



POPE'S HILL, POPE'S ROAD, CORK CITY – LRD HOUSING

Architectural Response to Requests for Further Information

Planning Application No: 26/44677

Date: 10.08.2026





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1. Density and Unit Mix

RFI Comment:

The Planning Authority notes that 78.4% of the proposed dwellings are 3-bedroom townhouses, exceeding the maximum percentage set out in Table 11.8 of the CCDP. No market-based evidence has been submitted to justify the proposed mix.

Response

- The proposed unit mix has been reviewed against the requirements of Objective 11.2 and Table 11.8 of the Cork City Development Plan.
- The housing mix has been revised to provide a more balanced distribution of dwelling types across the development.
- The revised scheme now provides 26 No. 2-bedroom units (25%) and 52 No. 3-bedroom units (50%) within the overall development of 104 dwellings, significantly reducing the proportion of 3-bedroom units compared with the original proposal.
- A Market Demand Assessment has been prepared and submitted to demonstrate current housing demand and to support the proposed dwelling mix where appropriate.
- An updated Schedule of Accommodation accompanies this response.

LEGEND

- 2-BED DUPLEX, 1-BED UNIT
- 2-BED DUPLEX, 3-BED UNIT
- 1-BED DUPLEX, 3-BED UNIT
- 2-BED DUPLEX, 3-BED UNIT
- 2-BED TOWNHOUSE
- 3-BED TOWNHOUSE
- 4-BED TOWNHOUSE
- 3-BED BUNGALOW
- CRECHE
- RETAINING WALL
- WIP SPOT LEVEL
- UNIT ENTRANCE
- FUTURE POINTS OF CONNECTION
- EXISTING TREE (BLACK) WITH RPZ (ORANGE)

TOTAL UNIT COUNT: 104

DUPLEX UNITS- 53 APARTMENTS
 19NO. 1-BED UNITS
 23NO. 2-BED UNITS
 11NO. 3-BED UNITS

HOUSES - 51 HOUSES
 7NO. 4-BED TOWNHOUSE
 40NO. 3-BED TOWNHOUSE
 3NO. 2-BED TOWNHOUSES
 1NO. 3-BED BUNGALOW

106 PARKING SPACES
128 BIKE SPACES

SITE AREA: 2.581 HA
NET DEVELOPABLE AREA 2.4037 HA
DENSITY 43.3D/Ha



Revised Site Layout Plan

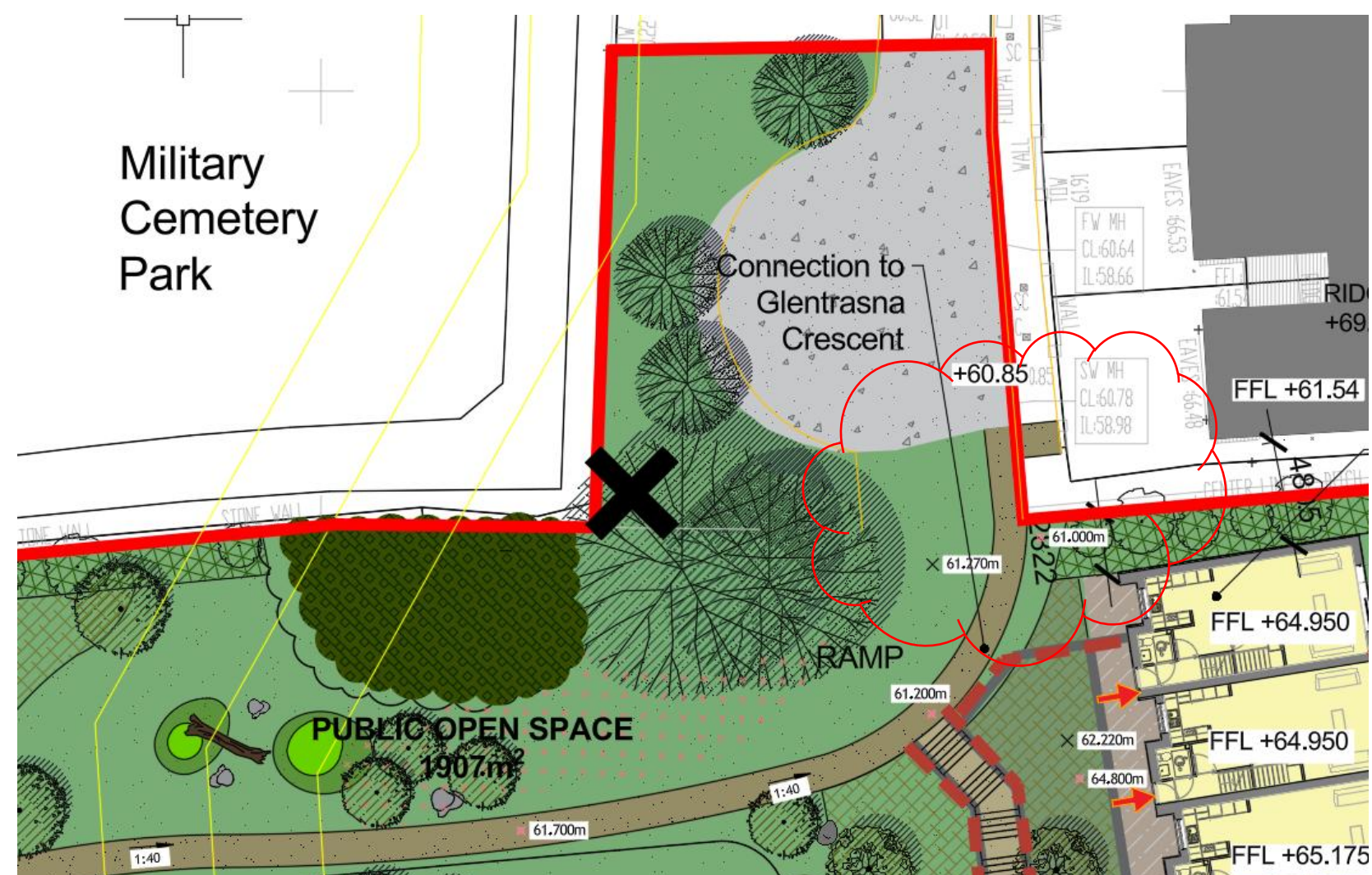
2. Northern Boundary

RFI Comment:

The Planning Authority requested clarification regarding the ownership and management of the narrow strip of land between the subject site and the Glentrasna estate, together with details demonstrating how the proposed pedestrian/cycle connection will be delivered.

Response

- The northern boundary has been reviewed in conjunction with the project team, and the strip of land along the northern boundary has been identified.
- The easternmost proposed pedestrian access to Glentrasna has been omitted from the revised scheme.
- The westernmost proposed pedestrian access has been revised to align with the application red line boundary.
- Detailed drawings illustrating the revised access arrangement accompany this submission.
- The revised site layout has been updated to reflect these changes.



Revised Connection to Glenstrassa Crescent

3. (4a) City Architects – Block F Buffer to Glentrasna

RFI Comment

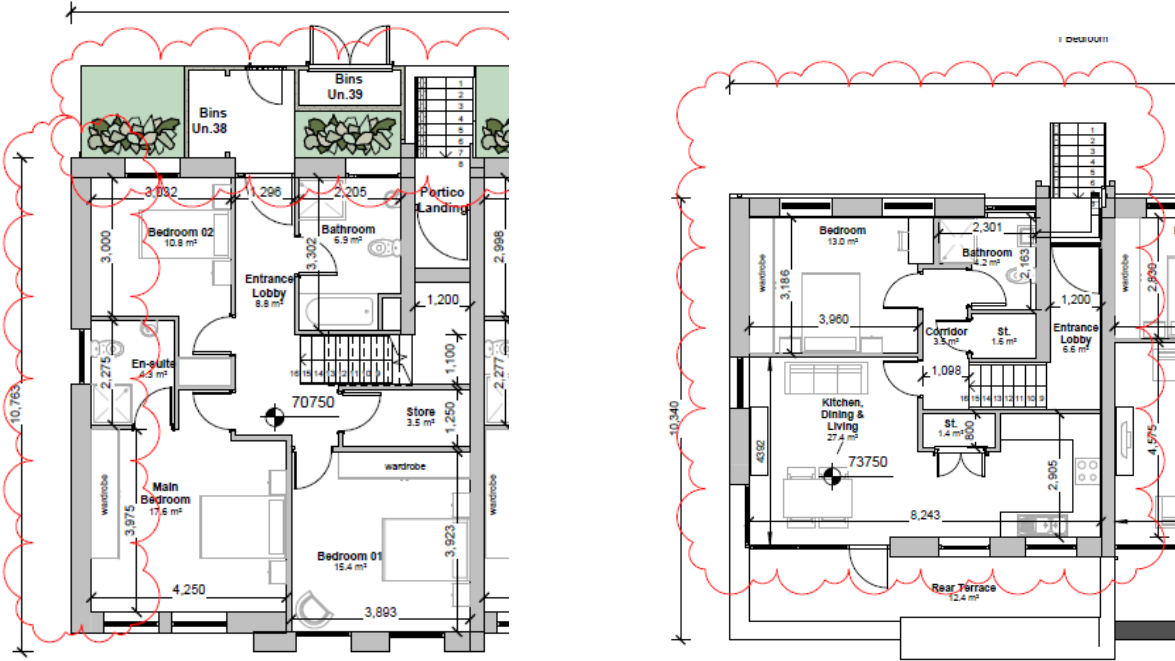
Please revise Block F by removing one bay to allow the road to move south and achieve a more consistent 20m buffer.

Response

- The height of the end unit within Block F has been reduced by one storey to minimise its visual impact on the adjoining properties.
- Relocation of the internal road, as requested, is not feasible due to the existing site topography and gradient constraints. Moving the road would result in unacceptable road gradients and level changes.
- While the road alignment has been retained, the reduction in the height of the end unit improves the relationship with the existing dwellings at Glentrasna
- It should also be noted that there is a significant 18m buffer between the proposed properties and the existing dwellings, with no overlooking arising from the revised arrangement.
- Revised site plan, elevations and sections have been submitted to illustrate the proposed amendments.

Submitted Drawings:

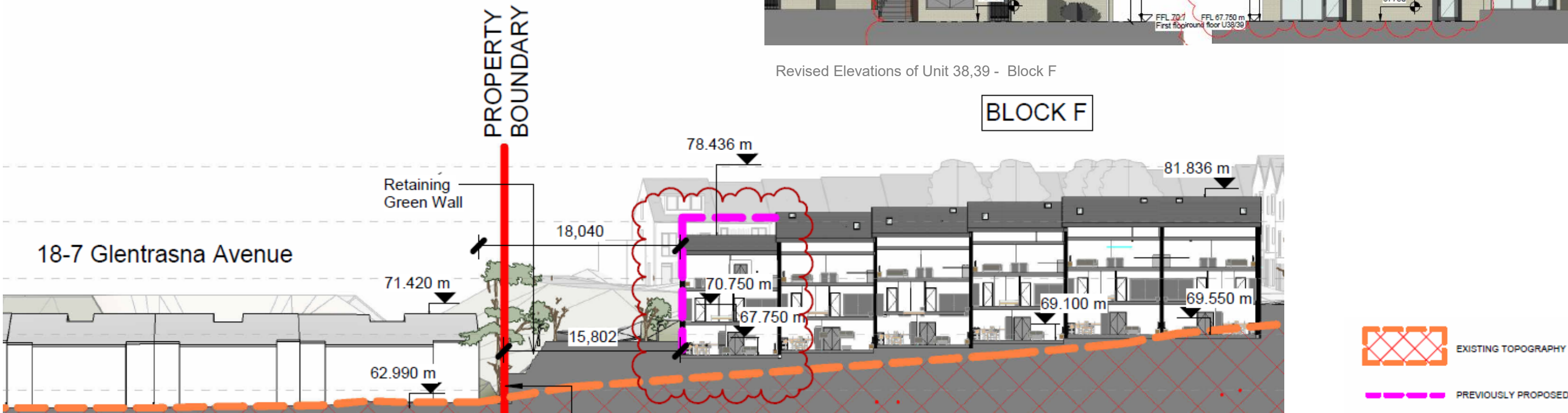
- Revised Site Plan
- Revised Block F Floor Plans & Elevations
- Revised Contextual



Revised Floor Plans– Unit 39, Block F



Revised Elevations of Unit 38,39 - Block F





Block F – Revised Perspective View

4. (4b) City Architects – Access to Glentrasna Avenue

RFI Comment

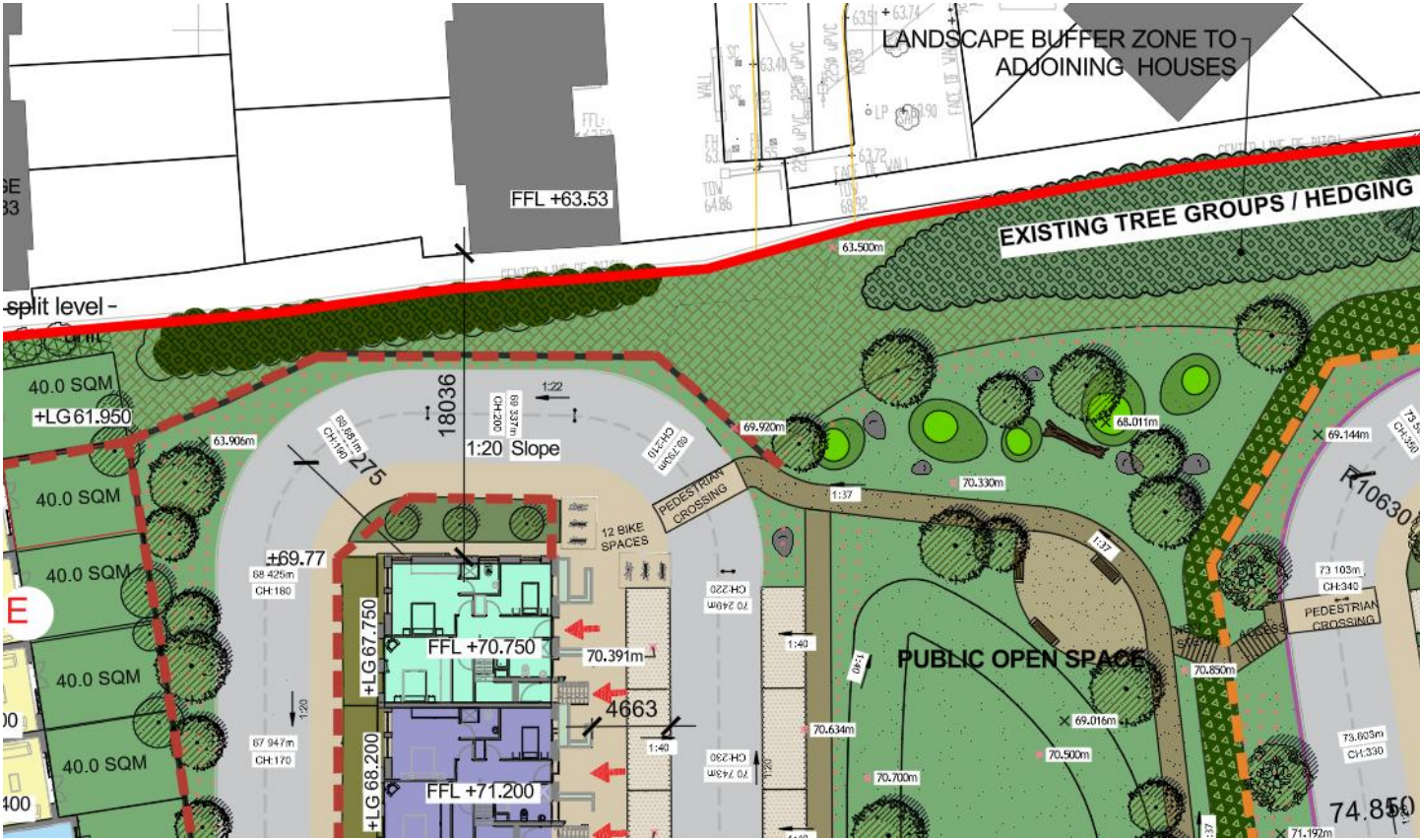
Revise the stepped access route or provide a fully accessible pedestrian/cycle connection benefiting from passive surveillance.

Response

- The proposed pedestrian access to Glentrasna Avenue has been omitted from the revised scheme in response to the Planning Authority's request.
- The removal of the access simplifies the site layout and eliminates the previously proposed stepped connection.
- The omission of this access also responds to RFI Item 2 (Northern Boundary), which raised issues regarding the ownership and management of the strip of land to which the connection was proposed.
- The revised site layout has been updated accordingly.



Previously Lodged Site Layout Plan



Revised Site Layout Plan

5. Visual Impact – Area of High Landscape Value

RFI Comment

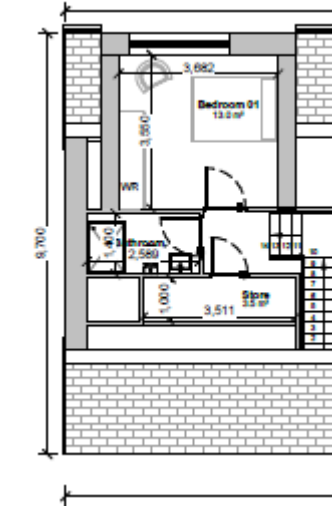
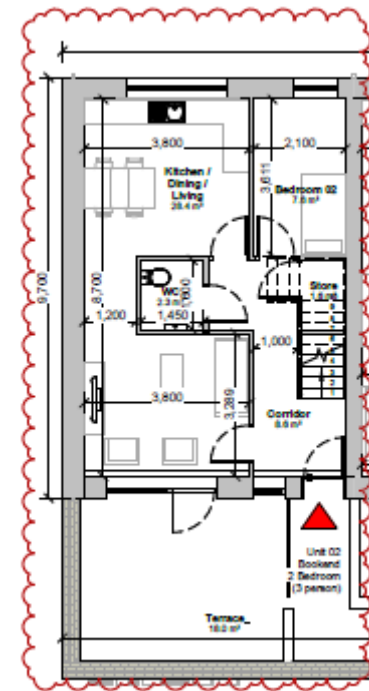
The proposed creche (Block B) is considered excessively prominent within the Area of High Landscape Value.

Response

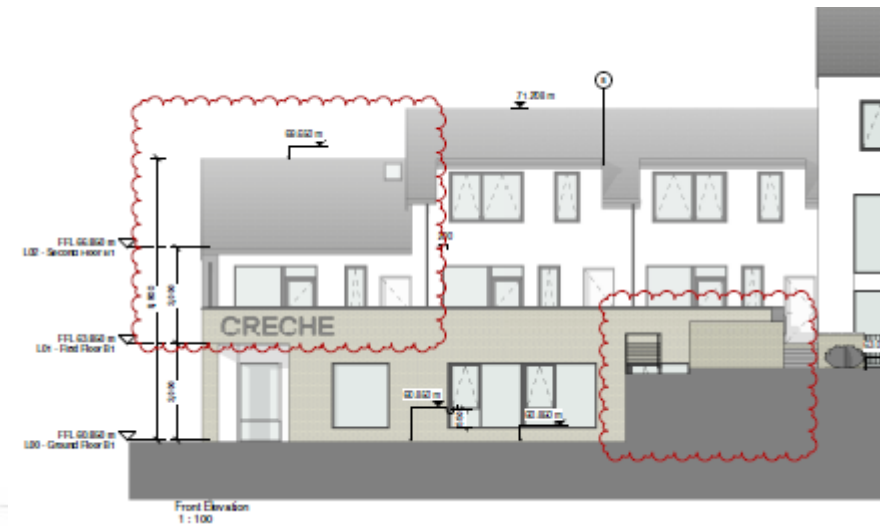
- The location of Block B has been revised, with the building moved further away from the site boundary to improve its relationship with the neighbouring properties along Pope’s Road.
- The overall massing of Block B has been reduced to minimise its visual prominence within the Area of High Landscape Value.
- The building height and roof profile have been amended to provide a more sensitive response to the existing ridgeline and surrounding landscape setting.
- Updated elevations, sections and visual material have been prepared to demonstrate the reduced visual impact of the revised proposal.

Submitted

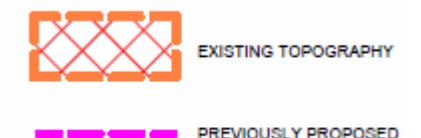
Revised Floor Plans & Elevations – Block B
Updated Contextual Sections & Elevations



Revised Floor Plans– Unit 39, Block B



Revised Elevations - Block B





Revised Block B

Block B – Perspective View

6. Visual Impact – Residential Amenity

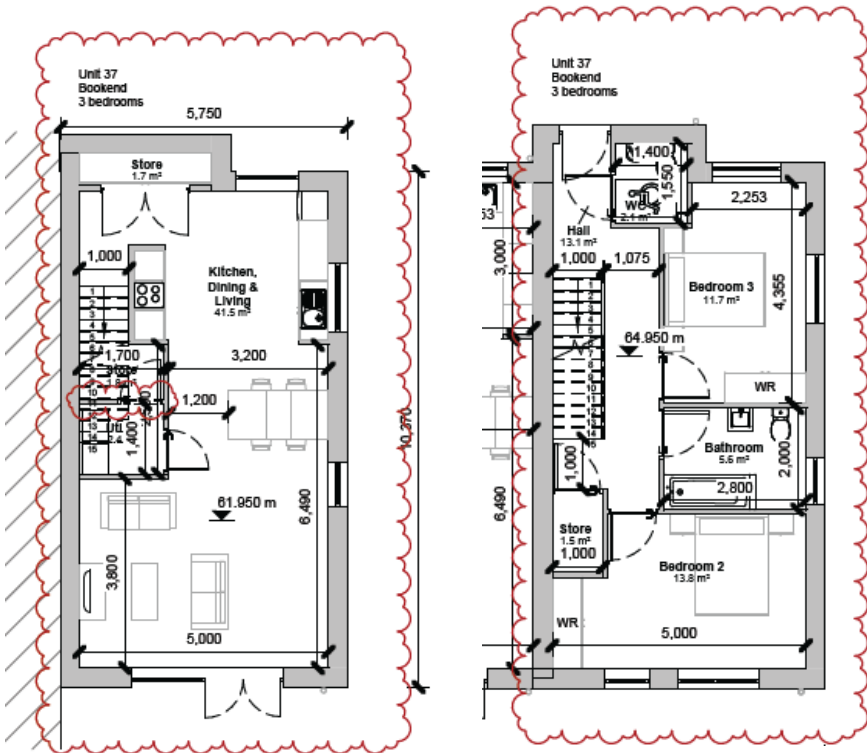
RFI Comment

Reduce the height of the northern end of Block E to minimise impact on Glentrasna residents.

Response

- The northern bay of Block E has been reduced by one storey.
- Building massing has been stepped down towards the existing residential boundary.
- Revised plans demonstrate improved daylight, outlook and visual relationship.
- Updated plans, elevations and sections accompany this submission.

Revised Floor Plans– Unit 37, Block E



Revised Contextual Section



Revised Front Elevation - Block E



Revised Rear Elevation - Block E





7. Internal Storage

RFI Comment

Apartment storage rooms exceeding 3.5m² are not considered acceptable.

Response

- Apartment storage arrangements have been reviewed.
- Oversized storage rooms have been reconfigured by subdividing them into two smaller storage spaces to comply with the requirements of the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)*.
- Individual storage rooms have been resized to ensure that no single storage room exceeds the 3.5m² maximum recommended area.
- Revised floor plans and the Schedule of Accommodation accompany this submission.

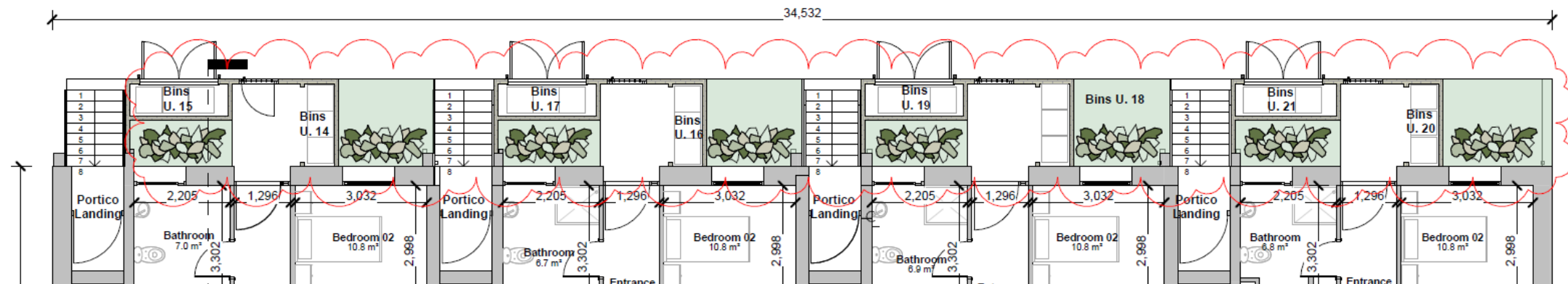
8. Duplex Bin Storage Areas

RFI Comment

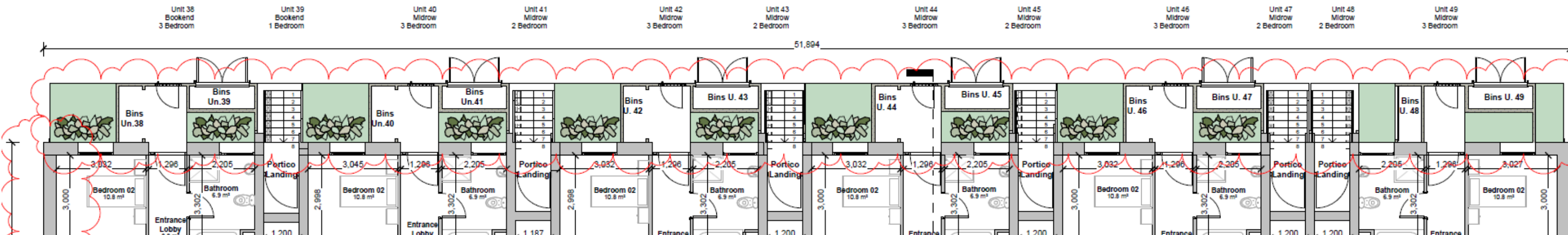
The proposed bin stores adversely affect the entrance to the development and the amenity of ground floor residents.

Response

- Bin storage locations have been redesigned.
- Stores have been relocated away from residential windows where possible.
- Improved screening and landscaping have been incorporated.
- Waste collection arrangements remain fully accessible while improving residential amenity.



Revised Bin Storage – Block A



Revised Bin Storage – Block F

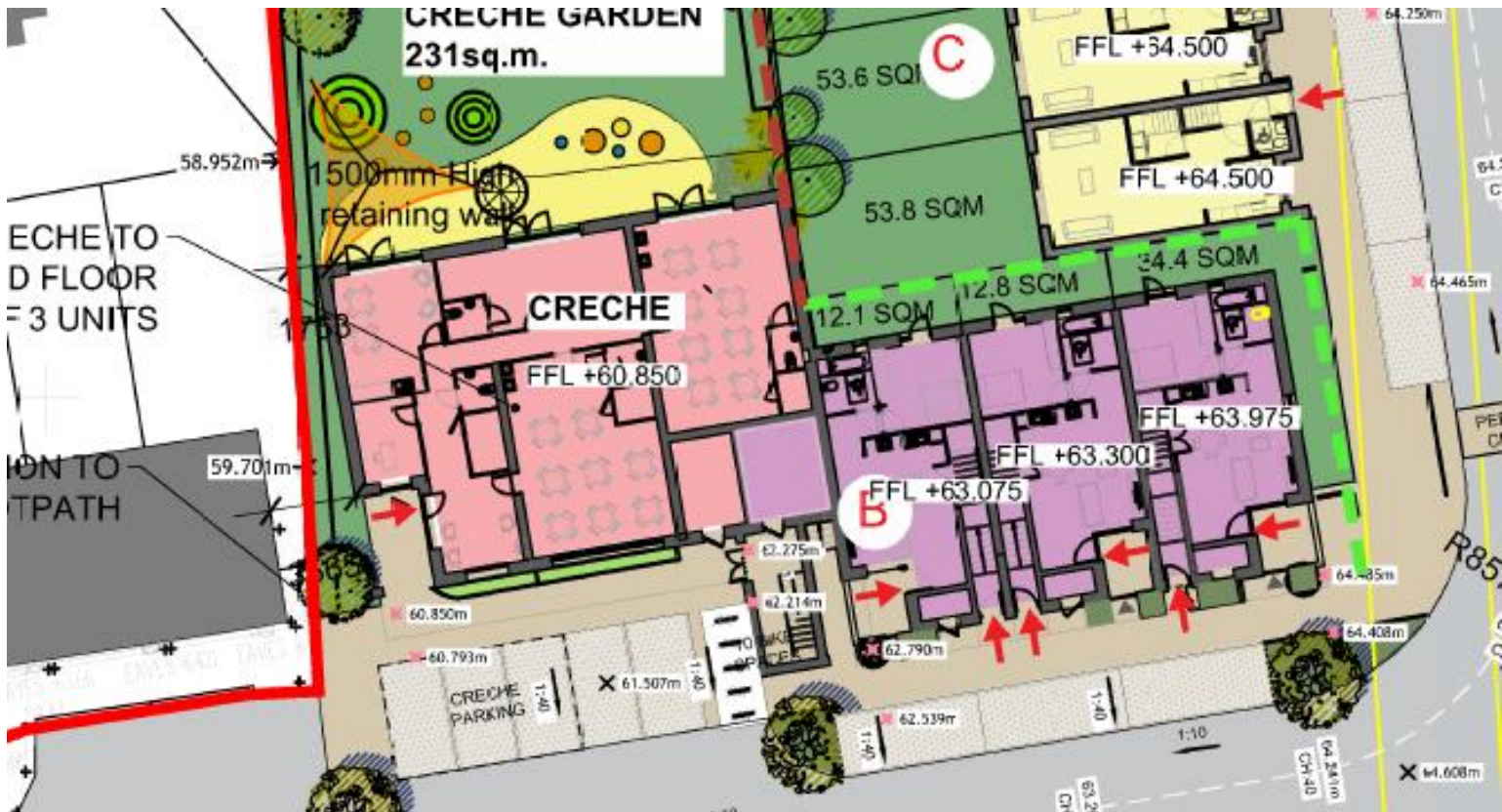
9. Urban Roads & Street Design (Planning)

RFI Comment

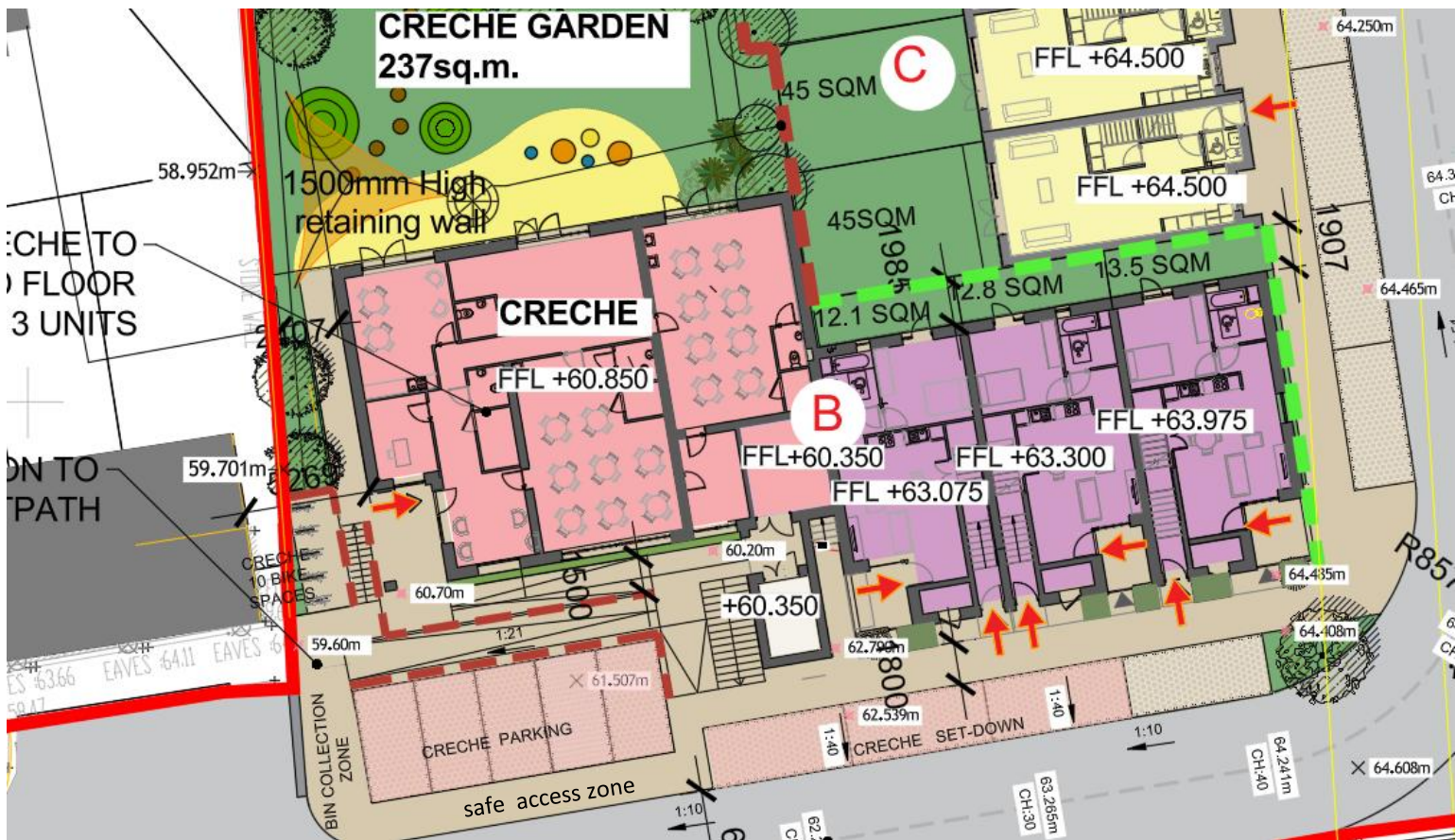
Clarify the operation of the creche drop-off, pick-up and turning arrangements.

Response

- The creche access strategy has been reviewed.
- Dedicated drop-off and pick-up arrangements are clearly identified.
- Three dedicated parallel set-down spaces are provided, along with five perpendicular parking spaces. The perpendicular spaces are provided with a rear access zone, to allow additional manoeuvring space and improve safety during drop-off and pick-up periods.
- Pedestrian access has been separated from vehicular movements to improve safety for creche users.
- The revised site layout plan demonstrates the proposed parking, drop-off, circulation and access arrangements.
- Updated site layout drawings accompany this submission



Previously Lodged Site Layout Plan – Creche Parking



Revised Site Layout Plan – Creche Parking

Revised Site Layout Plan

11. Part V Housing

RFI Comment
The proposed Part V housing mix is not sufficiently balanced between houses and apartments/duplexes.

- Response
- The Part V proposal has been revised to provide a more balanced mix of houses and apartments.
 - The allocation has been amended from an apartment-only provision to a mix of 9 houses and 12 apartments, addressing the Planning Authority's comments regarding the balance of dwelling types.
 - Part V dwellings have been distributed throughout the development to achieve appropriate integration ("pepper potting") in accordance with the Housing Directorate's requirements.
 - A revised Part V schedule and updated site layout plan accompany this submission.

PART V AGREEMENT UNIT LIST	
BLOCK TYPE	UNIT NO.
A	14, 15, 16 & 17
E	35, 36, 37
G	50, 51, 53, 54,
H	76, 77
J	98, 99, 100, 101
K	93,94,95,96
TOTAL	21 UNITS (20%)



Summary of Architectural Revisions

RFI Item	Response
1	Revised unit mix, updated accommodation schedule and supporting Market Demand Assessment.
2	Removal of the eastern pedestrian access, and revision of the western access arrangement to align with the application boundary.
4a	Height of the end unit in Block F reduced by one storey to improve the relationship with adjoining properties.
4b	Stepped Pedestrian access to Glentrasna removed and site layout revised accordingly.
6	Block B relocated further from the site boundary, with reduced height and massing to minimise visual impact.
7	Northern bay of Block E reduced by one storey to improve residential amenity
8	Apartment storage rooms reconfigured to comply with the Apartment Guidelines (maximum 3.5m ² per storage room).
9	Duplex bin storage locations revised to improve residential amenity and operational functionality.
10	Creche parking, drop-off and access arrangements revised, with additional parking and improved pedestrian/vehicle circulation.
11	Part V housing mix revised to include both houses and apartments, with dwellings distributed throughout the development

