ARCHITECT'S DESIGN STATEMENT

Ballincollig Apartments - Residential Development

Old Fort Road, Ballincollig, Co. Cork



Prepared for O'Flynn Construction Co. Unlimited Company

June 2026

WILSON ARCHITECTURE

OMM|W

ARCHITECT'S DESIGN STATEMENT

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1.0 INTRODUCTION

This Design Statement has been prepared on behalf of O'Flynn Construction Co. Unlimited Company in conjunction with the following consultants;

- McCutcheon Halley Planning Consultants
- Brady Shipman Martin Landscape Architects
- Joda Engineering Consultants
- Arup Transport Engineering.
- BPC Engineers

The Development also takes guidance from the following documentation:

- National Planning Framework

- Cork City Development Plan (2022-2028)

- Planning Design Standards for Apartments: Guidelines for Planning Authorities (2025)

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

- Murphy Barracks Ballincollig- Integrated Action Area Plan, Dept of Defence (2000)

- Cork Metropolitan Area Transportation Strategy 2040

- Cork Cycle Network Plan (2016)

- Urban Design Manual - A best practice guide (2009)

- Design Manual for Urban Roads and Streets (2019)

-Childcare Facilities - Guidelines for Planning Authorities (2001)



1.0 INTRODUCTION

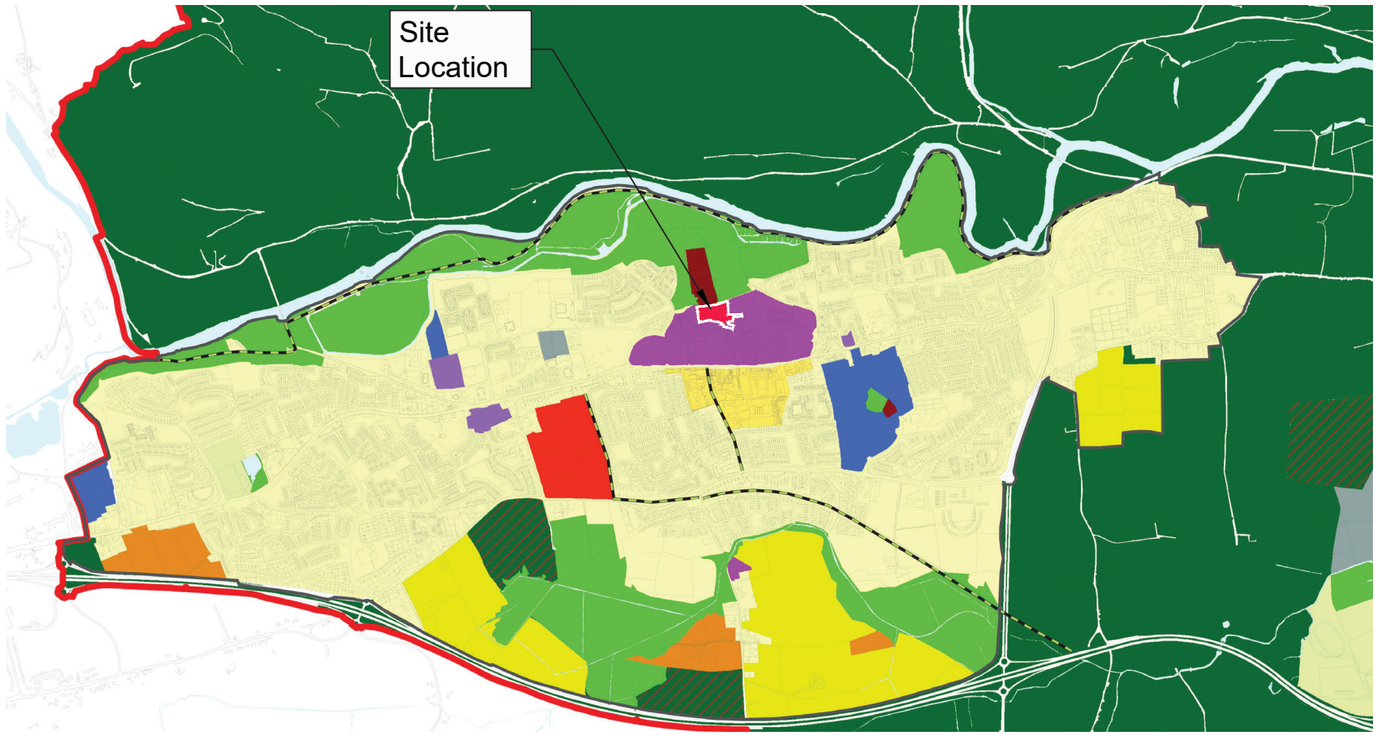
1.1 Site Context, History and Description

The Site is located on Old Fort Road, on the northern edge of Ballincollig Town Centre, approximately 8km west of Cork City.

Tracing the historical context of the site, Ballincollig was originally a small village in the Barony of the Barrett Family. Part of the lands were developed in the 1800's as Gunpowder Mills, and were subsequently established as Murphy Barracks. The Barracks lands and buildings were quite extensive, and after being decommissioned in 1998, over 50 Hectares of land were opened up for development and integration into the town. The subject site lies within this area, and the development and masterplanning for the lands was addressed in the Integrated Action Area Plan for Murphy Barracks 2000. The Masterplan ensured the historical structures were conserved and refurbished, and the lands were developed with appropriate uses, density and infrastructure to cater for the fast growing town. Much of the former barracks lands have by now been redeveloped, and Ballincollig is a thriving satellite town of Cork City, with a population of 18,000 and growing.

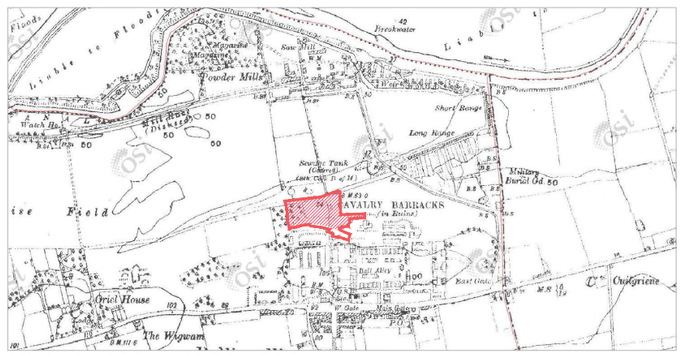
Largely vacant throughout it's history, the subject site now lies on the edge of the town centre. It is bounded to the North by a Water Treatment Plant & Playing Fields, and to the South by Old Fort Road and the Crescent Apartments. To the West is a low density housing estate Waltham Abbey, and to the East a Nursing Home and Medical Clinic.

The site is currently Zoned ZO 06 Urban Town Centre, of which Residential is one of the permitted uses.

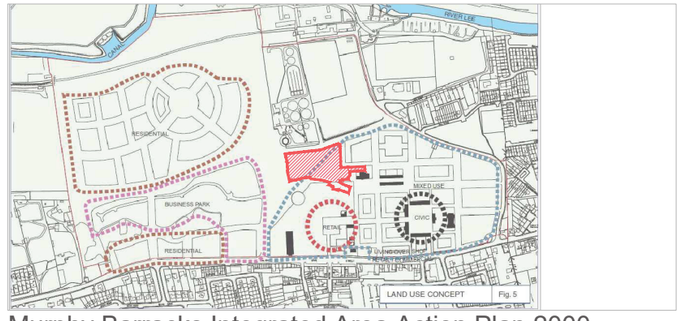




Historical Map 1837-1842



Historical Map 1934-1939



Murphy Barracks Integrated Area Action Plan 2000



Aerial View circa 2005

1.0 INTRODUCTION

1.2 Planning History

This site has been subject to two previous SHD Applications. The first SHD Application was granted permission for the site (ABP-307313-20), but this was overturned by means of a judicial review on the grounds that An Bord Pleanala didn't comply with Planning and Development regulations concerning appropriate assessment screening of projects. After a period of consideration the Client decided to reapply for permission for the proposed development on the site, retaining largely the same design approach and layout, while improving elements of the scheme for Own door access, Daylight and Sunlight requirements, Privacy screening, amongst others.

The Second SHD Application (ABP - 313642-22) was refused permission, on the grounds that the scheme did not meet the unit mix requirements of the Cork City Development Plan 2022 - 2028.

Following on from the decision to refuse permission and subsequently the release of the Planning Design Standards for Apartments - Guidelines for Planning Authorities, 2025 the Client has decided to reapply for permission. Due to the provision of the Specific Planning Policy Requirement 1 and the ambition to develop a more sustainable scheme it's proposed to be apply with a revised layout and design.

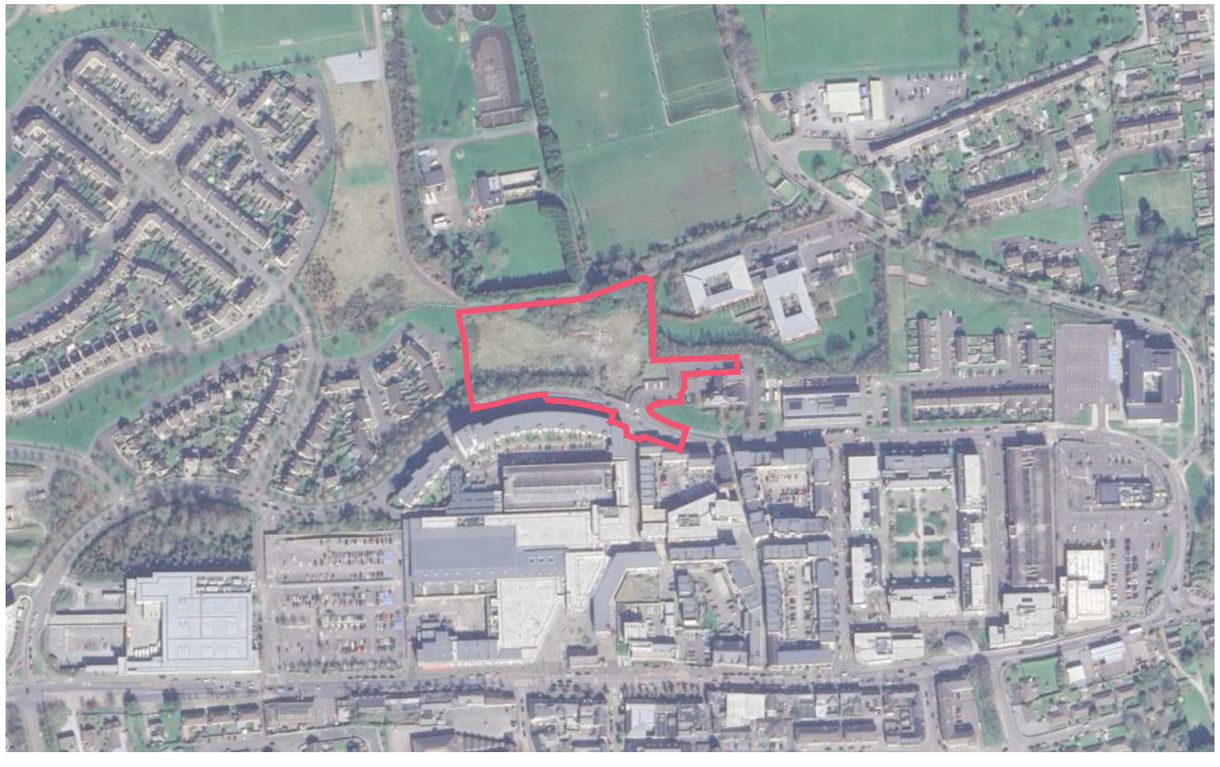
Specific Planning Policy Requirement 1

(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.

(B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.



View of Previous SHD Scheme



1.0 INTRODUCTION

1.3 Summary of Development

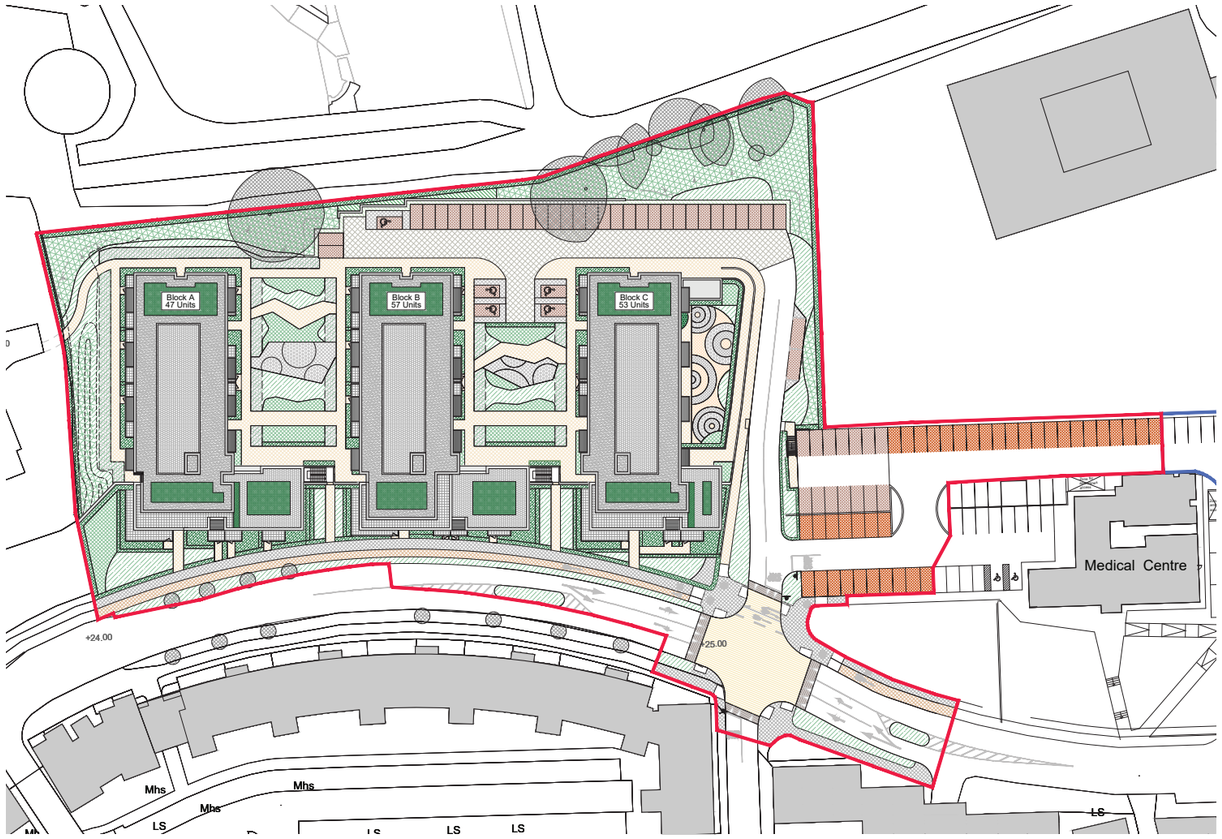
The Proposed Development consists of 3 blocks which vary in height from 2 & 6 storeys. The Site is located on the northern edge of the Town Centre, with excellent pedestrian, bicycle, car and public transport connectivity within the town, and in a wider context to Cork City.

The Development is situated on a developable site area of 1.21 Ha, which slopes down approximately 8m from the south to the north boundaries. The proposed number of units is 157 apartments over a range of 3 to 6 floors, with a proposed density of 130.2 units to the hectare.

The 3 Blocks are orientated along a North-South axis which allows for predominantly East and West facing apartments. This layout also allows for views through the site from Old Fort Road to the Regional Park and Lee Valley Hills beyond. Street Level Units and the main Entrances Lobbies are strategically located along Old Fort Road to create an active streetfront. The Creche is located on the ground floor away from the active streetfront, and allowing direct access to a play area.



View of Proposed LRD Scheme



BUILDING DATA

Block	Number of Units	Units over 10% Floor Area	Dual Aspect	Gross Internal Area	Building Footprint	Net Internal Area
Block A	47	17	15	4074.4 m²	1035.8 m²	2862.2 m²
Block B	57	20	19	4868.6 m²	1035.8 m²	3461.9 m²
Block C	53	19	18	4792.3 m²	960.4 m²	3219.7 m²
Total	**157 Units**	35.7%	33.1%	13735.3 m²	3032.0 m²	9543.8 m²
		56	52			

APARTMENT MIX

Block	Unit Type						Total No. of Units
	1-Bed		2-Bed (3-Person)		2-Bed (4-Person)		
	Min	+ 10%	Min	+ 10%	Min	+ 10%	
Block A	8	15	1	1	21	1	47
Block B	10	18	1	2	26	0	57
Block C	10	16	1	2	23	1	53
Sub Total	28	49	3	5	70	2	
Unit Mix (%)	17.8%	31.2%	1.9%	3.2%	44.6%	1.3%	
Total	77		8		72		
Unit Mix (%)	49.0%		5.1%		45.9%		
Total	157 Units						

1.0 INTRODUCTION

1.4 Comparsion with SHD Scheme

With this section the LRD application is compared with the pervious SHD applcation. This is done to give an overview of the development and to highlight the revision made with this LRD application.

The intial studies, concept and the design logic of SHD design process continues to be relevant with this application. The similarities with the SHD design can be seen thoughtout the project, with elements like the massing and the use of an active frontage facing on to Old Fort Road. The concept of 3 Blocks running on a North-South Axis continues to be used with this LRD design as it the most ideal layout for the site. After these initial massing concepts the LRD design places a greater emphise on optimisation, to produce an efficient and sustainability scheme.

To achieve this, standardisation, and simple forms are used to produce the revised design. Due to this, the development is able to increaese the number of units from 123 to 157, while remaining within the original building mass. Please refer in the following pages to see the Comparative Layouts, between the SHD and this application.



Aerial View of Previous SHD Scheme



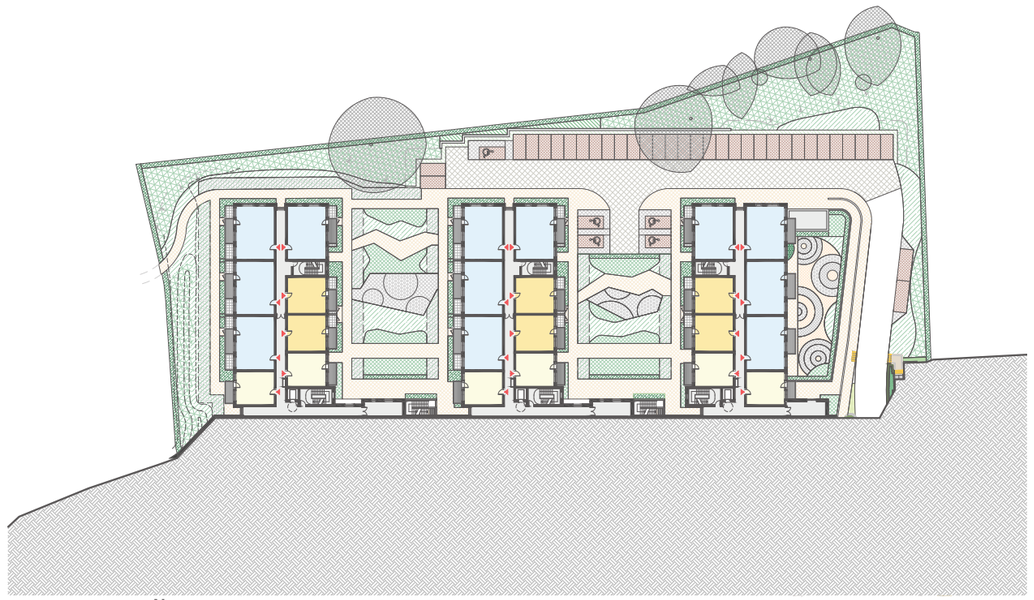


Aerial View of Proposed LRD Scheme

1.5 Comparative Layouts



Proposed LRD Application (157 - Units)
Ground Floor Plan



Proposed LRD Application (157 - Units)
First Floor Plan

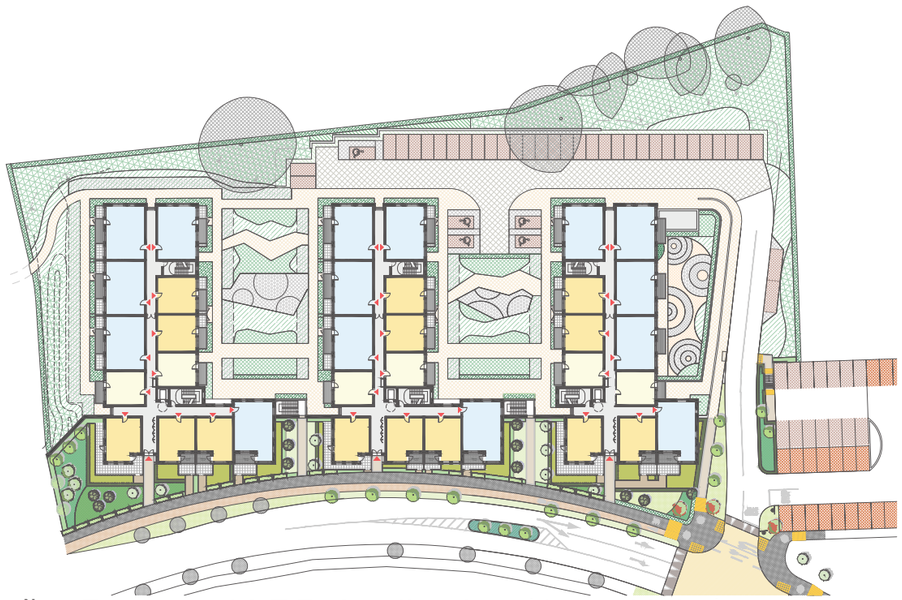


SHD - ABP-313642-22 (123 - Units)
Ground Floor Plan

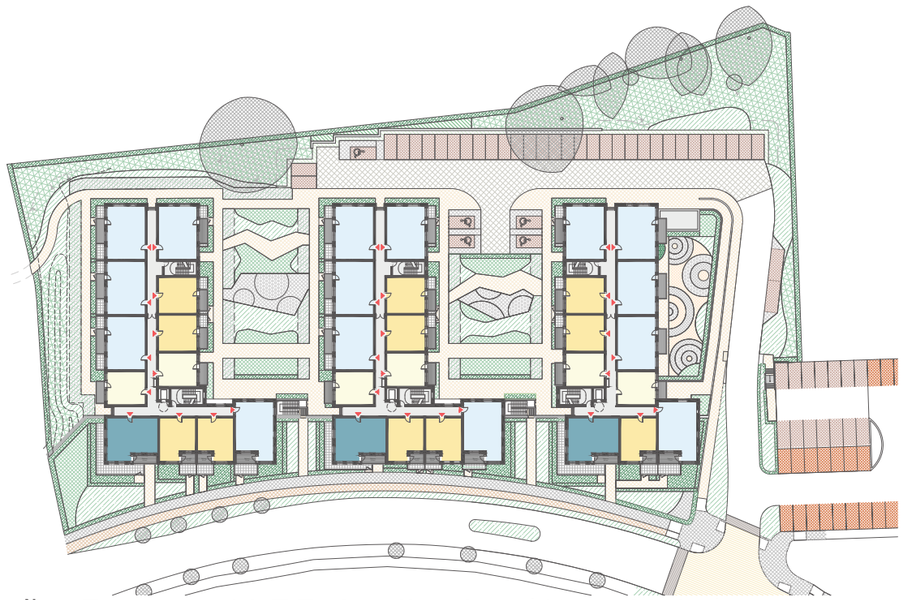


SHD - ABP-313642-22 (123 - Units)
First Floor Plan

1.5 Comparative Layouts



Proposed LRD Application (157 - Units)
Second Floor Plan



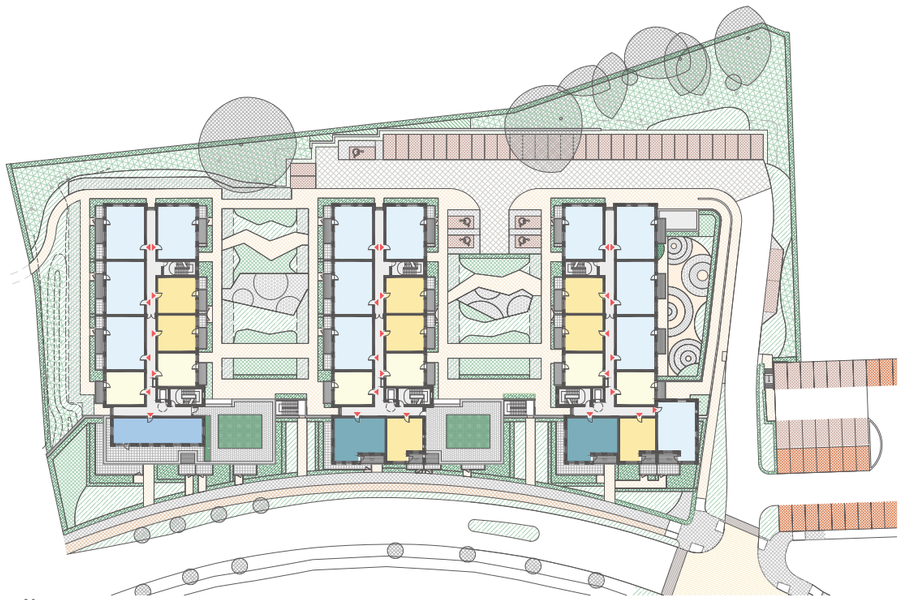
Proposed LRD Application (157 - Units)
Third Floor Plan



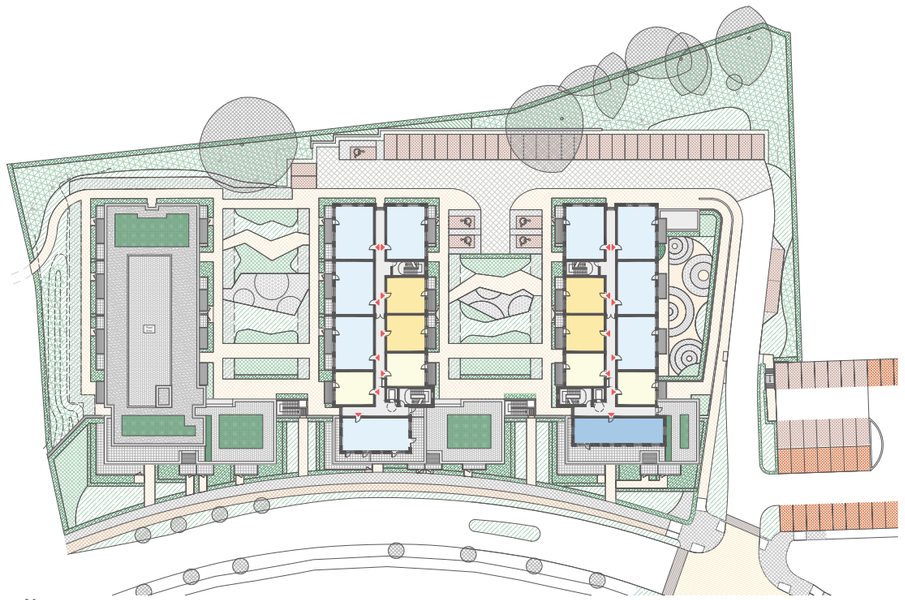
SHD - ABP-313642-22 (123 - Units)
Second Floor Plan



SHD - ABP-313642-22 (123 - Units)
Third Floor Plan



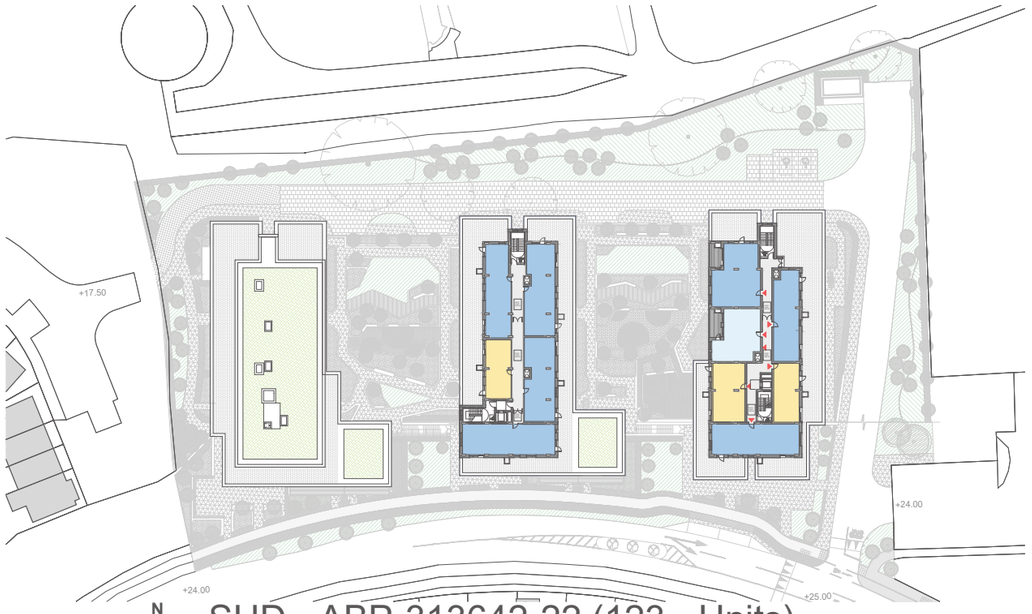
Proposed LRD Application (157 - Units)
Fourth Floor Plan



Proposed LRD Application (157 - Units)
Fifth Floor Plan



SHD - ABP-313642-22 (123 - Units)
Fourth Floor Plan



SHD - ABP-313642-22 (123 - Units)
Fifth Floor Plan

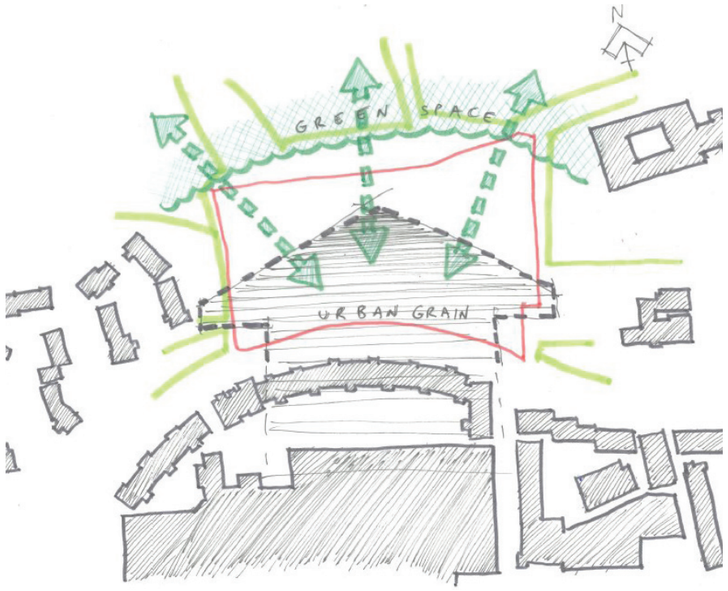
2.0 DESIGN OVERVIEW

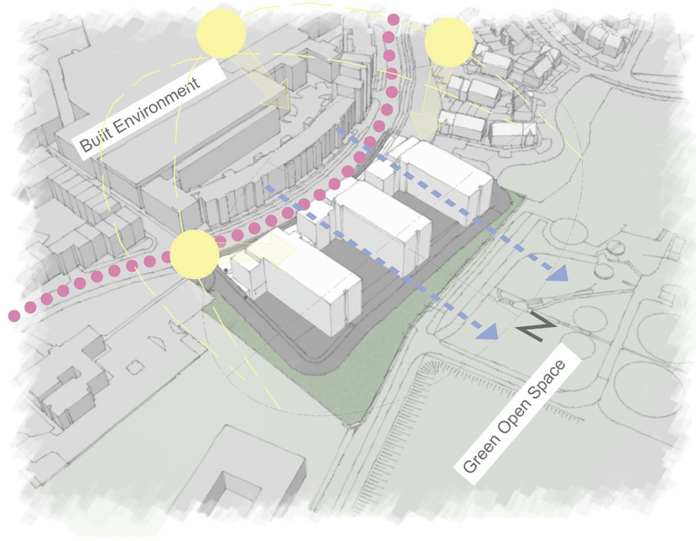
2.1 Design Objectives & Concept

Objectives

The proposed development will provide modern residential apartment buildings on a vacant infill site, the objectives of which include:

- The regeneration of a vacant infill site at the edge of the town centre.
- To improve the streetfront activity along Old Fort Road.
- To integrate both physically and socially with the surrounding built and natural environment.
- To create a quality living place for the existing and prospective local community.
- To enhance the streetscape and provide a complimentary architectural contribution to the urban fabric of the town.
- To respect the initial Masterplan and enhance physical and visual links from the town through to the Lee Valley Hills to the North.



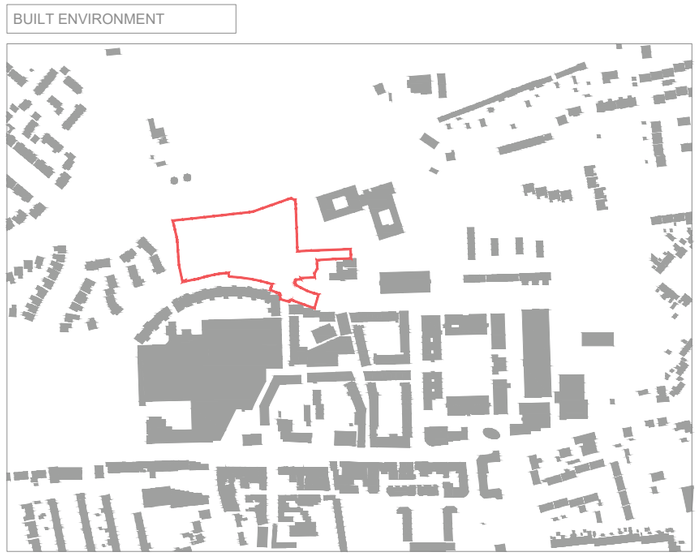


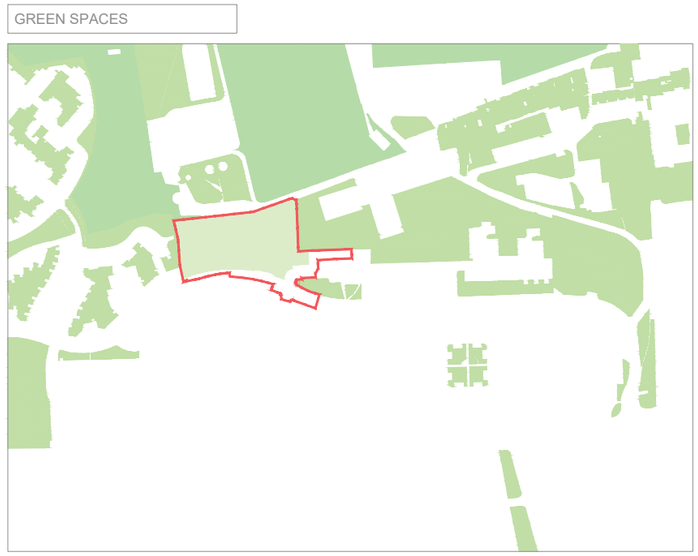
Concept

The site is located on the edge of the town and in this context forms a natural transition zone between urban town fabric and the open space countryside.

The design objectives inform the direction of the design concepts, offering starting points to base layout options and ideas. And a strong early concept to emerge was how would the proposed development strike a balance between fulfilling a built form with an appropriate density and massing, and maintaining key gaps of open space to enhance physical and visual links from the town through to the Lee Valley Hills to the North.

The architectural response is to break the buildings into 3 linear forms; anchoring them along Old Fort Road with a street presence; maintaining a sense of the landscape flowing through the site with the street level plazas and stepped down podiums; while also allowing visual links through the site to the hills beyond. The resulting shape and form of the development has evolved to express this concept.





2.0 DESIGN OVERVIEW

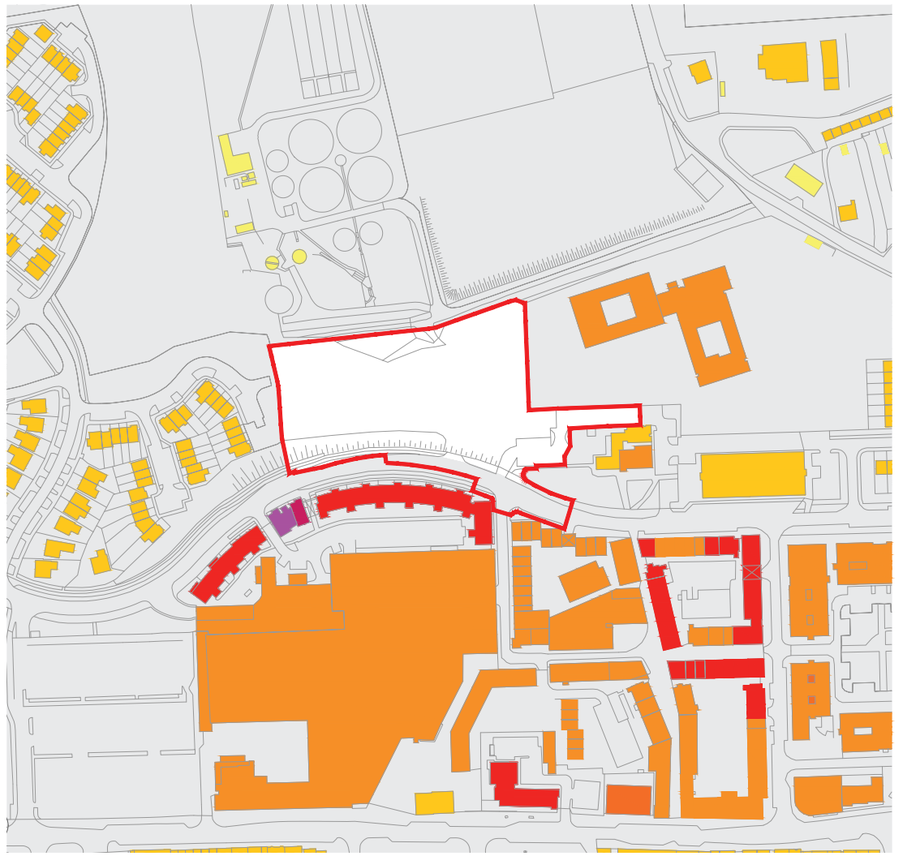
2.2 Site Analysis

Integral to the development of the design concept was analysing the site under numerous parameters. This exercise involved identifying key features, strengths and weaknesses, physical constraints, and design opportunities.

2.2.1. Heights

Analysis:
- The Crescent Apartment Buildings to the South are predominantly 4 Stories, with a 7 Storey Tower
- To the West is Waltham Abbey, a Residential Development with 2 Storey Terraced Houses
- The Medical Centre and Nursing Home to the West vary between 2 to 3 Stories
- To the North is a Water Treatment Plant with low level single storey structures.

Conclusions:
The frontage along Old Fort Road should integrate with the existing Crescent Apartments, following a similar height to establish appropriate street to building scale and ratio. The Medical Centre and Nursing Home have sufficient separation distances from the site so as not to impact on, or be impacted by, a reasonably sized frontage to the east. Consideration should be given to what height would be appropriate along the west frontage where it interacts with the 2-storey housing. The levels along this side could be lower, or possibly a stepped approach. The slope of the site down from Old Fort Road results in a drop of approximately 8m, and the open area to the north allows for opportunities for higher levels along the northern frontage.



HEIGHTS LEGEND

- 7 Storey
- 6 Storey
- 5 Storey
- 4 Storey
- 3 Storey
- 2 Storey
- 1 Storey

Analysis of the Heights of the Surrounding Buildings

- The Crescent Apartment to the South are predominantly 4 Stories, with a 7 Storey Tower

- To the West is Waltham Abbey, a Residential Development with 2 Storey Houses

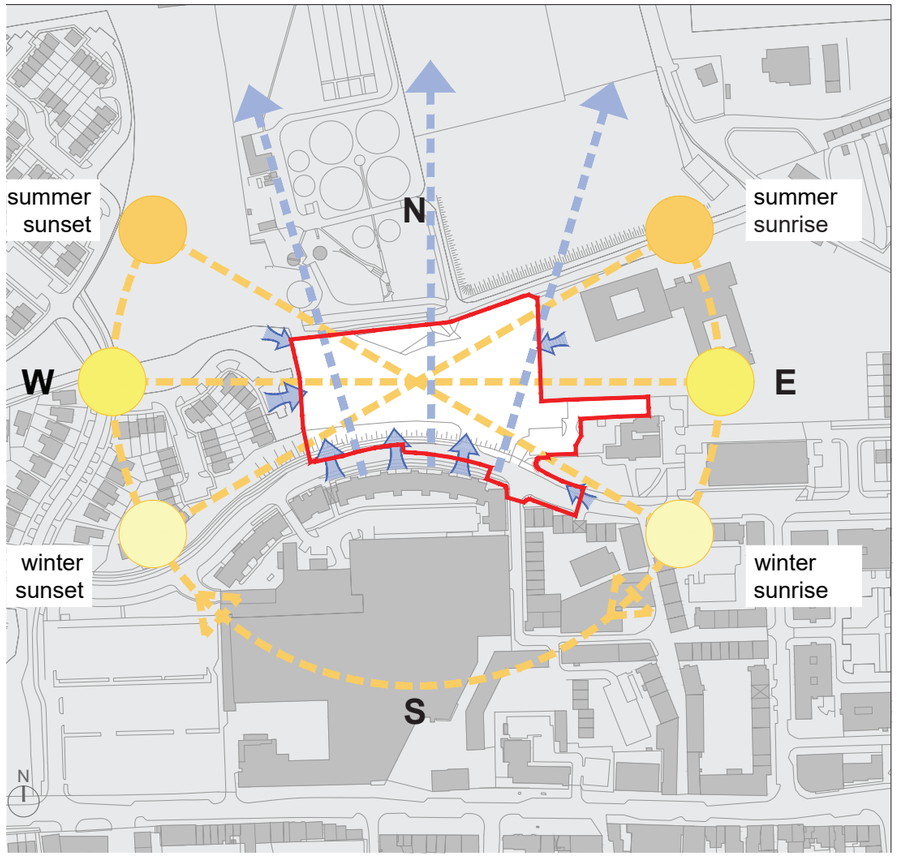
- The Medical Centre and Nursing Home to the West vary between 2 to 3 Stories

- To the North is a Water Treatment Plant with low level single storey structures.

2.2.2. Orientation

Analysis:
The buildings to the east and west have heights between 2 & 3 stories, and have more than sufficient separation distances to the site, which ensures they will have minimal impact on the site from an overshadowing perspective. The Crescent Apartments to the south will cause some overshadowing to the front of the site throughout the day. No overshadowing impacts from the north.
The most prominent views from and through the site are to the Lee Valley Hills to the north. The site is visible from all aspects.

Conclusions:
The size, shape and relationship of the site to neighbouring buildings allows for good quality east and west aspects. Siting proposed buildings along a north/south axis would allow apartment layouts to take advantage of this. Consideration should be given to how far back the building line should be from Old Fort Road so as not to be adversely impacted by overshadowing from the Crescent.
The views to the Lee Valley Hills are a strong feature, which creates opportunities to protect and frame these views from the site and from Old Fort Road.



ORIENTATION LEGEND

- Views from & through the Site
- Views to the Site
- Sun Path

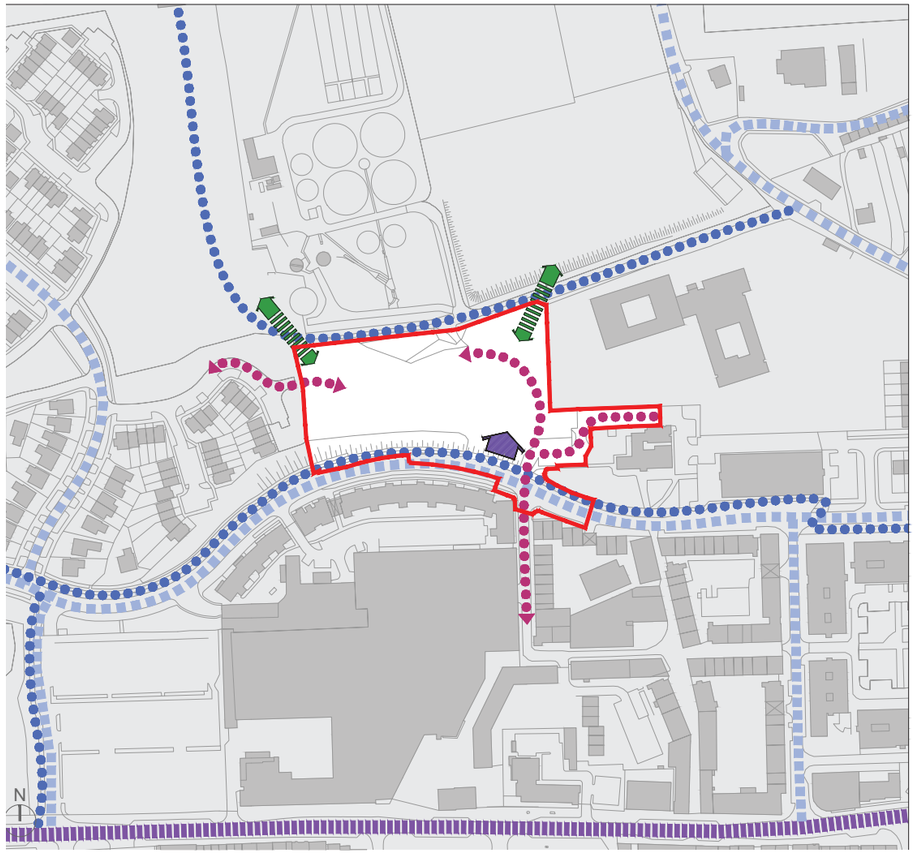
2.0 DESIGN OVERVIEW

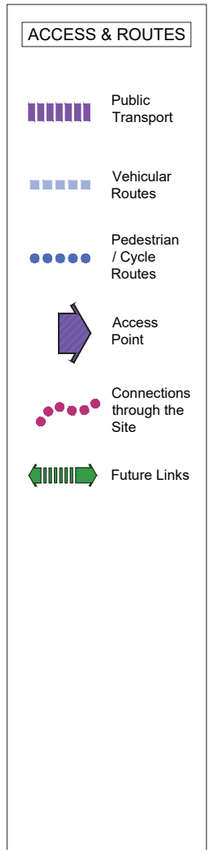
2.2 Site Analysis

2.2.3. Routes & Connections

Analysis:
Old Fort Road to the south of the site provides the main Vehicular, Pedestrian and Cycle Routes. The site is well served with public transport connections- a high frequency bus service is within 5 minutes walking distance along Carrigohane Rd.

Conclusions:
The primary access to the site should be located along Old Fort Rd, with the southeastern corner offering the most logical location due to existing junctions and most reasonable gradient to slope an internal road down into the site. Locating the access here offers an opportunity to improve and promote the pedestrian and cycle links through this junction. The laneway that runs along the northern boundary is predominantly used for access to the Water Treatment Plant, but should it be upgraded in line with the guidelines from the 2000 Masterplan then potential future connections will be opened up to provide links to the Regional Park and the GAA Playing Fields.

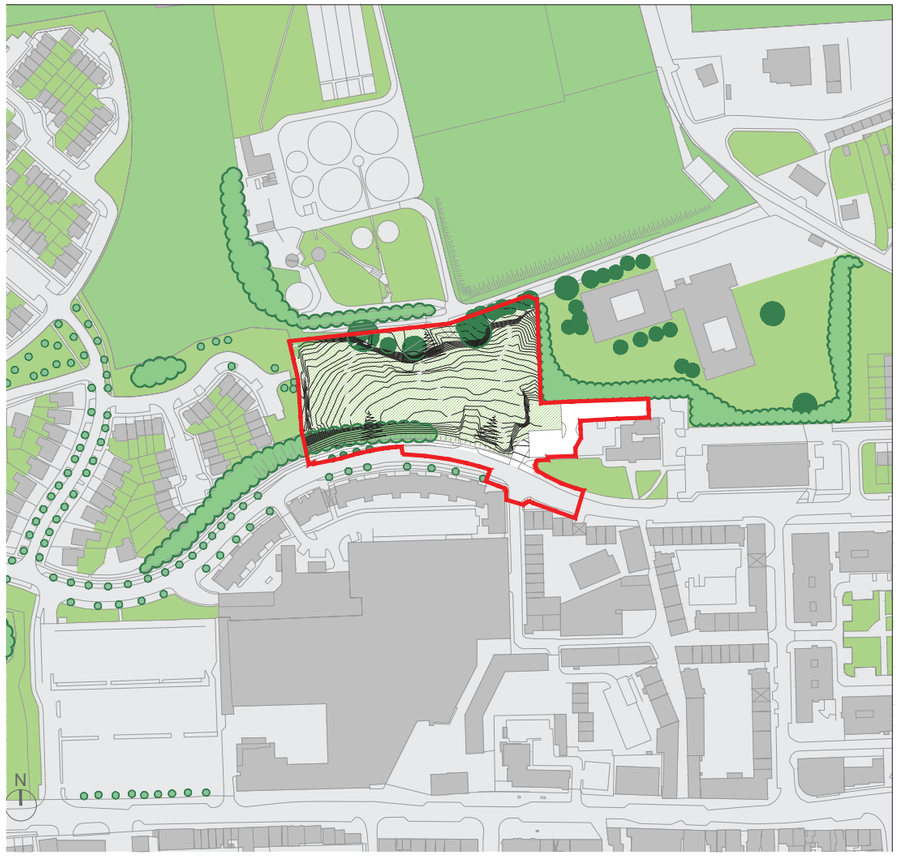


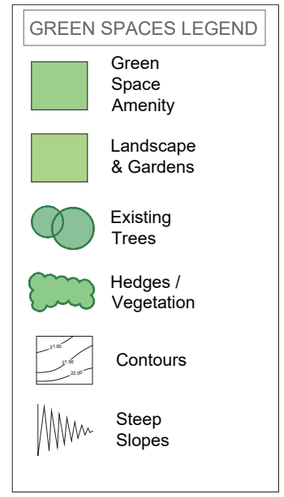


2.2.4. Green Spaces & Natural Environment

Analysis:
The Regional Park, Water Treatment Plant and GAA Playing Fields lie to the north of the site, and beyond that again is the River Lee & the Lee Valley Hills. The site is sandwiched between low density residential housing with gardens to the west, and a Medical Centre and Nursing Home with landscaping to the east. Existing Trees, hedges and planting form boundaries along the north and south of the site. And the topography of the site slopes down approximately 8m from south to north.

Conclusions:
The urban grain surrounding the site extends from high/medium density Town Centre to the south, to low density either side, and open landscape to the north. The proposed development should respond to this context by balancing the proposed massing on site with appropriate landscaping and open space amenity.





2.0 DESIGN OVERVIEW

2.3 Design Development

With Site Analysis Parameters established, the development of the design followed a process of exploring options and layouts, then testing variations of the designs, with successful layouts being further finessed and evolving with each step.

Initial Feasibility Studies for the Site considered various Uses as permitted by the Zoning;
- Retail
- Commercial
- Residential
- Mixed Use



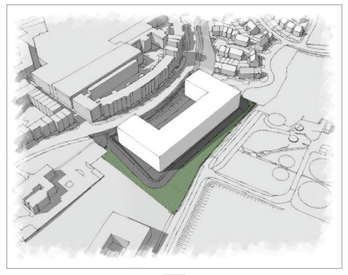
Retail Use - Single Tenant

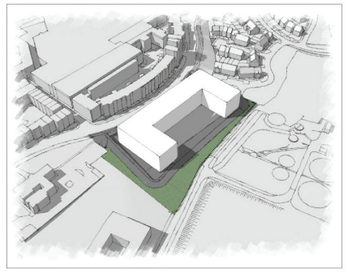


Residential Use - Apartments



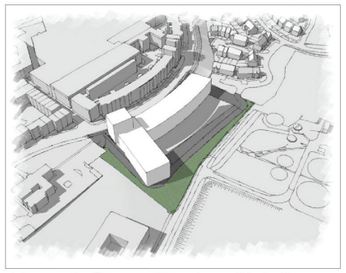
Retail / Commercial Use - Multiple Tenants



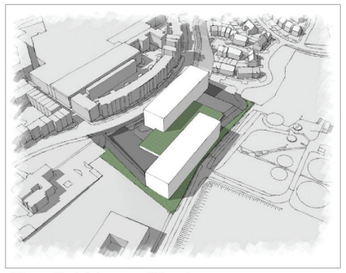


Once the decision was made to proceed with Residential Apartments, sketch ideas of the appropriate Massing, Scale, and Layout were explored and tested.

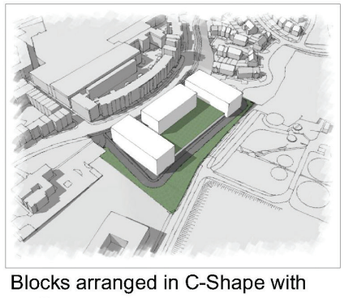
Common apartment block configurations and layouts were explored in the context of the Site



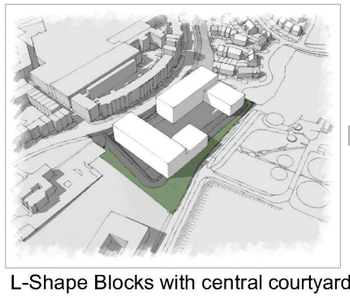
Linear L-Shape Blocks with tall Focal Corner



Parallel Linear Blocks

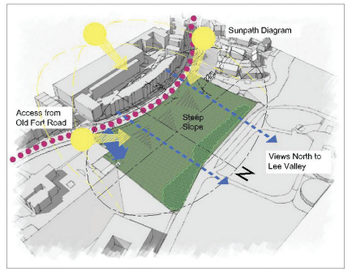


Blocks arranged in C-Shape with podium



L-Shape Blocks with central courtyard

The strengths and weaknesses of the various layouts were examined in line with the findings of the Site Analysis.
Orientation, Size and Slope of the Site were big factors in determining the optimal layout;



- Blocks parallel to Old Fort Road resulted in overshadowing of Blocks/Amenity to the North, which were 2 stories lower due to the site sloping down
- Laying out blocks along a Linear North/South Axis would minimise this overshadowing, allow for a greater number of West/East Facing Units, and open up Views through the Site.

Variations on North/South Rectilinear Blocks were then explored; Splayed Blocks; Stepping terraces up, and down.







2.0 DESIGN OVERVIEW

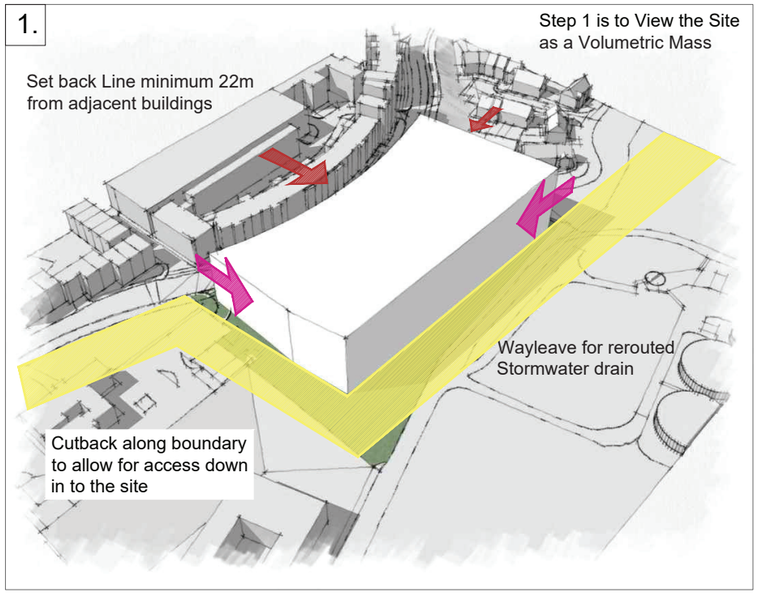
2.3 Design Development

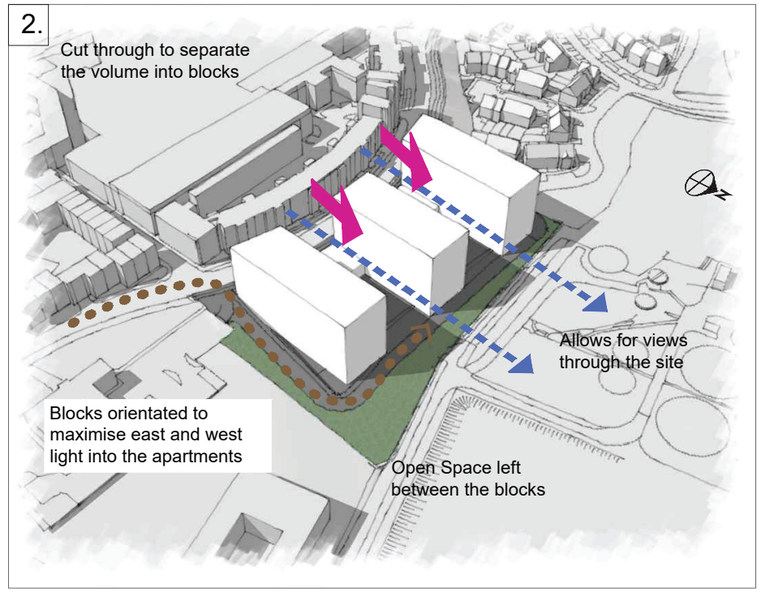
With the North/South Rectilinear Blocks option established as the optimal layout for the proposal, the design underwent further refinement and development.

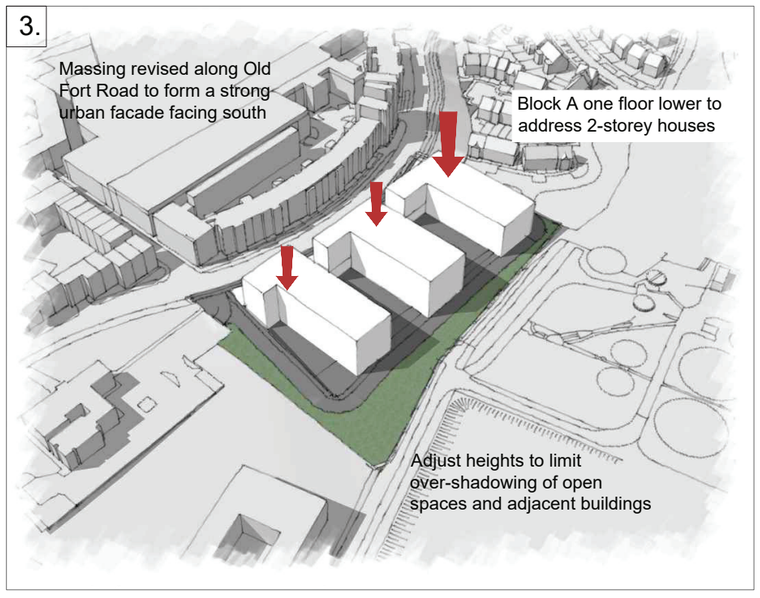
The next steps of the design process are outlined here diagrammatically.

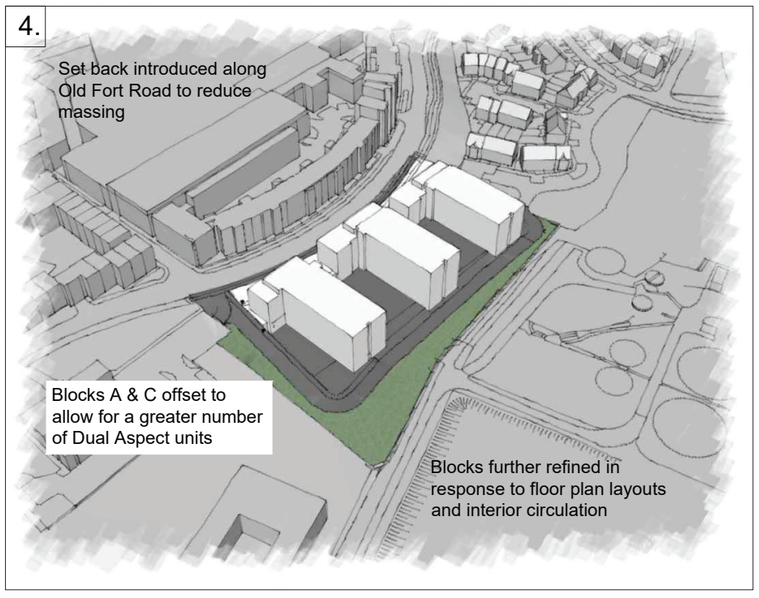
Firstly, how the massing and layout of the buildings are determined by the key drivers of the design concept and objectives, including;

- Imposing site restrictions and parameters
- Applying design concepts and ideas
- Developing the interior layout in line with guidelines and regulations
- Incorporating Structural, Mechanical and Civil requirements
- Refining form and shape as the layout develops
- Determining materials and fenestration











2.0 DESIGN OVERVIEW

2.4 Design Development - Response to 247 Pre-Planning Meeting

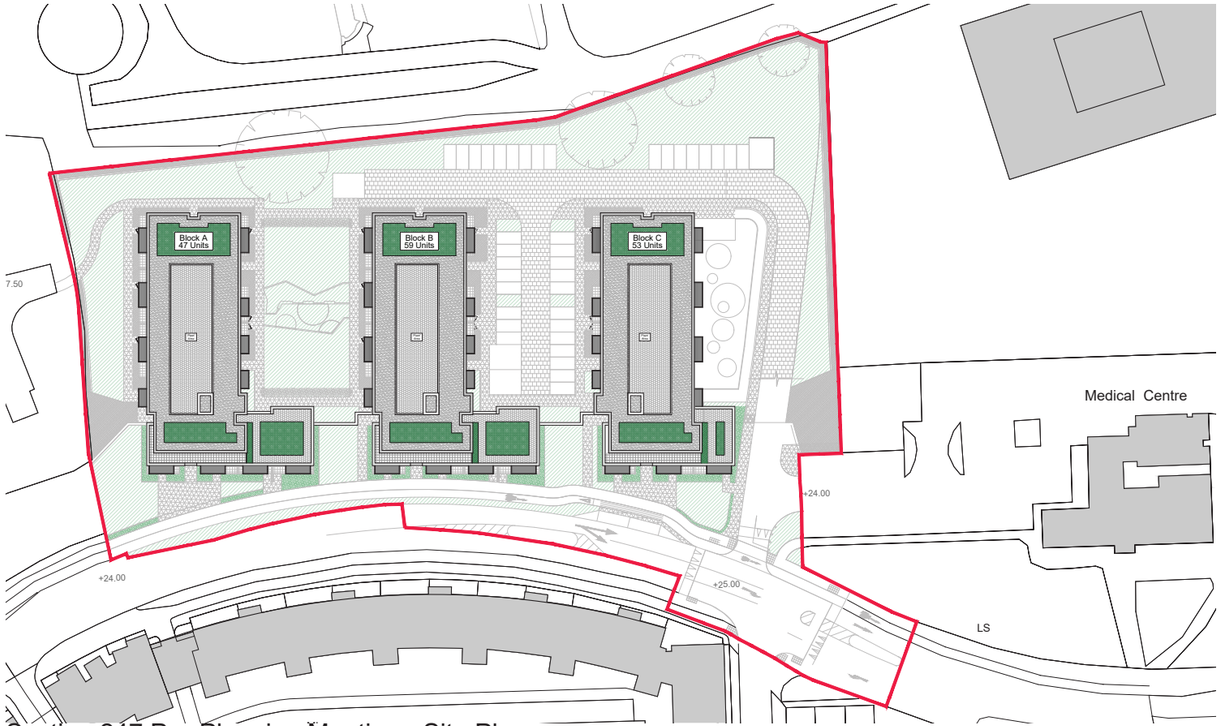
A 247 Pre-Planning Meeting was held on 6th November 2025.
Ref: LRD140-25

The City Council representatives were supportive of the development in principle but highlighted a number of items to be addressed, including:

- The car parking ratio is too low and needs to be increased.
- The car parking between the Blocks B and C are having a detrimental effect on the residential units overlooking this area.
- The use of cantilever balconies fronting on to Old Fort Road needs reconsideration.
- The lack of external connections from the Old Fort Road amenity areas down to the amenity areas on the ground floor was having an adverse effect on the scheme.

In response to these points the scheme underwent a redesign, which increase the car parking spaces to 95 (0.6 per Unit). The removal of car parking spaces and the additional of soft landscaping inbetween Blocks B & C, has improved the quality of the courtyard and with the addition of the external stairway connecting the ground floor courtyards to the Old Fort Road open spaces, greatly improved the amenity areas for the scheme.

Also along Old Fort Road the Cantilever balconies have been replaced with recessed balconies, to increase the privacy of the units amenity area and to form a strong urban frontage onto Old Fort Road, in line with DMURS guidelines



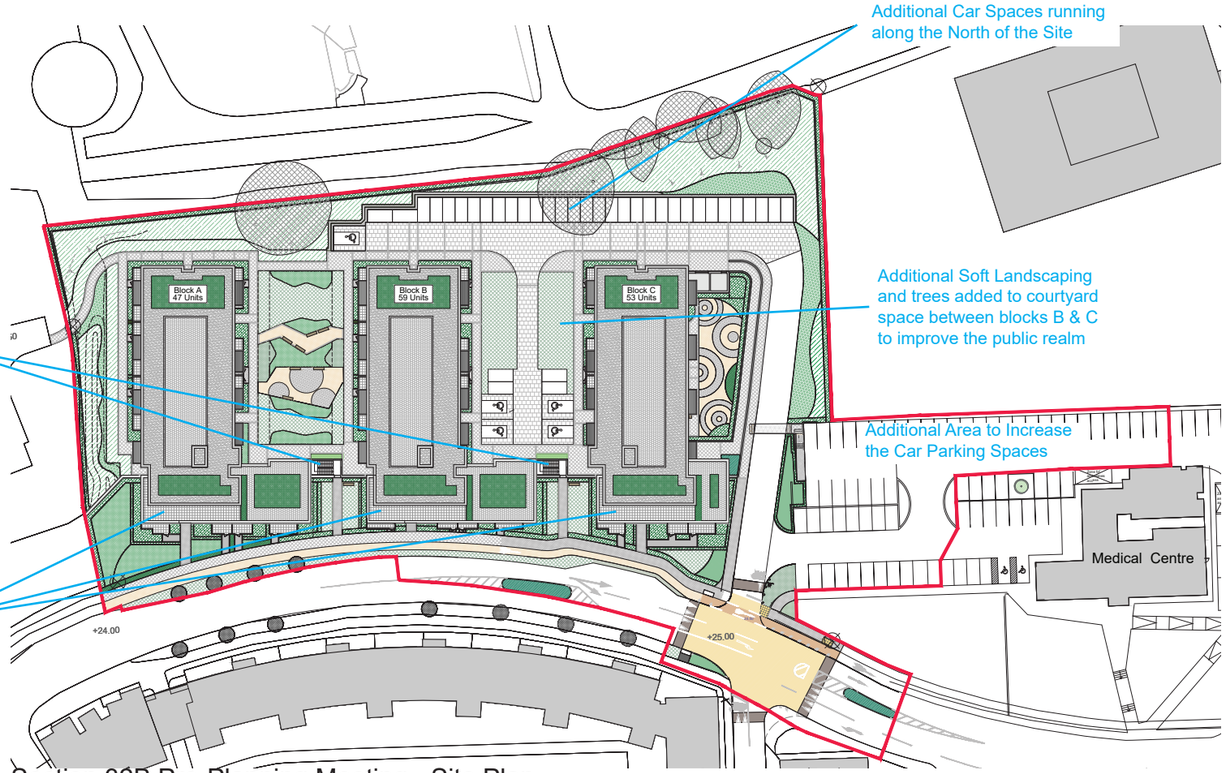
Section 247 Pre-Planning Meeting - Site Plan



247 design along Old Fort Rd with Cantilever Balconies



32B design along Old Fort Rd with recessed Balconies



Section 32B Pre-Planning Meeting - Site Plan

2.0 DESIGN OVERVIEW

2.5 Design Development - Response to 32B Pre-Planning Meeting

After the revision to the scheme where incorporated the development was submitted for a 32B Pre-Planning Meeting, which was held on 05th February 2026.
Ref: LRD25-16

With the issue of the LRD Opinion from Cork City Council they were an number of different issues raised with the existing scheme that need to be resolved before making a final planning application. The following sections of this report outlines our investigations & changes we have made to resolve the points raised with the LRD Opinion. The LRD Opinion included the following architectural recommendations.

- The planning authority has concerns with the level of the internal daylight provision.
- The planning authority has concerns with accessibility and amenity value of the eastern courtyard space.
- Further consideration and amendment of the proposed development in terms of its layout, urban design, form and materials/ finishes

The following sections to this report outlines our investigations & changes we have made to the scheme in response to the points raised with the LRD Opinion.

- Daylight & Sunlight Provision
- Courtyard Landscaping
- Urban Design / Architecture



32B design along Old Fort Rd. with horizontal emphasis



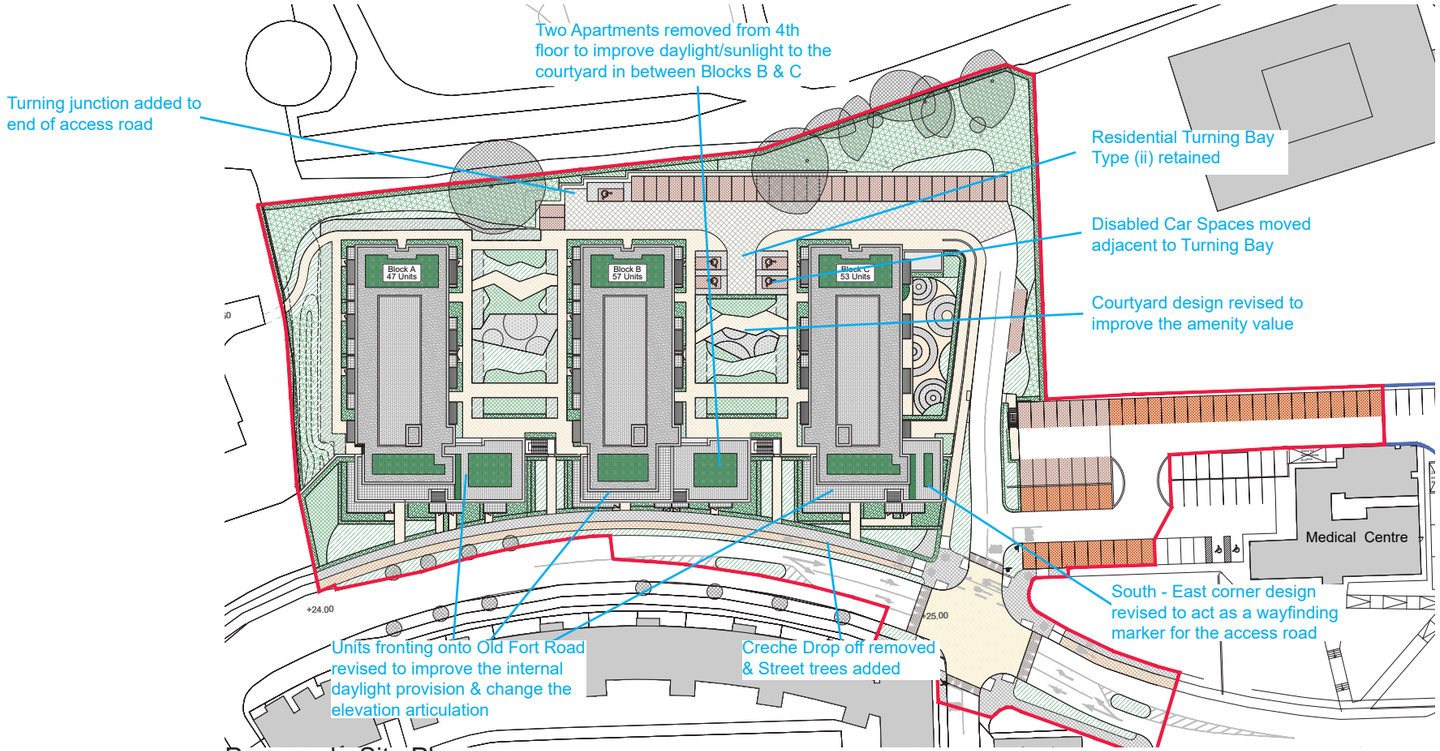
Submitted design along Old Fort Rd with vertical emphasis



32B design along Old Fort Road



Submitted design along Old Fort Rd with wayfinding corner



Proposed - Site Plan

2.0 DESIGN OVERVIEW

2.5 Design Development

2.5.1 Daylight & Sunlight Provision

The Scheme has been alternated to improve the Internal Daylight provision within the units. This can be seen with the units facing Old Fort Road, which have got revised layouts that optimise the position of the living/ Kitchen/ Dining rooms. Further to this the units have enlarged windows to improve the daylight provision. The overall internal daylight provision has been increased to get an exemplary pass rate of 86%, within this challenging and constraint urban brownfield site.

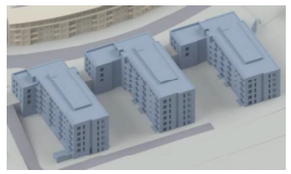
Due to the concerns with amenity value of the eastern courtyard space. Wilson architecture, in conjunction with BPC Engineers, investigated 5 different massing options to improve the Daylight & Sunlight provision, to the courtyards. Working with Brady Shipman Martin Landscape Architects we have enhanced the eastern courtyard design and minimised the car parking to four disabled space around the residential turning bay

The Daylight investigations focused on proposed changes to the building mass along the southern aspect of the development, while keeping in mind that these changes needed to be balanced against the architectural requirements that the scheme maintaining a strong urban facade along Old Fort Road. Refer to BPC engineers Daylight & Sunlight Assessment report for additional details.

Property	Number of Rooms Tested	Rooms satisfying Criteria		Rooms not satisfying Criteria
		No.	%	
Block-A	118	102	86%	16
Block-B	143	115	80%	28
Block-C	133	120	90%	13
Total	**394**	**337**	**86%**	**57**

Submitted Internal Daylight Provision

Proposed Amenity Analyses – Option 1



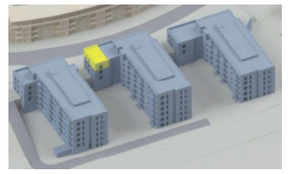
Open Space	Area (m^2)	2hr Sun Area (m^2)	% Area	Meets Criteria
A1	626.1878	578.8856	92.45%	YES
A2	235.6222	235.6222	100.00%	YES
A3	545.3088	284.9361	52.25%	YES
A4	83.8747	83.8747	100.00%	YES
A5	100.3798	100.3798	100.00%	YES
A6	121.1412	121.1412	100.00%	YES
A7	309.7898	228.7687	73.85%	YES
A8	558.7955	558.0448	99.87%	YES
A9	414.8124	57.7698	13.93%	NO

Proposed Amenity Analyses – Option 3



Open Space	Area (m^2)	2hr Sun Area (m^2)	% Area	Meets Criteria
A1	626.1878	578.8856	92.45%	YES
A2	235.6222	235.6222	100.00%	YES
A3	545.3088	377.384	69.21%	YES
A4	83.8747	83.8747	100.00%	YES
A5	100.3798	100.3798	100.00%	YES
A6	121.1412	121.1412	100.00%	YES
A7	309.7898	228.7687	73.85%	YES
A8	558.7955	558.0448	99.87%	YES
A9	414.8124	148.2973	35.75%	NO

Proposed Amenity Analyses – Option 2



Open Space	Area (m^2)	2hr Sun Area (m^2)	% Area	Meets Criteria
A1	626.1878	578.8856	92.45%	YES
A2	235.6222	235.6222	100.00%	YES
A3	545.3088	284.9361	52.25%	YES
A4	83.8747	83.8747	100.00%	YES
A5	100.3798	100.3798	100.00%	YES
A6	121.1412	121.1412	100.00%	YES
A7	309.7898	228.7687	73.85%	YES
A8	558.7955	558.0448	99.87%	YES
A9	414.8124	148.2973	35.75%	NO

Proposed Amenity Analyses – Option 4



Open Space	Area (m^2)	2hr Sun Area (m^2)	% Area	Meets Criteria
A1	626.1878	578.8856	92.45%	YES
A2	235.6222	235.6222	100.00%	YES
A3	545.3088	445.1792	81.64%	YES
A4	83.8747	83.8747	100.00%	YES
A5	100.3798	100.3798	100.00%	YES
A6	121.1412	121.1412	100.00%	YES
A7	309.7898	228.7687	73.85%	YES
A8	558.7955	558.0448	99.87%	YES
A9	414.8124	302.564	72.94%	YES

Investigated Amenity Options

2.0 DESIGN OVERVIEW

2.5 Design Development

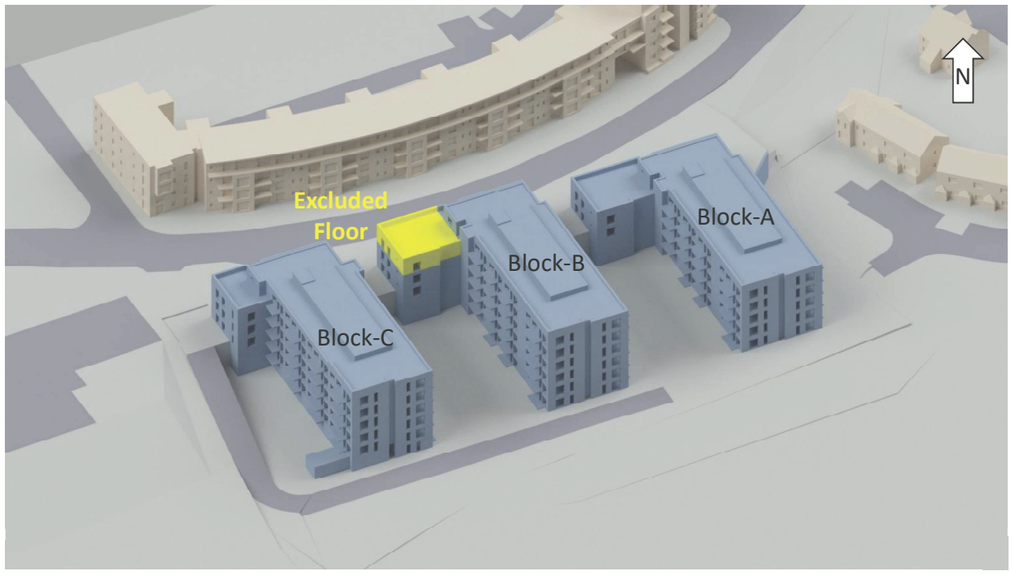
2.5.1 Daylight & Sunlight Provision

After the investigations, it was shown that changes to the building mass along Old Fort Road made negligible changes to the Internal Daylight Provision, as the restriction to the daylight is primary due to the requirement for private amenity space via balconies which in turn significantly reduced the quantum of light entering windows below. Due to this and the fact that the Western Courtyard amenity area is passing there is no gain to be made by excluding units from Block A.

While for Block B it was found that the exclusion of two units along the 4th floor, along with revision to the allotted landscape amenity areas has allowed for the communal outdoor space to pass the daylight requirement. The passing daylight requirements and the enhanced eastern courtyards design have made a significant improvement to the amenity value of the eastern courtyard. Refer to BPC engineers Daylight & Sunlight Assessment report and BSM documents for additional details.



Proposed Amenity Option-5



Open Space	Area (m^2)	2hr Sun Area (m^2)	% Area	Meets Criteria
A1	626.1878	578.8856	92.45%	Yes
A2	235.6222	235.6222	100.00%	Yes
A3	418.8311	282.4675	67.44%	Yes
A4	83.8747	83.8747	100.00%	Yes
A5	100.3798	100.3798	100.00%	Yes
A6	121.1412	121.1412	100.00%	Yes
A7	309.7898	228.7687	73.85%	Yes
A8	558.7955	558.0448	99.87%	Yes
A9	299.6882	152.4957	50.88%	Yes
Total	**2754.31**	**2341.68**	**85.01%**	Yes

2.0 DESIGN OVERVIEW

2.5 Design Development

2.5.2 Courtyard Landscaping

The Eastern Courtyard Design has been revised to increase the amenity value of the space, by consolidating the communal open area into one large accessible space. The residential turning bay type (ii) has been retained within the eastern courtyard.

Alternative locations for the turning bay were investigated but they were found to have clashed with protected trees, or the location was too far away from the end of the access road, to allow for easy of movement of vehicular traffic.

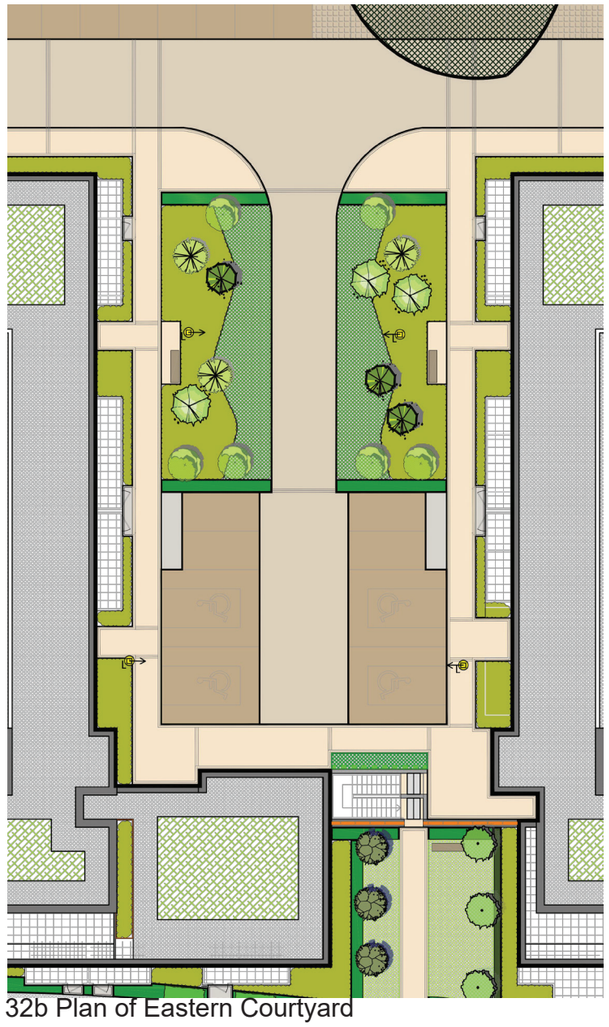
Retaining turning bay within the eastern courtyard, also allows for an optimal location for the disabled car spaces that are adjacent to the turning bay. Adjacent to the turning bay suited for the disabled car spaces as they will allow for easy access to the development and with a minimal effect on the landscaped amenity area.



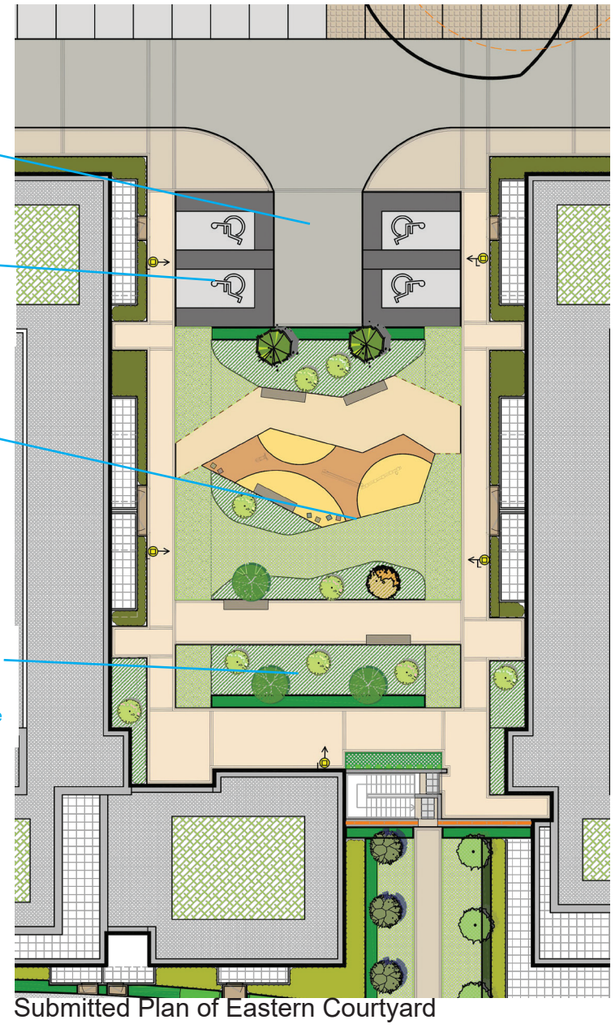
32B design of Eastern Courtyard



Submitted design of Eastern Courtyard



32b Plan of Eastern Courtyard



Submitted Plan of Eastern Courtyard

2.5.3 Urban Design, Architecture

The southern elevation along Old Fort Road has been amended in several different ways. We have investigated reducing the extent of the L-shape footprint to blocks A & B by 1 bay of apartments and found that it made negligible changes to the Internal Daylight Provision. This revised footprint, was found to improve the Daylight going into the courtyards, but this needed to be balanced against the architectural requirements that the scheme maintaining a strong urban facade along Old Fort Road. To resolve these conflicting requirements, we found that excluding two apartments from the 4th floor massing of Block B, is a suitable solution. Another revision to the L- shape are there East – West elevations, which have been redesigned to provide greater passive supervision. Additionally, the Old Fort Road apartments have been redesigned with enlarged windows to improve the internal daylight provision into the units.

Further to these changes, the Old Fort Road façade has gone through a robust redesign to deliver a strong urban character suitable to the location. The facades articulation has been revised with altering fenestration & vertical recess to place greater vertical emphasis, that breaks down the building mass and produces a fine grain urban facade. This has been done with ‘Segment Breaks’ that divides the mass into two forms. Additional to this ‘Vertical Recess’ are used to develop ‘Enhanced Sub-Divisions.’ These sub-division with their distinct fenestration and alternating balconies produce a varied & animated elevation.



Aerial CGI of Old Fort Road Elevation



PLANNING SUBMISSION
CONTIGUOUS SOUTH ELEVATION - Along Old Fort Road

2.0 DESIGN OVERVIEW

2.5 Design Development

2.5.3 Urban Design, Architecture

At the south-eastern corner of the development the corner arpartment has been designed to act as a wayfinding point to the access road. This corner emphasis has been achieved with a use of higher parapet and ‘Segment Breaks’ that visually separates the corner from the main building mass. The eastern elevation of the corner unit, along with the corresponding East - West elevations facing onto the public realm has been redesigned to provide greater animation & passive supervision.

All of these changes introduced to Old Fort Road section of the development has markedly improved the elevation and developed a fine grain, strong urban facade that is suitable engages with it’s surroundings.



32B design showning elevation inbetween blocks



Revised design showing elevation inbetween blocks



32B design showning south-eastern corner



Revised design showing south-eastern corner

2.0 DESIGN OVERVIEW

2.6 External Finishes & Material Palette

DESIGN APPROACH TO MATERIALITY - Context

A practical implementation of good design and material principles has informed the design, detailing of the proposed apartment buildings, and building facades. The façade materials will consist of render, brick, glazing, profiled metal cladding, and pressed metal parapet.

A central part of the material design strategy was to employ materials that are of a high quality and contextually relevant to the site in question. A key influence at the early stages of the design was found in the 'Crescent' apartment complex directly to the South of the development. The context images shown, to compare how this development might be both respectful of its immediate context and ensure that the materials used could be aesthetically pleasing, durable and long lasting.

Examples from the surrounding explores the materiality of the existing Crescent, Waltham Abbey development and how the successful elements of the scheme might be applied to the Old Fort Road LRD.

A high quality, durable render was used to treat a large proportion of the façade in the Crescent development which at the time of writing is 19 years old. As the photographic survey on the below drawing shows, the render treatment shows little to no signs of degradation while remaining aesthetically pleasing and indeed functional.

Elements such as the Red/Brown Brick, standing metal seam cladding, and aluminium glazing elements were all selected to be sympathetic to the surrounding context of the site, as well as for their other benefits which shall be explored over the course of this document.



CGI Materials & Finishes

CONTEXT FINISHES



The Crescent



The Crescent



Waltham Abbey

PRIMARY FINISHES



White Render



Cream Render

ACCENT FINISHES



Standing Seam Metal Cladding



Mid Grey Bricks



Red / Brown Bricks

2.0 DESIGN OVERVIEW

2.6 External Finishes & Material Palette

DESIGN APPROACH TO MATERIALITY – Façade Components

The materials proposed for the external façades shall be easy to maintain and have excellent life-cycle qualities. The choice of external materials has been driven by our Client's requirement for a fully sustainable and robust design solution. The high-quality façade materials are designed to look aesthetically pleasing over their entire design life with brick, high quality render finishes and high quality glazing all designed to ensure minimal staining. The choice of materials also will be harmonious with the surrounding buildings in Ballincollig.

The adjacent table details the material type and proposed colours which are intended to be placed in the scheme.

Over the course of this section we will explore the selection of each individual component under the following headings;

Outline Description

Key Performance Characteristics

Reason for Selection

Maintenance Requirements

Comments

MATERIAL & COLOUR LEGEND	
MATERIAL	COLOUR
External Plaster Render Finish	White
External Plaster Render Finish	Cream / Off-White
Brick	Red / Brown
Brick	Dark Grey
Standing Seam Cladding	Zinc / Grey
POWER COATED METAL RAILS	Mid Grey
Power Coated Aluminium Windows & Doors	Mid Grey
Power Coated Metal Parapet	Mid Grey
Power Coated Metal Vertical Recess	Mid Grey



2.0 DESIGN OVERVIEW

2.6 External Finishes & Material Palette

MATERIAL ASSESSMENT - Render	
OUTLINE DESCRIPTION	Through colour “monocouche” smooth plain finished Sand/ cement plaster
KEY PERFORMANCE CHARACTERISTICS	Durable Waterproof Layer Robust High Frost Resistance
REASON FOR SELECTION	Not prone to fungal growth Easy to clean & repaint High resistance to impact damage Traditional build up in line with Irish vernacular
MAINTENANCE REQUIREMENTS	Minimal - Cleaning and Repainting as required
COMMENTS	Contextually appropriate material choice Maintenance schedule to be formulated by Facilities Management Company



Example of well maintained render used in apartment block
Cream Render + Red / Brown Plinth



Example of well maintained render used in apartment block
(White Render + Dark Grey Brick Plinth)



Example of well maintained render used in residence
(Mid Grey Render)

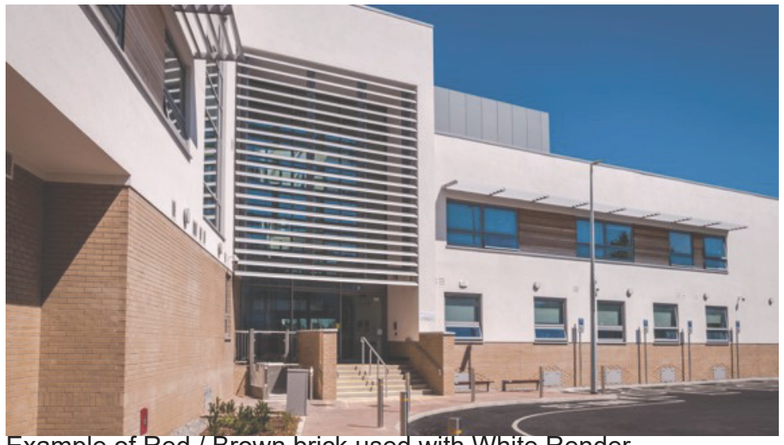
2.0 DESIGN OVERVIEW

2.6 External Finishes & Material Palette

MATERIAL ASSESSMENT - Brick	
OUTLINE DESCRIPTION	Ibstock Birtley Brown Waterstruck & Ibstock Atlas Smooth Blue (or Similar) Clay brick measuring 215x102x65mm laid in stretcher bond
KEY PERFORMANCE CHARACTERISTICS	Suitable weathering material Dimensionally accurate, consistency of colour and texture
REASON FOR SELECTION	High Quality Robust Ease of maintenance Whole life design approach In keeping with local area
MAINTENANCE REQUIREMENTS	Minimal - Inspection & Cleaning
COMMENTS	Contextually appropriate material choice Maintenance schedule to be formulated by Facilities Management Company



Example of Red / Brown brick used in Plinth Composition



Example of Red / Brown brick used with White Render



Example of Mid Grey brick used with White Render

2.0 DESIGN OVERVIEW

2.6 External Finishes & Material Palette

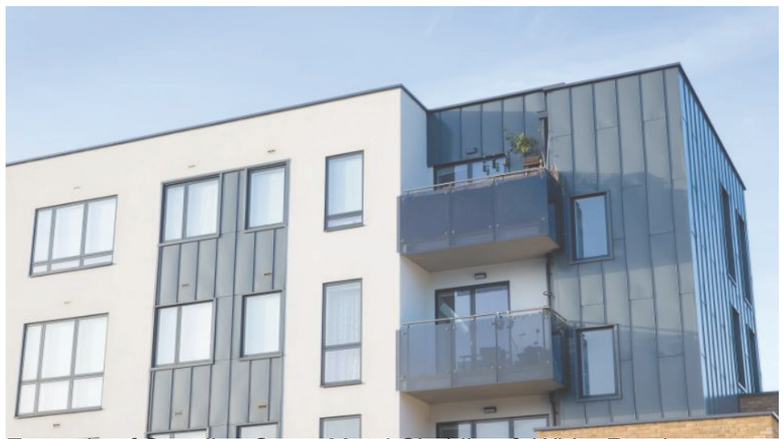
MATERIAL ASSESSMENT - Metal Standing Seam	
OUTLINE DESCRIPTION	Sheets formed on-site Secret fixings for aesthetically pleasing finish
KEY PERFORMANCE CHARACTERISTICS	Durable Weathertight Consistent finish and colour Quick Installation
REASON FOR SELECTION	Easy to clean Low Fire Risk Recyclable BRE Rating “Very Good”
MAINTENANCE REQUIREMENTS	Minimal - Inspection & Cleaning
COMMENTS	Contextually appropriate material choice Maintenance schedule to be formulated by Facilities Management Company



Example of Standing Seam Metal Cladding Setback



Example of Standing Seam Metal Cladding in apartment top floor



Example of Standing Seam Metal Cladding & White Render

3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

This section is intented to demonstrate how the proposed development at Old Fort Road complies with the Design Checklist - Key Indicators of Quality Design and placemaking, as outlined in the Sustainable Residential Developments and Compact Settlements 2024, Appendix D.

3.1 Sustainable and Efficient Movement

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

Pedestrian Network
The site strategy looks to give primacy to pedestrians and cyclists throughout the development with pathways interconnecting with surrounding communities. The use of shared surface for the vehicular access is effective at calming the traffic, promoting the use of sustainable modes of transport and developing more livable spaces.

Road Network
Their is only one short road through site which provides for vehicular access to the to the north of the development which is the optimal location for parking and bin collection. The access to this internal road is located along Old Fort Rd, at the southeastern corner of the site. This is the most logical location due to existing junctions and most reasonable gradient to slope an internal road down into the site. Locating the access here offers an opportunity to improve and promote the pedestrian and cycle links through this junction.

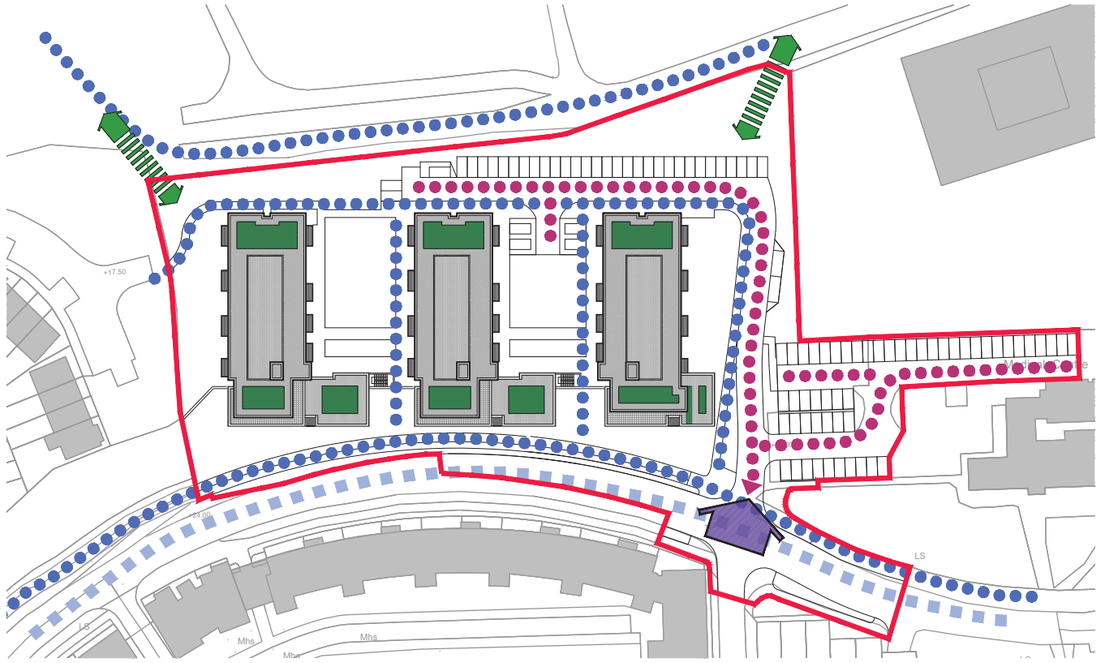

Proposed pedestrian friendly access road

(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 site is well served with pedestrian routes, bicycle paths and public transport connections - a high frequency bus service is within 5 minutes walking distance. The development is located on the northern edge of Ballincollig's town centre. This allows for excellent connectivity from the site to the surrounding area, with proximity to retail, commercial and employment hubs. And also to services and facilities such as Schools, Playing Fields and the Regional Park.

Further enhancing the routes will be improvements to the junction at Old Fort Road and the laneway beside the Crescent, introducing traffic calming measures and clearer defined bicycle path, pedestrian crossing and vehicle turning lanes. A pathway connection to Waltham Abbey will improve the links with established communities and allow for a permeable Pedestrian routes through the site.

The laneway that runs along the northern boundary is predominantly used for access to the Water Treatment Plant, but should it be upgraded in line with the guidelines from the 2000 Masterplan then potential future connections will be opened up to provide links to the Regional Park and the GAA Playing Fields.



Roof Plan

3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

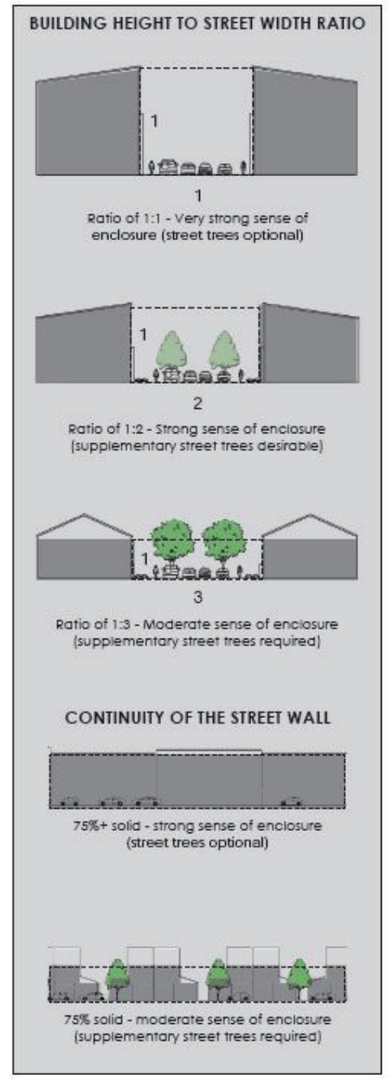
3.1 Sustainable and Efficient Movement

(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 design strategy has evolved to minimise the roads within the site, this along with the use of a shared surface, following the principles of DMURS ensuring that traffic speeds are minimised and that the pedestrian is favoured. The pedestrian routes thoughtout the scheme are given priority with connections to the surrounding communities, active ground floors and their close proximity to the buildings. The schemes uses of active frontages will maintain a passive surveillance over the pathways,

The proposed design along the existing Old Fort Road follows key DMURS guidelines of Connectivity, Enclosure, Active edge and Pedestrian Facilities. This can be seen with the Building Height to Street width ratio is approximately 1:2. Additional to this the solid void ratio along the site Old Fort Road frontage is 72%. This ratio along with some street trees produces a strong sense of enclosure.







3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

3.2 Mix of Land Uses (Vibrant Centres and Communities)

(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 development is located in the Urban Town Centre and is a 5 min walk away from a high frequency bus service. The public transport links along with the good pedestrian routes and bicycle paths allows for reduced use of private cars. The development has got a parking space to unit ratio of 0.60 The car parking zone has been strategically placed to the north, and the east of the development so it doesn't have a detrimental effect on this strong public realm, along old Fort Road, or the landscaped courtyards.

To promote the use of sustainable modes of transport the development is provided with bicycle storage in a managed secure environment. Bicycle Parking is provided in interior rooms by way two-tier parking rack systems. Rooms are to be accessible only by residents and will be well lit and maintained by the management company.

CAR PARKING SPACES

Description			Regular	Disabled
New Spaces			48	5
Repurposed Spaces			38	0
Total			**91**	
Car Space to Unit Ratio			0.6	

BICYCLE PARKING (1 Space per Bedroom)

Description		Requirement	Regular	Cargo
Block A		71	62	4
Block B		86	124	4
Block C		80	62	4
Total		237	**260**	

(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 optimise's access to public transport, amenities and local services via walking or cycling?

The site is currently Zoned ZO 06 Urban Town Centre, of which Residential is one of the permitted uses. The objective of Urban Town Centre Zoning is to consolidate and enhance the area, the development of this vacant site will support this objective. The residential use of the proposal will also respect, and contribute to the character, vibrancy of the area. The town centre site allows for excellent connectivity from the site to the surrounding area, with proximity to retail, commercial and employment hubs. And also to services and facilities such as Schools, Playing Fields and the Regional Park. The development has been designed to enhance the connectivity of the area by providing paths linking through the site.





3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

3.2 Mix of Land Uses (Vibrant Centres and Communities)

(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?

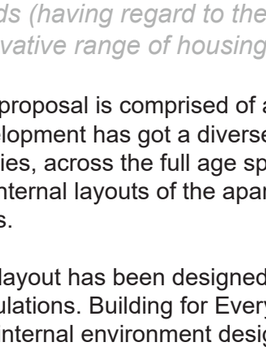
The proposal is comprised of a 1 and 2 bed apartments which is a suitable mix for the town centre site. The development has got a diverse range of unit types to cater for a variety of users - singles, couples and small families, across the full age spectrum. The landscaped outdoor amenity is designed to accommodate all users, and the internal layouts of the apartments are designed to meet the aspirations of a range of people and all household types.

The layout has 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.

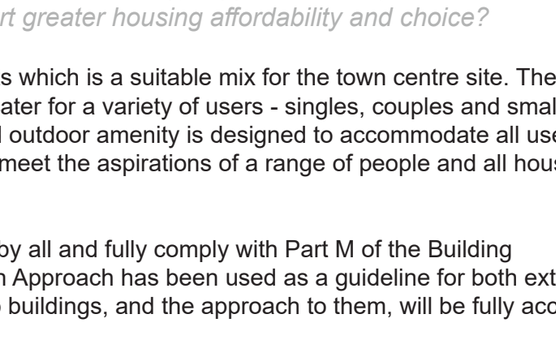
Universal access is provided through a 24 hour accessible lift, providing independent universal access for residents and visiting members of the public alike. Public spaces at street and ground floor level are accessible for residents and visitors.

Unit Types Range
The proposed development is designed to meet or exceed the requirements of Planning Design Standards for Apartments - Guidelines for Planning Authorities (2025) which sets out minimum standards in respect of room areas, private open space and storage for each home. Compliance with these standards is demonstrated in the separate Housing Quality Assessment Schedules submitted with this application.

There is a wide range of one bed, two bed (3 person) and two bed (4 Person) types within in development. This variety can serve diverse users, with 35.7% of the units being 10% larger than the minimum standards and 33.1% of the units being Dual Aspect.



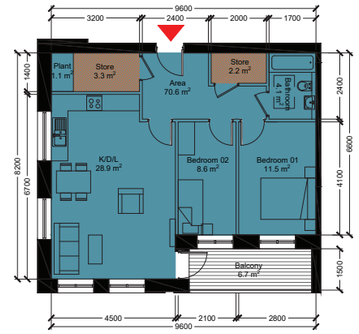
TYPE 1B_02				
1 Bedroom (2 Person) Apartment				
ROOM NAME	Proposed		Min Required	
	Area(m²)	Width (m)	Area (m²)	Width (m)
Living/Kitchen/ Dining Area	23.0m²	3.83	N/A	3.3
Bedroom 1 (Double)	11.4m²	2.90	11.4m²	2.8
Storage	3.2m²		3m²	
Private Amentity Space	5.9m²		5m²	
Total Area	49.5m²		45m²	



TYPE 2B_03				
2 Bedroom (4 Person) Apartment				
ROOM NAME	Proposed		Min Required	
	Area(m²)	Width (m)	Area (m²)	Width (m)
Living/Kitchen/ Dining Area	28.4m²	3.85	N/A	3.6
Bedroom 1 (Double)	12.6m²	3.05	11.4m²	2.8
Bedroom 2 (Double)	11.4m²	3.00	11.4m²	2.8
Storage	6.0m²		6m²	
Private Amentity Space	7.0m²		7m²	
Total Area	73.2m²		73m²	



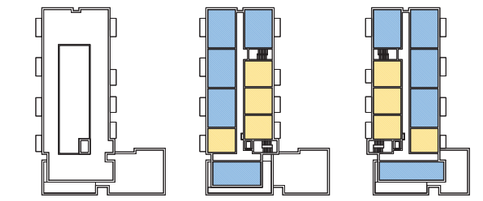
TYPE 2B_01				
2 Bedroom (3 Person) Apartment				
ROOM NAME	Proposed		Min Required	
	Area(m²)	Width (m)	Area (m²)	Width (m)
Living/Kitchen/ Dining Area	23.8m²	3.65	N/A	3.6
Bedroom 1 (Double)	11.5m²	2.80	11.4m²	2.8
Bedroom 2 (Double)	7.9m²	2.10	7.1m²	2.1
Storage	5.0m²		5m²	
Private Amentity Space	7.0m²		6m²	
Total Area	63.40		63m²	



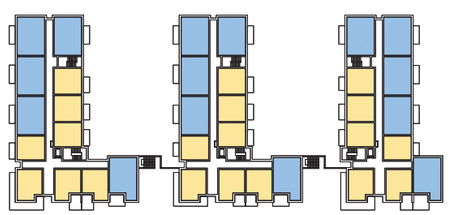
TYPE 2B_02				
2 Bedroom (3 Person) Apartment				
ROOM NAME	Proposed		Min Required	
	Area(m²)	Width (m)	Area (m²)	Width (m)
Living/Kitchen/ Dining Area	28.9m²	4.50	N/A	3.6
Bedroom 1 (Double)	11.5m²	2.80	11.4m²	2.8
Bedroom 2 (Double)	8.6m²	2.10	7.1m²	2.1
Storage	5.5m²		5m²	
Private Amentity Space	6.7m²		6m²	
Total Area	70.6m²		63m²	



4th Floor Plan



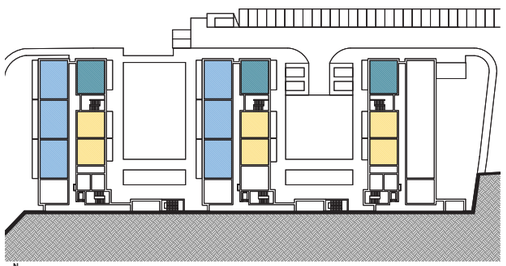
5th Floor Plan



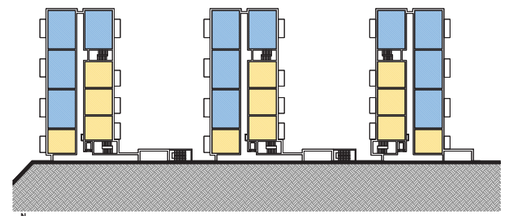
2nd Floor Plan - Street Access Level



3rd Floor Plan



Ground Floor Plan



1st Floor Plan

UNIT MIX

77 (49.0%) -1-Bed

8 (5.1%) - 2-Bed
3 - Person

72 (45.9%) - 2-Bed
4 - Person

3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

3.2 Mix of Land Uses (Vibrant Centres and Communities)

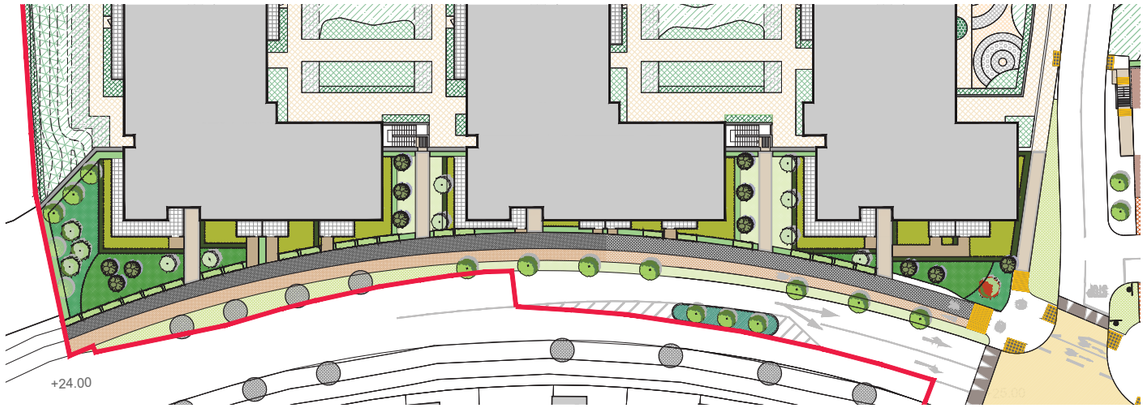
(iii) Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living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

The site is currently vacant and has got no existing building on it and the site is need of a development that will strengthen the urban fabric. The frontage along Old Fort Road will integrate with the existing Crescent Apartments, following a similar height to establish an appropriate street to building scale and ratio. The urban grain surrounding the site extends from high/medium density Town Centre to the south, to low density either side, and open landscape to the north. The proposed development responds to this context by balancing the proposed solid massing facing on to the Old Fort Road and a more open massing, public open space to the north of the site. The solid massing and the schemes active frontages along the Old Fort Road, help to will revitalise the area and promote town centre living.

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

The quality of new and the existing public spaces are an important aspect of the design proposal. All of the public spaces are overlooked by apartments via balconies and are provided with direct physical connection between home and public spaces at the lower levels. It is proposed to provide the units fronting onto street level with their own access through their decks. These units, along with the Lobbies, provide a significantly improved ambiance of security, surveillance, safety and community along this side of Old Fort Rd.

Efforts have been made to protect the privacy and amenity of the homes located on the ground and street levels through the provision of private, planted buffer zones between the public and private zones, while maintaining direct access to the outdoor spaces. Own Door Access Units at 2 levels promote activity and footfall through the outdoor spaces, further enhancing passive surveillance. All of these aspects of the design will enhance the public realm and encourage visitors.







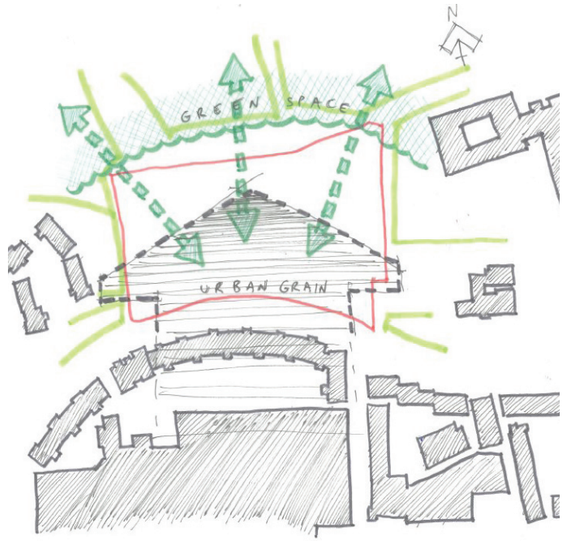
3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

3.3 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?

The site is located on the edge of the town and in this context forms a natural transition zone between urban town fabric and the open space countryside. From the start of the project one of the main objectives was to enhance physical and visual links from the town through to the Lee Valley Hills to the North. The massing of three linear forms running in a north-south axis and maintaining key gaps for open space, helps to contribute to this concept.

The landscaping of the site develops from this objective by anchoring the development along Old Fort Road with a street presence; maintaining a sense of the landscape flowing through the site with the street level plazas and ground floor; while also allowing visual links through the site to the hills





(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 Landscape design began with the conservation of high quality trees that provide a mature landscape value to the site. To compliment the protected trees the primary public open space are situated around the trees running along the northern boundary of the site. Additional to this, there is an another public open area running along Old Fort Road. This area has been designed to manage the interface between the public road and the main entrances, ground floor units. All of the public open area, communal outdoor amenity and the shared surface network have been integrated together to form a cohesive landscaping design. The courtyard spaces have been design to provide a communal outdoor amenity to the residents of the development, these breakout spaces will also act as a natural buffer zone inbetween the blocks and increase the amenity value of the overlooking apartments. Please refer to Landscape drawings, reports for further details.

(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)?

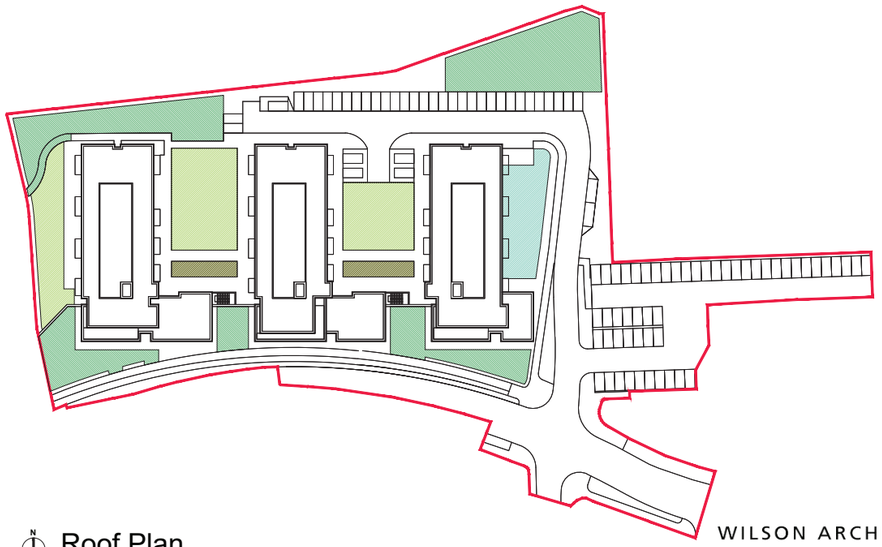
The landscaped amenity areas are designed to give primacy to pedestrians. Layouts have been designed to enable easy access by all fully comply with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach has been used as a guideline for external environment design.

(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?

Sedum green roofs, permeable paving and attenuation tanks are being considered for the development to manage stormwater dependent on future investigations. The proposed planting mix contain species that encourage pollinators increasing biodiversity. The scheme will also include native tree planting along the northern boundary. Please refer to Civil Engineering and Landscape drawings, reports for further details.

LRD SCHEME OPEN SPACE AREAS

	PUBLIC OPEN SPACE	1,620.3m^2 (13.4% Site Coverage)
	COMMUNAL OUTDOOR AMENITY	1,103.8m^2 (937.0m^2 Required)
	CRECHE OUTDOOR SPACE	305.3m^2
	ADDITIONAL PLANTED AREA	133.9m^2
	TOTAL OPEN SPACE	3,063.3m^2 (25.4% Site Coverage)



Roof Plan

WILSON ARCHITECTURE

OMM|W

3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

3.4 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?

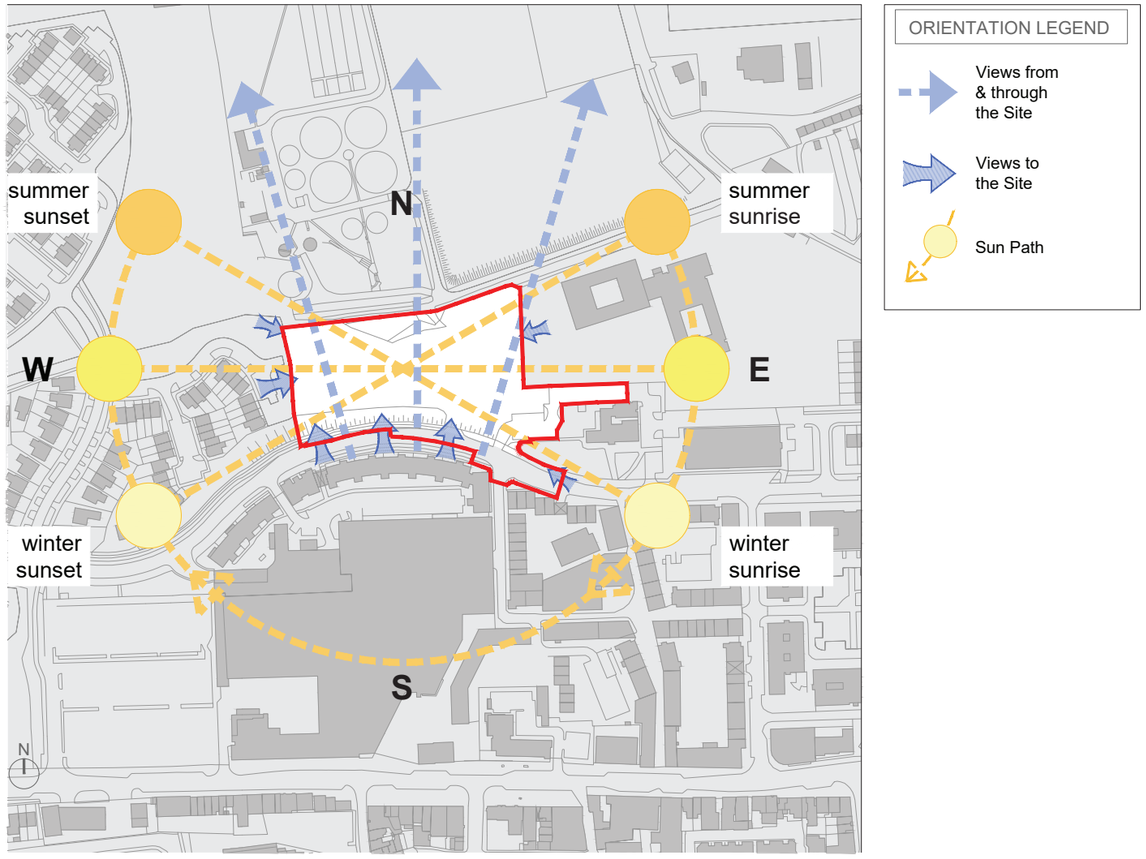
The buildings to the east and west have heights between 2 & 3 stories, and have more than sufficient separation distances to the site, which ensures they will have minimal impact on the site from an overshadowing perspective. The Crescent Apartments to the south will cause some overshadowing to the front of the site throughout the day. No overshadowing impacts from the north. Due to these particulates, Siting the proposed buildings along a north/ south axis would allow apartment layouts to take advantage of good quality east and west aspects. The southern elevations of the development that faces on to Old Fort Rd, has been designed to produce a legible urban structure, with wayfinding elements highlighting the main entrances.

(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 Entrance Lobbies, landscaped spaces and street-level access units all address the street to consolidate a distinctive sense of place with substantial streetfront activity. The landscaping around the ground floor units was designed to preserve the private amenity space of the occupants while allow for access to retain an active street front. The elevations have been designed to provide passive supervision to all public realms around the development.







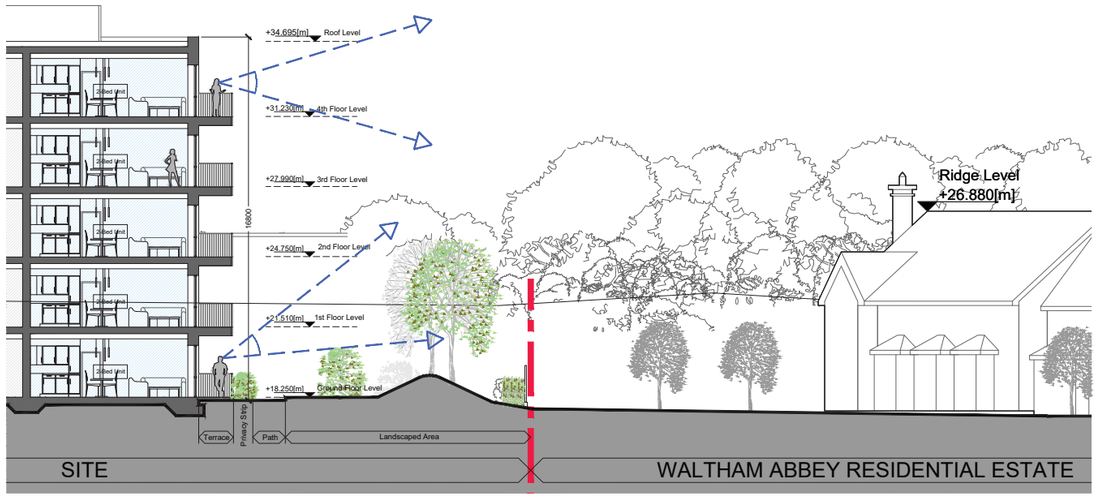
3.0 DESIGN CHECKLIST - Key Indicators of Quality Design and Placemaking

3.4 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?

The urban grain surrounding the site extends from high/medium density Town Centre to the south, to low density either side, and open landscape to the north. The proposed development responds to this prevailing patterns by balancing a proposed solid massing on the south side of the site and opening up to the north. The southern frontage along Old Fort Road is integrate with the existing Crescent Apartments, using a height to establish a building height to street width ratio of approximately 1:2. The size, shape and relationship of the site to neighbouring buildings allows for good quality east and west aspects. Siting the proposed buildings along a north/ south axis allows the apartment layouts to take advantage of this.

The Medical Centre and Nursing Home have sufficient separation distances from the site so as not to impact on by, the eastern frontage. Additional consideration was given to the west frontage where it interacts with the 2-storey housing. Block A is one floor lower than the rest of the development to establish an appropriate transition with Waltham Abbey residential and avoid an overbearing presence. As the site slopes down by approximately 8m from Old Fort Road to the northern frontage, and due to and open landscape to the north, there allows for higher levels along the northern frontage.



(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?

A distinct and recognisable scheme is established though the architectural and design treatment of the form, fenestration, and material colours and finishes. The height of the blocks along Old Fort Road is set at an appropriate scale in relation to the road and path widths, and the Crescent Apartments across Old Fort Rd.

A lot of design work has been untaken on the Old Fort Road Elevation, with the use of vertical recess, fenestration and massing breaks to deliver a robust, strong urban character suitable to the location.

The landscaping in front and inbetween the blocks at street level comprise of high quality hard and soft landscaping, street furniture and planting, and form a transition between the semi-public spaces for the residents and the public-realm of the street.

The communal outdoor amenity spaces are carefully landscaped to create a more intimate feel for private use of the residents. 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 along the streetfront.



4.0 CONCLUSION

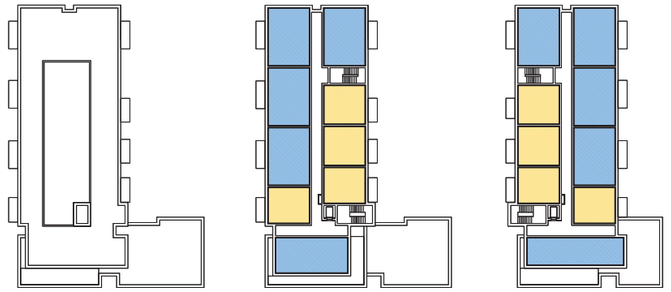
As outlined in this report, it demonstrates that the design and layout supports the key objectives of the proposed development; to provide modern residential apartment buildings with the regeneration of a vacant infill site; to create a quality living place for the existing and prospective local community; and to enhance the streetscape and provide a complimentary architectural contribution to the urban fabric of the town.



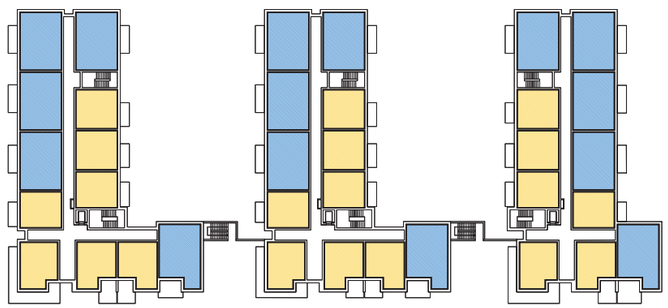
5.0 LAYOUT DIAGRAMS



4th Floor Plan



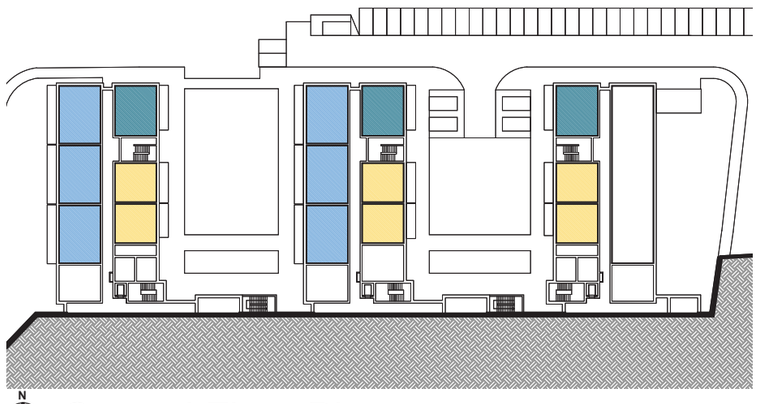
5th Floor Plan



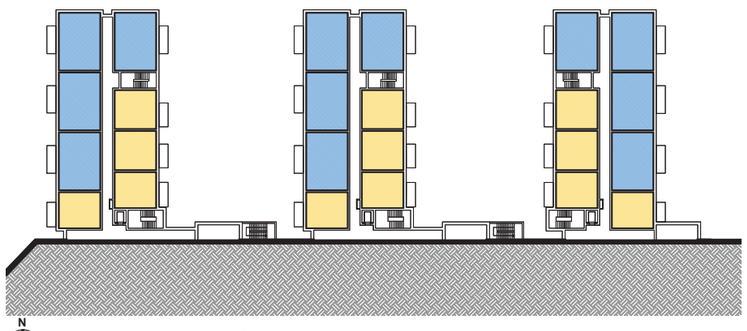
2nd Floor Plan - Street Access Level



3rd Floor Plan



Ground Floor Plan



1st Floor Plan

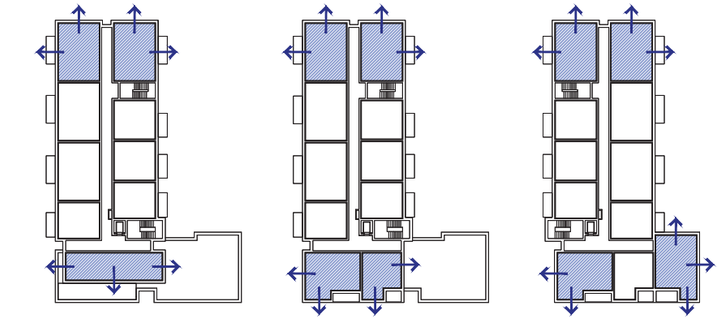
UNIT MIX

77 (49.0%) -1-Bed

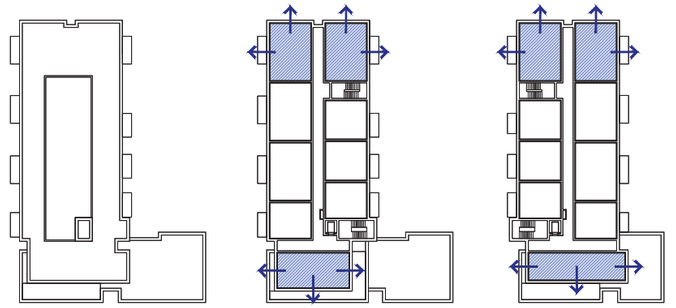
8 (5.1%) - 2-Bed
3 - Person

72 (45.9%) - 2-Bed
4 - Person

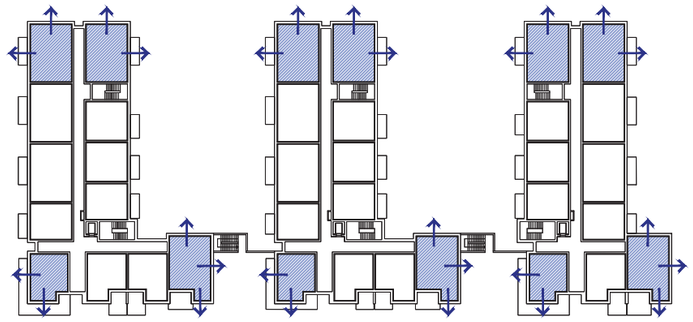
5.0 LAYOUT DIAGRAMS



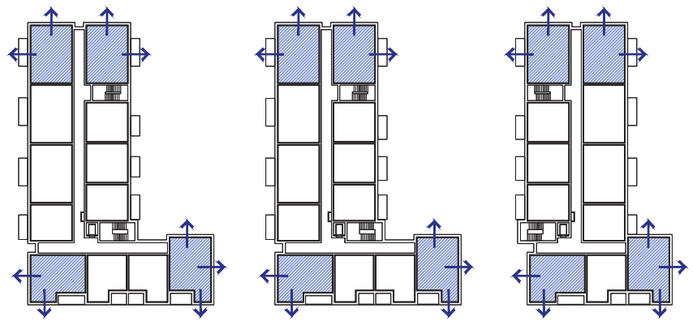
4th Floor Plan



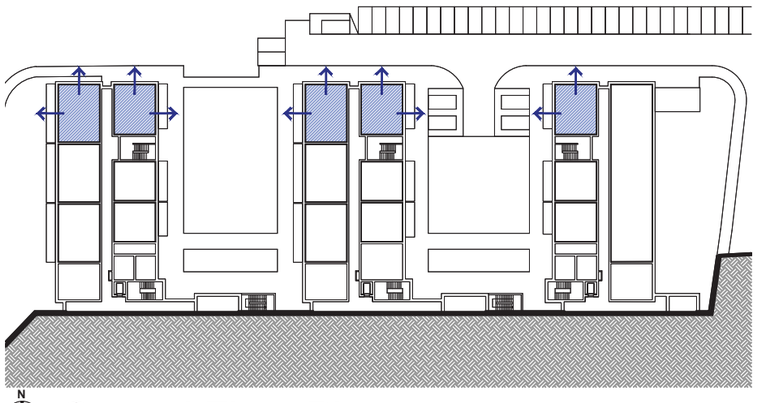
5th Floor Plan



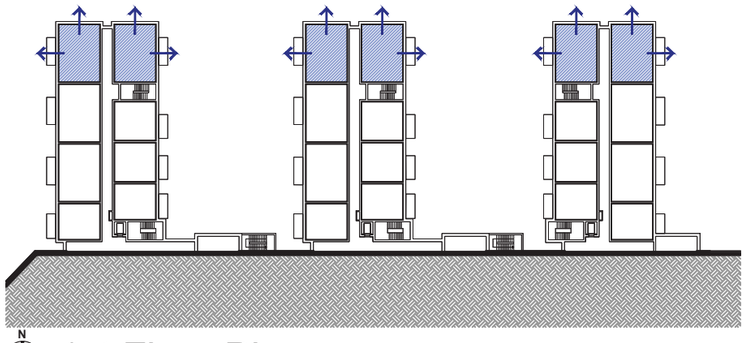
2nd Floor Plan - Street Access Level



3rd Floor Plan



Ground Floor Plan

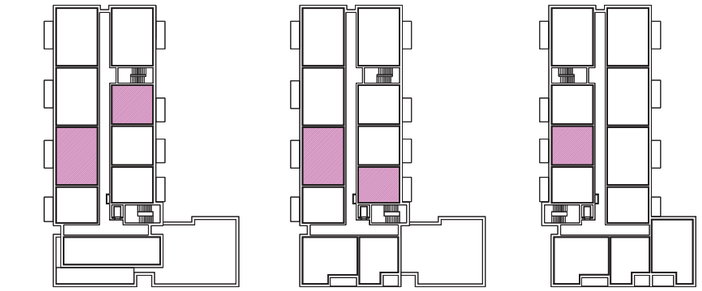


1st Floor Plan

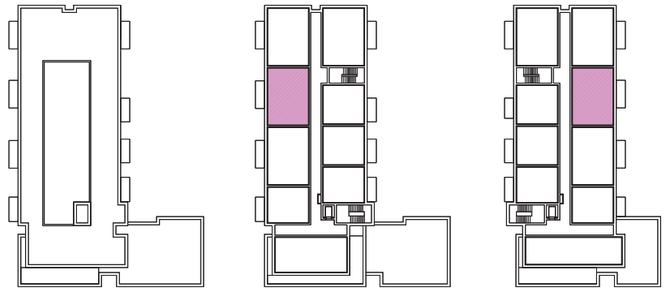
DUAL ASPECT UNITS

52 (33.1%) Dual Aspect Units

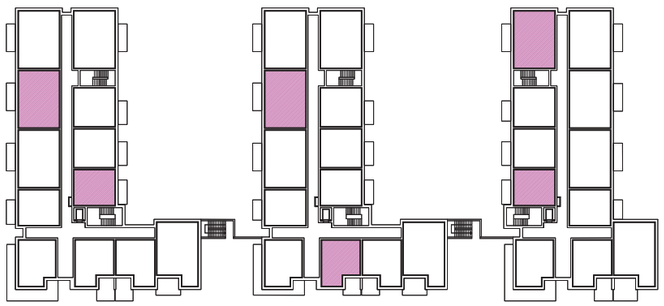
5.0 LAYOUT DIAGRAMS



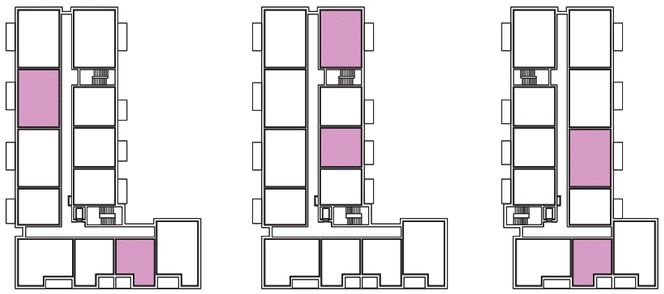
4th Floor Plan



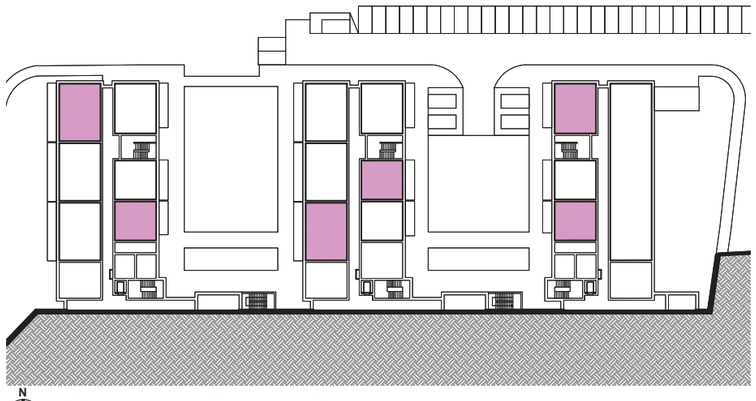
5th Floor Plan



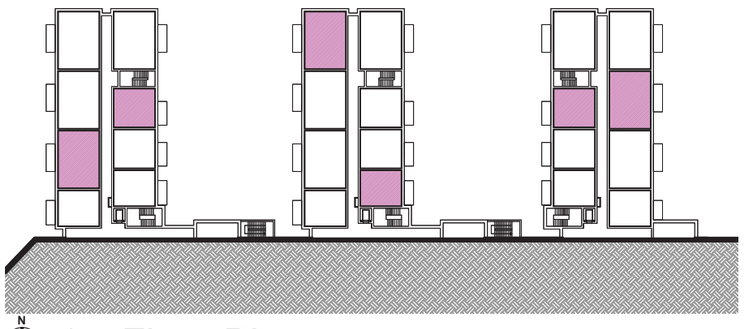
2nd Floor Plan - Street Access Level



3rd Floor Plan



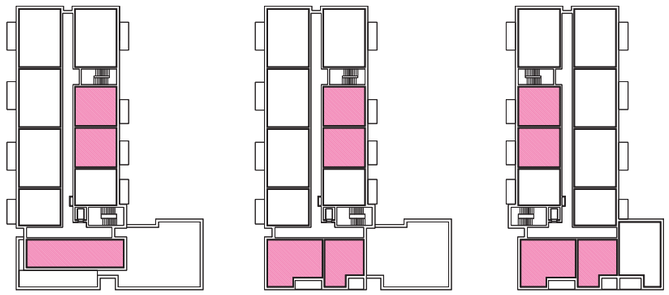
Ground Floor Plan



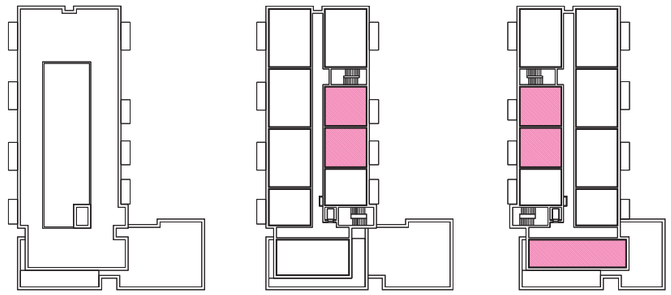
1st Floor Plan

PART V UNITS

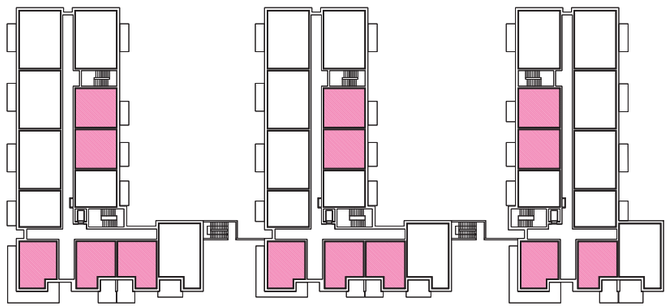
@ 20% of 157 Units =
31 Part V Units Required



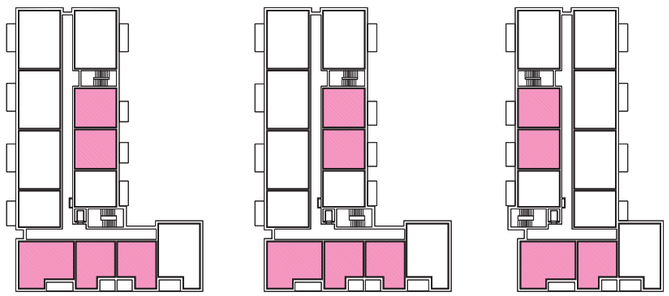
4th Floor Plan



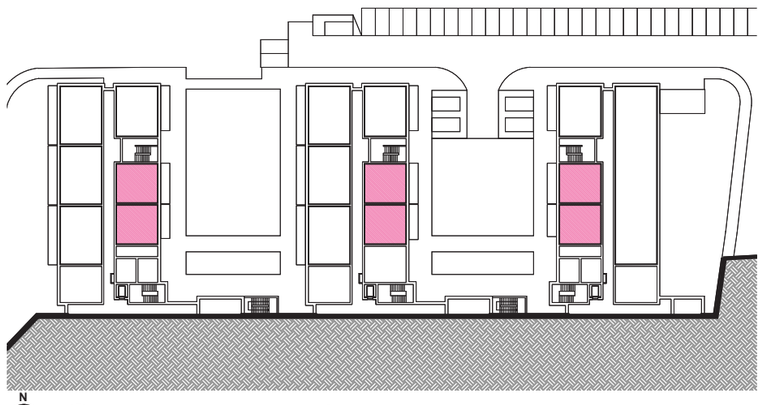
5th Floor Plan



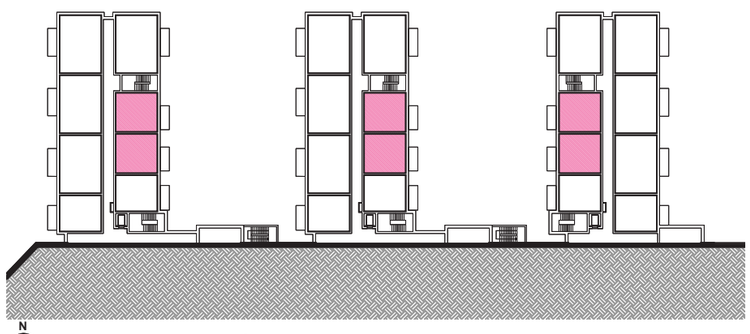
2nd Floor Plan - Street Access Level



3rd Floor Plan



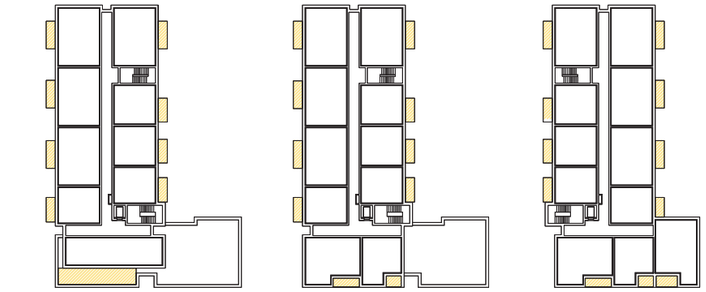
Ground Floor Plan



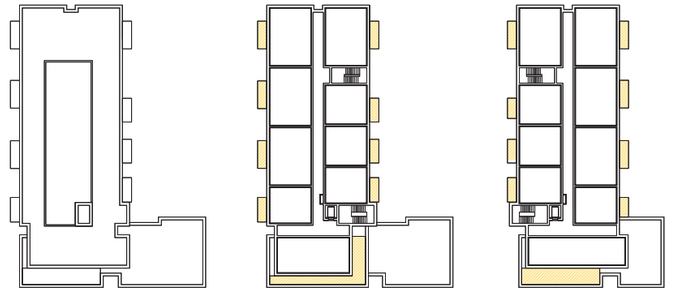
1st Floor Plan

56 (35.7%) - UNITS AREA 10% LARGER THAN MINIMUM

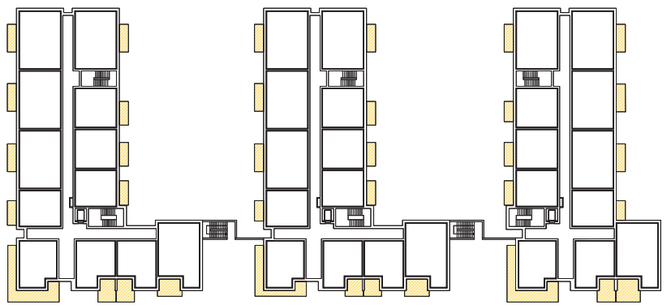
5.0 LAYOUT DIAGRAMS



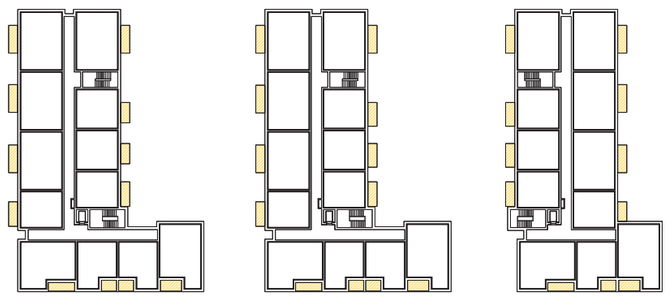
4th Floor Plan



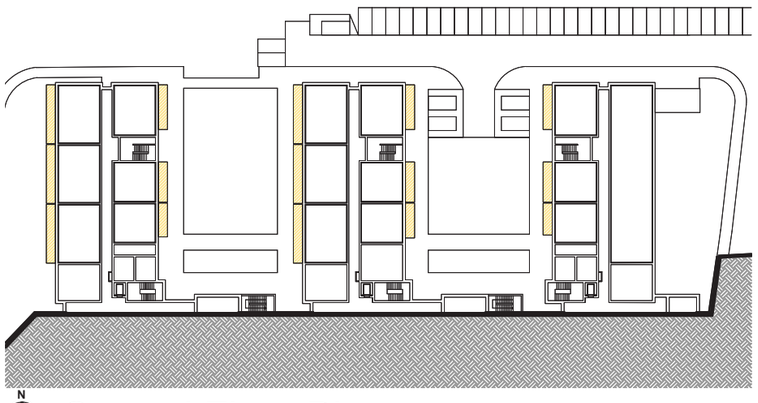
5th Floor Plan



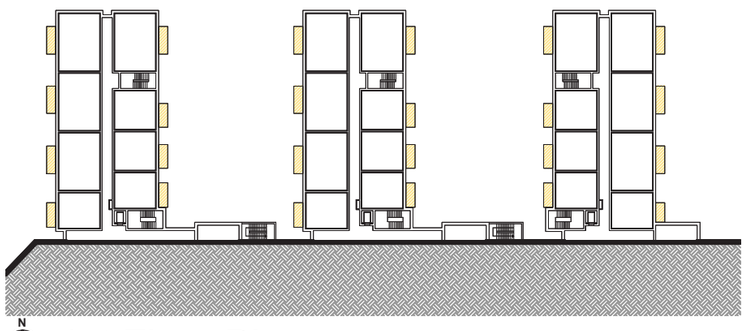
2nd Floor Plan - Street Access Level



3rd Floor Plan



Ground Floor Plan

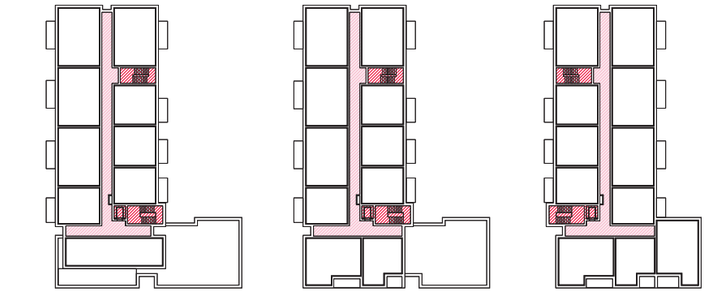


1st Floor Plan

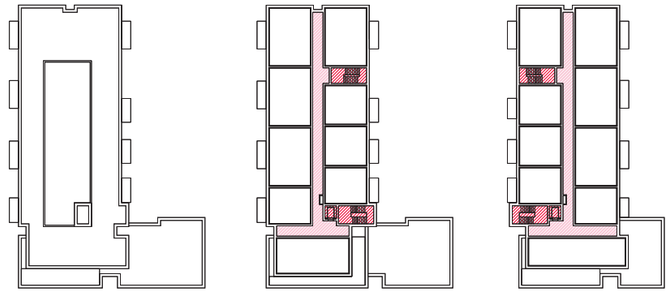
PRIVATE AMENITY SPACE

Private Amenity Space

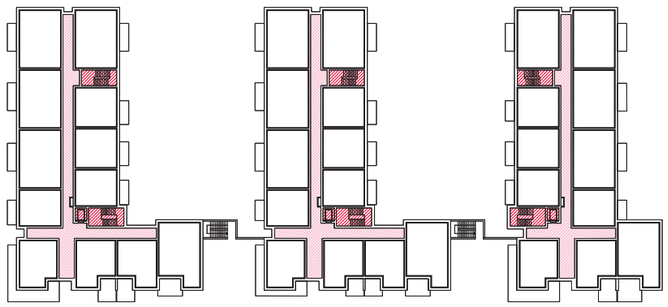
5.0 LAYOUT DIAGRAMS



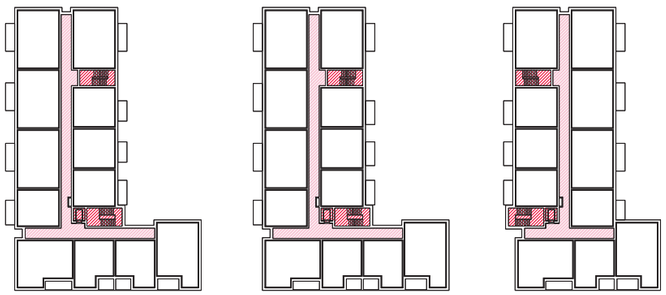
4th Floor Plan



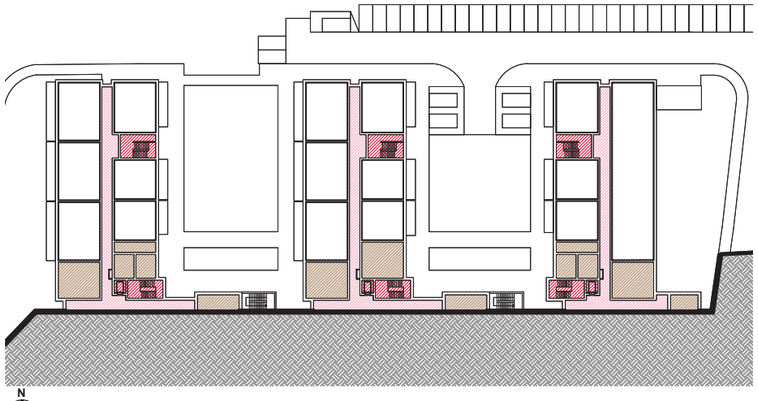
5th Floor Plan



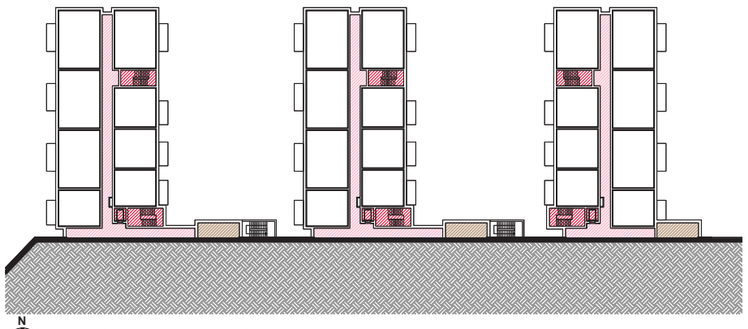
2nd Floor Plan - Street Access Level



3rd Floor Plan



Ground Floor Plan



1st Floor Plan

LIFTS & STAIRCORES

CIRCULATION

ANCILLARY SERVICES

5.0 CGI Views














SLOW
MOTS











5.0 CGI Views























