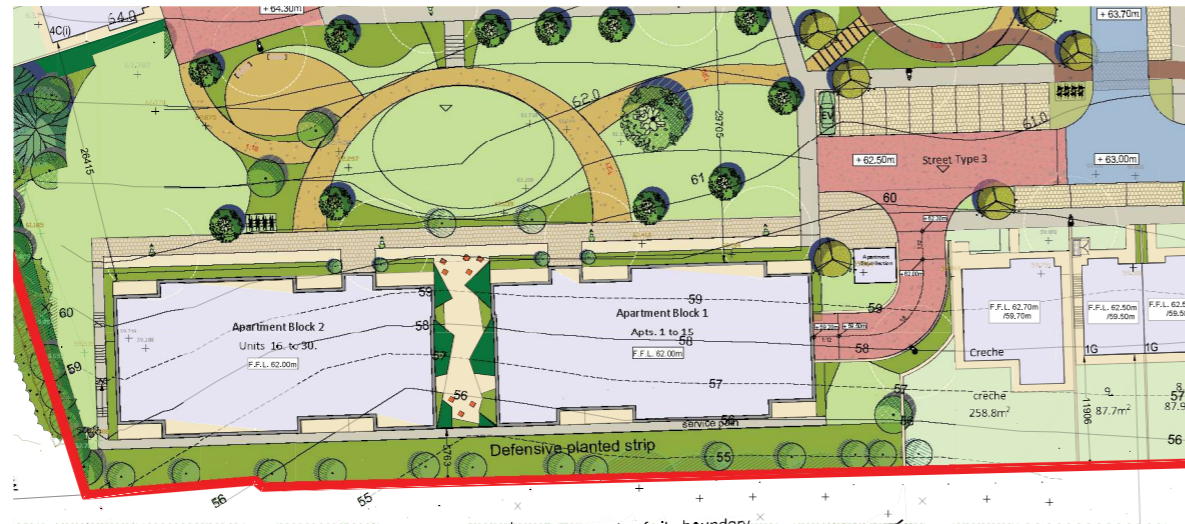
5.2 Orientation and Aspect

Apartment Orientation:

The diagram opposite demonstrates that the vast majority of apartments achieve either a North or South orientation. Any exclusively north facing apartments are provided with significant views of public amenity spaces. This is deemed acceptable under 3.18 of 'Sustainable Urban Housing Design Guidelines for New Apartments'

Dual Aspect Ratios:

The diagram opposite demonstrates that 100% of apartments achieve dual aspect orientation through the careful consideration of room and window layout and locations.



Apartment Block Site Plan



Rear Elevation
1:200

Apartment Block Elevation



Typical Apartment Layouts

5.0 APARTMENT BLOCK

5.3 Concept & Materials Palette



CGI Image of the proposed apartment units

Positioning on Site:

As previously stated, the apartment blocks are located in an area to the southern portion of the site in order to reduce the visual impact on the surrounding areas and provide an entry point to the under ground car park relatively close to the main entrance of the site to reduce the volume of traffic in the wider scheme. The majority of the apartments have views directly over areas of public open space which provides additional passive surveillance and security throughout the scheme. All walking routes that lead to the apartment blocks are in compliance with Part M of the Building Regulations. Each apartment has private amenity space (as per Appendix 1 of the Guidelines). A privacy strip of 1.5m and strategic planting has been provided to add some privacy and security between the public footpath and the ground floor apartments.

Height:

The apartments blocks are each 3 storey units with a semi basement car parking. This is considered an appropriate height due to the location at the southern part of the site being substantially lower than other areas of the scheme. The floor to ceiling height of the apartments meets SPPR5 (2.7m for ground floor apartments) The apartments also comply with SPPR6 in that there are no more than 12 apartments per floor core.

Materials:

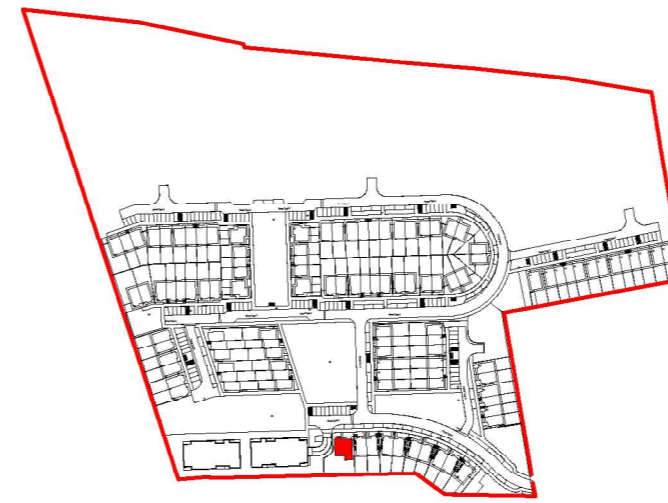
The high quality materials palette selected has been chosen to reflect that of the adjoining Character Area 4 keeping consistency within this area. Brickwork has been selected as the primary material used for the upper two floors whilst a subtle limestone cladding has been chosen for the ground floor area in order to create a transition between the floors. These materials are further complimented by the use of aluminium/zinc cladding which creates further definition between each area of the apartment block.

Car Parking / Bicycle Parking:

30 no. car parking spaces are provided within the semi-basement area of the apartment blocks. There are 72 number bicycle storage spaces distributed throughout the scheme. There are 90 additional dedicated bicycle storage spaces within two number facilities located within the basement area. This space could also be utilised for additional storage for apartment users if so chosen by the end users. A number of EV and disabled parking spaces are also located within the basement as well as areas for motorbike parking.

Refuse storage and collection:

Refuse storage is located within the semi-basement area with a dedicated collection point adjacent to vehicle access ramp for ease of access and turning for refuse collection vehicles.



6.0 CRECHE

There is a provision for a crèche on the site to promote the social infrastructure within and around the development. Extensive dialogue was carried out with the Co-ordinator of the Cork City Childcare Organisation during the design of the facility to ensure the layout supports the business requirements of the area. The Crèche provided is 309.66 sq.m with 258.8 sq.m private open space, and will facilitate 42 no. childcare spaces under a variety of different age groups. This is far in excess of the requirements of the Childcare -DOE-Guidelines-for-Planning-Authorities document.

The Crèche is strategically located relatively near the site entrance to facilitate easy accessibility. The Crèche can be accessed via walking or by car using the set down areas provided. Provision for 10 no. parking spaces for both staff and visitors and a safe set down area is allocated for the crèche which is away from the main spine road.



The Crèche has a dedicated area of private open space to the rear of the facility which will allow for safe use by the future occupants. The crèche also has views to the multiple areas of landscaped public open space to the front of the facility which further connects it to the wider scheme. Generous amounts of glazing is provided to the main use areas.

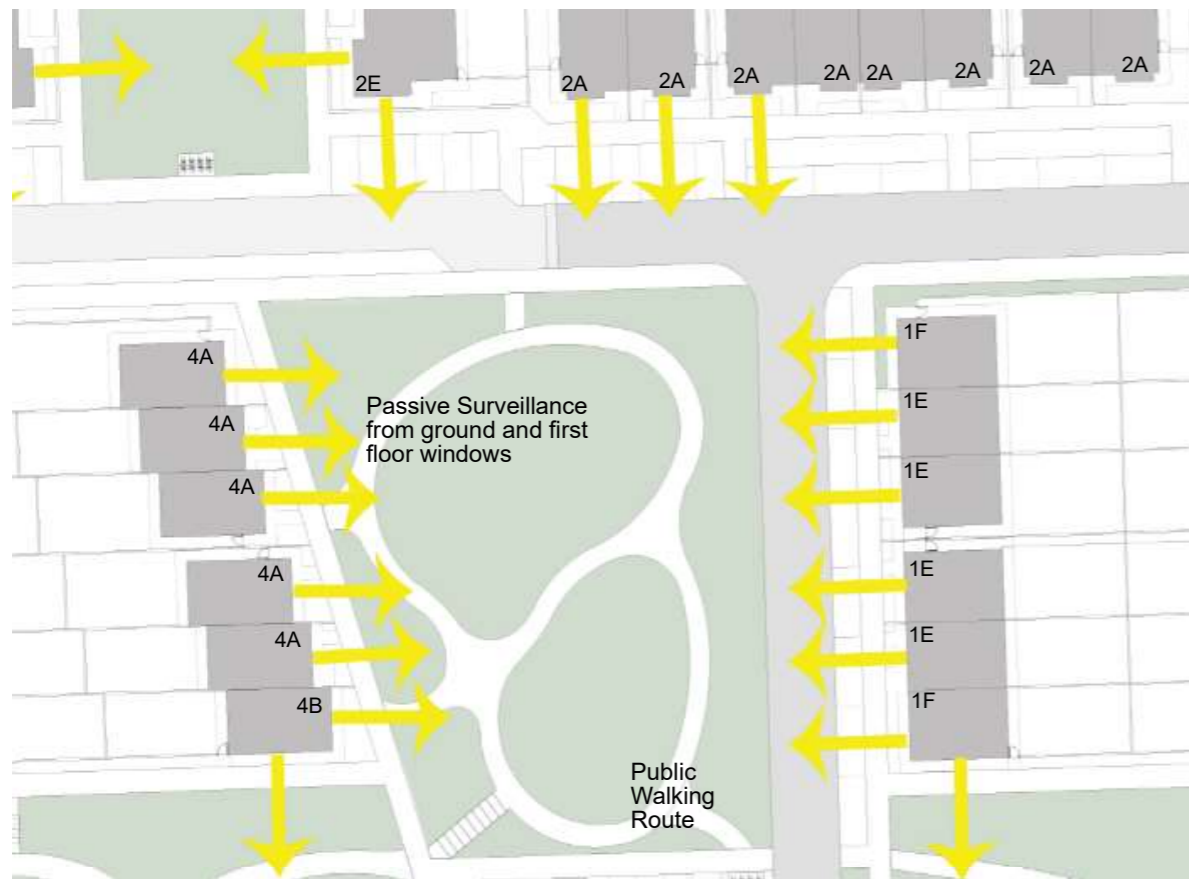


7.0 PASSIVE SURVEILLANCE

7.1 Open Spaces / Roads

The private amenity spaces of the individual dwellinghouses adds to the surveillance of the public realm whilst being clearly defined with built elements or soft landscaping to maintain a degree of privacy. Passive security is designed to provide total surveillance.

Units that abut open spaces or roads have had their elevational treatment as well as internal room arrangements designed to afford a degree of passive surveillance onto these respective public open spaces. This is achieved through providing windows at Ground and First floor level of habitable rooms. This treatment presents an elevation that will not be regarded as a side elevation. The material finishes on the front of the house will be continued onto this elevation. These highly landscaped areas of public open space are faced on each side by specifically developed corner units to aid in passive surveillance.



House Type 1E, 1F



House Type 2A



Apartment Block 2



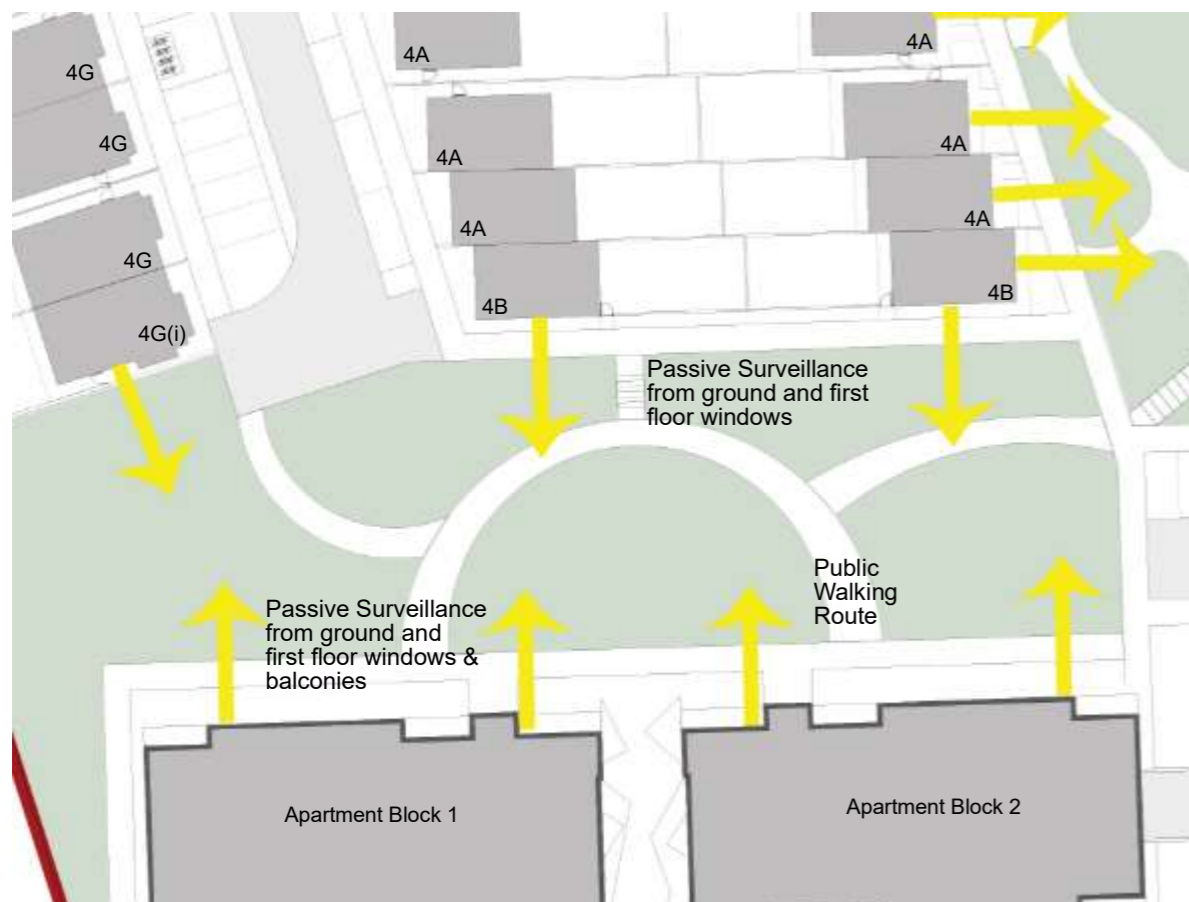
House Type 4C(i)



House Type 1A



House Type 1B(i)



7.0 PASSIVE SURVEILLANCE

7.2 Corner Features

The scheme has been designed so that the edges of the respective character areas are defined by Dual Aspect Corner Feature units will allows for additional passive surveillance to occur. Landscaping and windows are positioned to allow sufficient privacy on ground floor. At first floor, windows also provide sufficient privacy and corner houses allow for accentuation of corners with added overlooking and supervision.



- ↑↑↑↑ Passive Surveillance of Open Spaces
- Public Open Space
- Dual Aspect Units/ Book-End Corners





8.0 WORK FROM HOME

8.1 Work from Home Space

Where possible it is proposed to utilise under stair spaces, hallway spaces, living room spaces and bedroom spaces to locate “work from home” stations within the house designs.

This is a considered response to the growing trend where family members both working and studying may encounter situations where they need to work from home for extended periods.

Please see sample images opposite which are methods of addressing this point.



9.0 UNIVERSAL DESIGN STATEMENT

Summary of Proposed Development

The proposed development will accommodate a total of 105 residential houses, 38 apartments and a childcare facility (Crèche).

The proposed 143 no. residential units are comprised of the following:

- 105 no. houses including 8 no. 2 bedroom units, 71 no. 3 bedroom units and 26 no. 4 bedrooms units.
- 38 no. apartments including 8 no. 1 bed apartments, 30 no. 2 bedroom apartments.

The proposed development includes a number of open spaces and play areas in addition to general landscaping, boundary treatments (including walls and landscaping to the houses to the north) and lands to the east, and landscaped parkland / greenway. The proposal includes an internal distributor road providing access to associated internal roads, car parking, pedestrian and cycle paths, public lighting, and turning area, bin storage (in apartment locations) and cycle parking and all site services infrastructure.

Standards & Guidelines

The Development is required and designed to provide compliance with the following:

- The Building Regulations 1997-2019, Specifically Technical Guidance Document Part M (Access & Use).
- Cork City Development Plan.
- Cork County Development Plan – Non-Residential Development requirement for 5% Part M compliant parking.

The design teams has been guided in its approach from preliminary design stage by the following documents:

- The National Disability Authority in Ireland (NDA) - Principals of Universal Design.
- The National Disability Authority in Ireland (NDA) - Building for Everyone.
- DMURS – Design Manual for Urban Roads and Streets.
- BSI (2018), BS8300-1: Design of an accessible and inclusive built environment, Part 1: External Environment Code of Practice.
- BSI (2018), BS8300-2: Design of an accessible and inclusive built environment, Part 1: Buildings – Code of Practice.

Approach to Design & Compliance

Where works are carried out in accordance with the guidance within Building Regulations Technical Guidance Document Part M 2010, this will, prima facie, indicate compliance with Part M of the Second Schedule of The Building Regulations (as amended).

The Design team is committed to achieving universal access throughout the proposed development within the built environment and the public realm.

In development and progression of a design concept, the Design Team referred to, and assessed the design for compliance with (Examples of compliance included):

Universal Design Compliance (7 Principals of Universal Design):

PRINCIPLE 1: Equitable Use

The design is useful and marketable to people with diverse abilities. Guidelines:

- 1a) Provide the same means of use for all users: identical whenever possible; equivalent when not.
- 1b) Avoid segregating or stigmatizing any users.
- 1c) Provisions for privacy, security, and safety should be equally available to all users.
- 1d) Make the design appealing to all users.

How Principal 1 Compliance is Achieved:

Consistent means of access is provided to all dwellings and each are designed to provide part M compliant level access entrances via the front door for visitors. For the most part car parking is by way of on street design. External amenity spaces are designed in accordance with Technical Guidance Document Part M 2010.

The Creche is located in a readily accessible area of the site. Outdoor amenity space is provided for the Creche facility and with Part M compliant level access. The reception area for the Creche facility is located at ground floor level, situated in close proximity to the front door and provided with communication aids. A passenger lift is proposed to access all floors of the creche facility.

PRINCIPLE 2: Flexibility in Use

The design is useful and marketable to people with diverse abilities. Guidelines:

- 2a) Provide choice in methods of use.
- 2b) Accommodate right- or left-handed access and use.
- 2c) Facilitate the user's accuracy and precision.
- 2d) Provide adaptability to the user's pace.

How Principle 2 Compliance is Achieved:

The proposed development provides for a wide variety of house and apartment types including 2, 3 & 4 Bedroom proposed houses, 1 and 2 bedroom apartments. The development is designed to comply with the building regulations, in particular Technical Guidance Document Part M Access and Use and Technical Guidance Document Part D, Materials and Workmanship, providing an emphasis and to facilitate, access and use, user mobility, accuracy and precision among others. Dwelling houses have been designed to provide for adaptability as resident requirements change over time. Reference to the national Disability Authority in Ireland (NDA) – Building for Everyone – A5 Lifetime Home Standards.

Internal spatial design for each dwelling is such to provide adequate space for wheelchair turning. Two and three storey houses have adequate space to allow for the provision of a ground floor bedroom if required, with the potential for future horizontal and vertical extension if required. Generally, internal walls within apartments are constructed in lightweight stud partitions providing for future adaptability

PRINCIPLE 3: Simple and Intuitive Use

Use of design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.

- 3a) Eliminate unnecessary complexity.
- 3b) Be consistent with user expectations and intuition.
- 3c) Accommodate a wide range of literacy and language skills.
- 3d) Arrange information consistent with it's importance.
- 3e) provide effective prompting and feedback during and after task completion.

9.0 UNIVERSAL DESIGN STATEMENT

How Principle 3 Compliance is Achieved:

All dwellings have been designed in a simple and effective way, therefore minimising complexity. Node houses are situated at prominent positions on the road network with features such as first floor projecting windows and the use of brick / aluminium cladding to provide landmark points to assist wayfinding for pedestrians, cyclists and motorists. 1.5 story, two storey and three storey houses with various material differences are located at street junctions to assist in placemaking and provide visual reference points. Dwelling doors are easily located with familiar features such as entrance canopies, recessed front doors in various colours and various material finishes surrounding front doors to provide variation and familiarity.

A clear street hierarchy provides a consistent appreciation of place and of way finding. Pedestrian and bicycle routes throughout the development provide direct connectivity between destination points on desire lines. The majority of pedestrian and bicycle routes are provided with a gradient of 1:20 or less. All roads & footpaths are DMURS compliant.

PRINCIPLE 4: Perceptible Information

The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

- 4a) Use different modes (pictorial, verbal, tactile) for redundant presentation of essential information.
- 4b) Provide adequate contrast between essential information and its surroundings.
- 4c) Maximise "legibility" of essential information.
- 4d) Differentiate elements in ways that can be described (i.e. make it easy to give instructions or directions)
- 4e) Provide compatibility with a variety of techniques or devices used by people with sensory limitations.

How Principle 4 Compliance is Achieved:

A carefully selected palette of materials and finishes have been utilised in order to make elements easily recognisable and perceptible. Road crossings, pedestrian and bicycle priority routes, Childcare Facility and apartment entrances are all provided with visual and tactile variations in order to identify any potential hazards and prevent injury. Variations in materials and architectural expression assist in providing legibility between character areas. Clear signage will assist in way finding and be provided in compliance with Technical Guidance Document Part M.

PRINCIPLE 5: Tolerance for Error

The design minimises hazards and the adverse consequences of accidental or unintended actions.

- 5a) Arrange elements to minimise hazards and errors: most used elements, most accessible; hazardous elements eliminated, isolated, or shielded.
- 5b) Provide warnings of hazards and errors.
- 5c) Provide fail safe features
- 5d) Discourage unconscious action in tasks that require vigilance.

How Principle 5 Compliance is Achieved:

Raised tables, tight corner radii and landscaping on the distributor and feeder roads in conjunction with visual contrasts to surface and footpaths within home zones provides for a pedestrian and cyclist priority environment, designed to encourage low vehicular speed. Additional works are proposed to the access road within Sunberry Heights and Drive which is detailed on the accompanying engineers reports. Specific fencing and defensive planting is utilised where the proposed development abounds the southern boundary of the site and attractive tobermore retaining walls are utilised also in this area.

PRINCIPLE 6: Low Physical Effort

The design can be used efficiently and comfortably and with a minimum of fatigue

- 6a) Allow user to maintain a neutral body position.
- 6b) Use reasonable operating forces.
- 6c) Minimise repetitive actions.
- 6d) Minimise sustained physical effort.

How Principle 6 Compliance is Achieved:

Pedestrian and bicycle pathways have been designed to minimise gradient and mitigate the requirement for extensive change of levels. The majority of pedestrian and bicycle priority routes are provided with a gradient of less than 1:20. The majority of dwelling houses are provided with on street car parking which is located close to the front door. The apartment blocks are provided with a passenger lift for ease of transporting bicycles and refuse. All entrance doors (dwelling houses, apartment entrances and childcare facility entrances) are provided with an external level landing in accordance with Technical Guidance Document Part M

PRINCIPLE 7: Size and Space for Approach and Use

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

- 7a) Provide a clear line of sight to important elements for any seated or standing user.
- 7b) Make reach to all components comfortable for any seated or standing user.
- 7c) Accommodating variations in hand and grip size.
- 7d) provide adequate space for the use of assistive devices or personal assistance.

How Principle 7 Compliance is Achieved:

All entrance doors and lobbies (dwelling houses, apartment entrances and childcare facility) are provided with an external level landing in accordance with Technical Guidance Document Part M in conjunction with flush access (max. 15mm upstand). All entrance and internal doors are designed in accordance with Technical Guidance Document Part M 1.3.3.2 & 3.3.1. All internal corridors are design to comply with Technical Guidance Document Part M 1.2 & 3.3.2.1. Internal stairways, landings and lifts are designed to comply with Technical Guidance Document Part M.

Conclusion

The development has been designed so that it can be accessed, easily understood and used to the greatest extent possible by all people, regardless of their age, size or disability. The Building Control (Amendment) (No.2) Regulations 2015 (S.I. No. 365 of 2015) BCAR, will be applicable to all Residential Apartments, Dwelling houses and Childcare Facility. Evidence of compliance with the Building Regulations will be provided to the Local Authority under this process.

10.0 CGI IMAGERY

CGI LOCATIONS

GNET 3D have completed a series of CGI images labeled no. 1 to 9 opposite for reference.



10.0 CGI IMAGERY

CGI 1



10.0 CGI IMAGERY

CGI 2



10.0 CGI IMAGERY

CGI 3



10.0 CGI IMAGERY

CGI 4



10.0 CGI IMAGERY

CGI 5



10.0 CGI IMAGERY

CGI 6



10.0 CGI IMAGERY

CGI 7



10.0 CGI IMAGERY

CGI 8



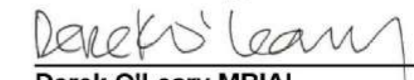


CONCLUSION & SUMMARY

The proposed development represents a natural progression for utilising and developing a serviced/zoned residential area within Blarney Town. The development will provide much needed housing, as well as supporting existing community facilities both commercially and socially. The development ties in well with the existing infrastructure of the Town.

The details within this supporting documentation highlight the principles for the design. The applicant aim is to provide high quality housing as per the supporting documentation attached to further enhance Blarney Village.

Yours Sincerely,



Derek O'Leary MRIAI
Dip Arch B Arch Sc Dip Arch Tech



On behalf of,

BRH Design Partners Ltd.