



ARCHITECTURAL DESIGN STATEMENT

RESIDENTIAL DEVELOPMENT AT
GLYNTOWN, CORK.

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1.0 Introduction

This Architectural Design Statement has been produced as part of the part 8 submission for the site at Glyntown, Cork. It is proposed that the site will accommodate a total of 80 no. residential units. This statement summarises the reasoning and design principles that have led to the proposed arrangement. It describes the site and its immediate and wider context and demonstrates how the design responds to its surroundings to provide an appropriate, sustainable and site specific response.

SCHEDULE			
HOUSE TYPE	NO OF BEDS	AREA	NO OF UNITS
DUPLEXES			
A1/A1(m)	2 BED (3P)	69.2 SQ.M	3
B1/B1(m)	3 BED (5P)	101.0 SQ.M	3
C1/C1(m)	1 BED (2P)	49.4 SQ.M	8
D1/D1(m)	2 BED (4P)	87.9 SQ.M	8
E1/E1(m)	1 BED (2P)	49.4 SQ.M	4
F1/F1(m)	3 BED (5P)	99.6 SQ.M	3
F2	3 BED (5P)	99.6 SQ.M	1
APARTMENT BLOCKS			
APARTMENT TYPE 01	3 BED	95.4 SQ.M	16
APARTMENT TYPE 02	2 BED	77.9 SQ.M	16
APARTMENT TYPE 03	1 BED	48.9 SQ.M	16
COACH HOUSE APARTMENTS			
DUPLEX APARTMENT UNIT TYPE H1	3 BED	102.2 SQ.M	01
DUPLEX APARTMENT UNIT TYPE H1(m)	3 BED	99.8 SQ.M	01
TOTAL UNITS			80

SCHEDULE OF AREAS			
	AREA CALCULATIONS		
		HECTARES	ACRES
SITE AREA	1.69		
USABLE OPEN SPACE	13.5% (2280 sq.m.)		
TOTAL RESIDENTIAL UNITS	80		
	UNITS/HECTARE		
DENSITY (UNITS)	(80 UNITS ÷ 1.69) = 47.3 UNITS/HA		

2.0 Site

2.1 Site Location

The development site is located at Glyntown, on the outskirts of Cork City. The site is in close proximity to the town of Glanmire, with a number of schools, supermarkets and community amenities nearby. Cork City centre is 20 minutes by public transport from the site location.



FIG.01: SITE LOCATION

The proposed development will consist of a total of 80 no. dwellings. Two apartment blocks containing 48 no. total apartments occupy the western boundary of the scheme. Along with this, there are a range duplex / apartments buildings. Of these there are: 09 no. 3 bed apartments, 11 no. 2 bed apartments & 12 no 1 bed apartments. The form, architecture and scale of the development is consistent and compatible with the existing context. An existing coach house on the site is to be retained, restored and converted as part of the scheme.

2.2 Site Suitability

The site is situated in Glyntown close to Glanmire. The location of the site promotes cycling, walking and the use of public transport; encouraging future residents towards sustainable modes of transport as an alternative to car use. The site is approximately a 20 minutes journey by public transport from Cork City Centre. The scheme location lends itself to residential development with an existing residential scheme to the East and community retail and leisure facilities nearby. The nearest supermarket is just 3 minutes' walk away while two other supermarkets as well as other retail amenities are 10 minutes' walk. John O' Callaghan Community Park is just a 10 minute walk away. The topographical nature of the site lends itself to development with the layout complementing neighbouring schemes.

FIG.02: SITE SUITABILITY



2.3 Site Characteristics

To the West and South, the site is bounded by green fields. To the North is a wooded area with public parkland behind, while to the East are a number of existing dwellings. The existing boundaries consist mainly of hedgerows and trees with boundary garden walls of neighbouring dwellings separating the scheme from their lands. The scheme is accessed from East Cliff road which links into the R639 primary road from Glanmire to Cork City. The N8 national road is nearby connecting with East county Cork.

2.4 Aerial Photos



FIG.03: ARIAL VIEW FROM THE NORTH

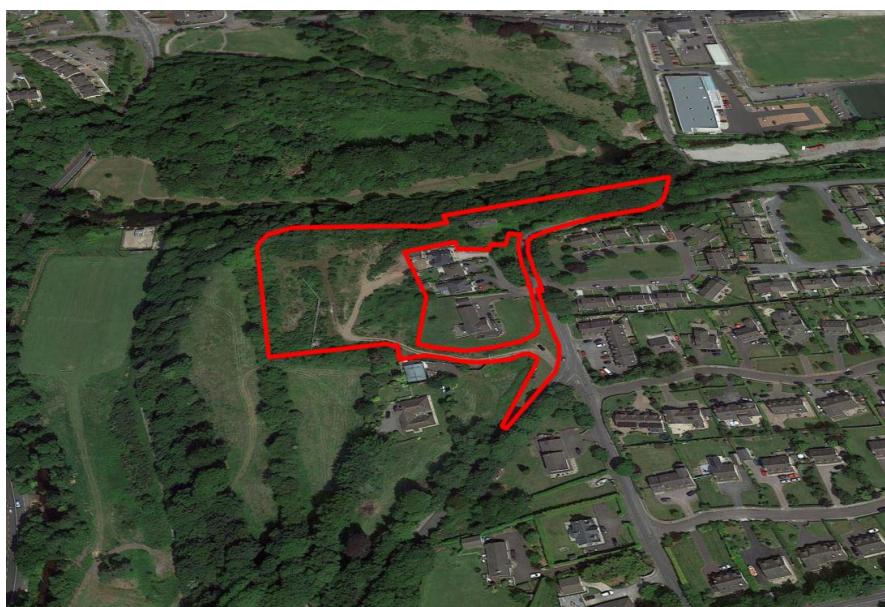


FIG.04: ARIAL VIEW FROM THE SOUTH



FIG.05: ARIAL VIEW FROM THE EAST



FIG.06: ARIAL VIEW FROM THE WEST



FIG.07: ARIAL VIEW FROM DIRECTLY ABOVE WITH BLUE LINE BOUNDARY

3.0 Site Strategy

The proposed development has been designed as a direct response to the grain of the site and existing surrounding dwellings. The orientation of the units have been arranged to benefit from natural light throughout the day while also ensuring that the privacy of neighbouring properties is retained. Units are designed to overlook communal open spaces and encourages a sense of community within the development. The external materials of the dwellings make a positive contribution to the locality. A proposed mix of brick, render, pressed metal & slate will provide for a modern development whilst respecting the existing buildings adjacent to the site. The architectural treatment incorporates off-white/beige/grey render, red brick to match the existing Coach House, slate, pressed metal and generous glazing proportions. These are articulated in a contemporary language which is compatible with the immediate context while generous open space with landscaping will enhance the overall design of the scheme.

4.0 Development Plan Objectives

Zoning

The subject lands are located within the settlement boundary of Glanmire. The majority of the proposed development falls within lands afforded the 'ZO 02, New Residential Neighbourhoods', with the following specific Zoning Objective:

'To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.' (Cork City Development Plan 2022-2028)

The remaining lands fall within 'ZO 01, Sustainable Residential Neighbourhoods'. Information regarding the Cork City Development Plan Objectives were developed in conjunction with McCutcheon Halley Chartered Planning Consultants. For further details, please refer to McCutcheon Halley's information.

5.0 Design Considerations

The development as designed is considered under the 12 criteria as outlined in the Urban Design Manual for residential developments.

5.1 Boundary condition



FIG.08: SITE BOUNDARY CONDITIONS

The site will be accessed from an entrance to the east of the site which is located along East Cliff Road. This entrance will be supplemented with pedestrian footpaths and crossings for the safety of the residents. The entrance will also be supplemented with additional planting to act as a buffer to the adjoining dwellings. The existing vegetation (trees/hedgerow) are to be maintained and supplemented with a 2.0m high weld mesh to the west of the site (Boundary A). To the east (Boundary B), a 2.0m high blockwork wall is proposed that will be rendered and capped to the public face with additional planting to provide a boundary to the adjacent dwellings. To the north (Boundary C), the existing dense forestry will be maintained and supplemented with a 2.0m high weld mesh fence. Additionally, to the south, a 2.0m high weld mesh fence will be provided and the existing vegetation maintained.

Boundary (A) Proposed Apartment Block /Adjacent Lands – Western Boundary

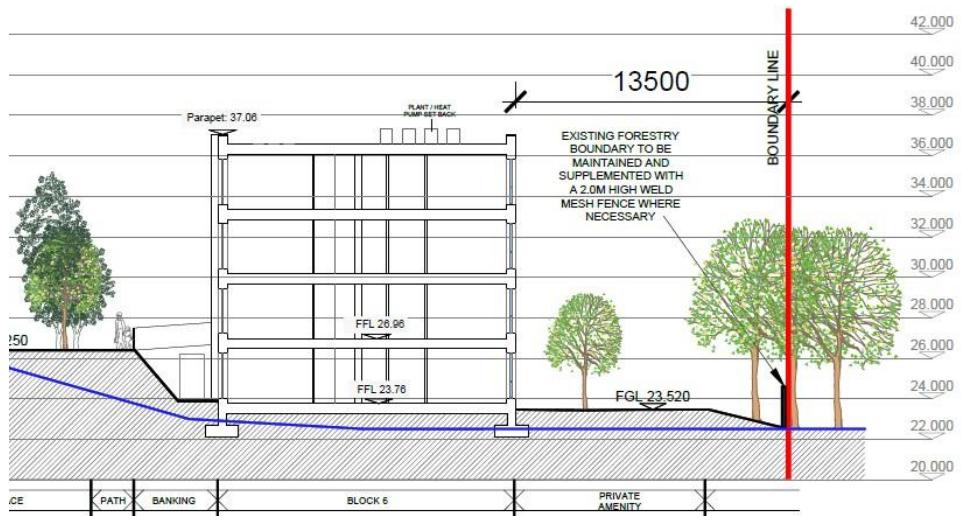


FIG.09: SITE BOUNDARY CONDITION A

It is proposed to maintain the existing forestry boundary and supplement it with a 2.0m high weld mesh fence where necessary. Maintaining this boundary will be a positive visual amenity to for the proposed amenity walk along this boundary.

Boundary (B) Proposed Open Space/Adjacent Dwellings – Eastern Boundary



FIG.10: SITE BOUNDARY CONDITION B

A 2.0m high blockwork wall, rendered and capped to the public face is proposed along the eastern boundary of the site. This is done to provide a distinct boundary between the proposed open space and the adjacent dwellings to the east. Additionally, this blockwork wall will be supplemented with additional planted where necessary.

Boundary (C) Proposed Duplex Apartments/Adjacent Forestry – Northern Boundary



FIG.11: SITE BOUNDARY CONDITION C

It is proposed to maintain the existing forestry boundary and supplement it with a 2.0m high weld mesh fence where necessary. Maintaining this boundary will be a positive visual amenity to for the proposed amenity walk along this boundary.

Boundary (D) Proposed Duplex Apartments/Adjacent Lands – Southern Boundary



FIG.12: SITE BOUNDARY CONDITION D

It is proposed to maintain the existing vegetation (trees/hedgerow) boundary and supplement it with a 2.0m high weld mesh fence where necessary.

5.2 Access & Connections - Consideration 2

The proposed development has been designed in accordance with DMURS in order to create a development with an urban feel whilst also creating a safe environment for all road users. The scheme is based within the townlands of Glyntown, Glanmire making it easily accessible for residents via public transport. Cork city centre is within 20 minutes of the site by public transport and 30 by bicycle. There are bus stops within a 2 minute walk of the site which provides excellent transport links.



FIG.13: SITE ACCESS & CONNECTIONS PLAN

5.3 Inclusivity, Variety & Public Realm Consideration 3/4/8

FIG.14: OPEN SPACE ACCESS PLAN



In addition to the private amenity areas, there is generous communal spaces within the development. These will contain hard and soft landscaped elements which will contribute to the quality of life for the residents. Units are designed to overlook these open spaces to provide passive surveillance throughout the development. The facing units of the scheme will create a strong edge within the scheme, overlooking the open space and amenity walk areas assisting with passive surveillance to the overall scheme.

5.4 Efficiency - Consideration 5

The proposed layout considers the existing properties surrounding the site, the topographical nature of the site and the residential amenities of the proposed dwellings to provide the most efficient approach to developing the site for the proposed unit types. The site layout is arranged to maximise the efficiency of the site and give generous external private spaces.

5.5 Distinctiveness/Layout - Consideration 6/7

FIG.15: PASSIVE SURVIELANCE OVER OPEN SPACES & STREETSCAPE



The proposed layout has been arranged to maximise the sites development potential. Dwellings within the scheme are arranged to overlook the communal open spaces and amenity walkways while the overall layout has been organised to prevent overlooking of adjoining properties. Two feature corner buildings along the central road of the scheme have been used to create a triple fronted unit that addresses the internal street as well as the open space. The site also contains a generous pedestrian links and shared surfaces that runs along the open space with access to bike storage. This will ensure that an inclusive development is formed whereby all residents have access to the on-site amenities.

5.6 Adaptability - Consideration 9

The units in the development are provided with the required storage. This adds to the usability of the dwellings. Bulky or infrequently used items can be stored away from the main living spaces in the attic and in the designated storage.

5.7 Privacy & Amenity - Consideration 10



FIG.16: PUBLIC & PRIVATE AMENITY SPACES

Each home has access to a generous private amenity space and a large central green open space with a neighbourhood playground.

All homes will be constructed to prevent acoustic transfer. Windows are sited to prevent overlooking into adjacent private gardens. Homes will have adequate storage areas and areas for sorting of recyclables.

5.8 Parking - Consideration 11

There is provision for a total of 101 parking spaces. This allows a provision for a total of 1.25 car parking spaces per unit provided for the dwellings within the development. Additionally, the location of the site promotes cycling, walking and the use of public transport. To facilitate this, generous pedestrian links and shared surfaces run through the scheme which also provides access to bike storage facilities for the provision of 204 bike spaces which exceeds the standards set out in the Design Standards for New Apartments document (2023).

FIG.17: SITE PARKING STRATEGY



5.9 Detail Design - Consideration 12

The design of the proposal has been considered in order to enhance the urban architecture within the locality.

The external materials of the dwellings make a positive contribution to the locality. A proposed mix of off-white/beige/grey render, red brick to match the existing Coach House, slate, pressed metal and generous glazing proportions will provide for a contemporary development whilst respecting the existing buildings adjacent to the site. The use of durable materials will ensure the overall efficiency of the design and aid in the general upkeep of the proposal which will help to enhance the overall scheme. Generous open spaces with landscaping will enhance the overall design. Care has been taken to design the location of bins and vents to prevent impact on the public amenities.

The landscape treatment around the Coach House has been designed in order to address the original access way to the building. Shared Surface / Pedestrian Priority streets have been incorporated to the front of the Coach House to allow for safe pedestrian movement through the scheme while respecting the original entrance way to the building and, where appropriate, any existing cobbles will be retained for re-use and incorporation into the existing Coach House area.

The proposed development has been designed to provide high quality residential units that will contribute positively to Glyntown and provide much needed housing to Metropolitan Cork. The proposed site layout focuses on the creation of distinctive open spaces with different material finishes that help generate a highly efficient scheme and assist our vision of place making.



BLOCK 01 | FRONT ELEVATION



BLOCK 03: COACH HOUSE | FRONT ELEVATION

APARTMENT BLOCK 06/07 | FRONT ELEVATION



BLOCK 04 | FRONT ELEVATION



FIG.18: RENDERS

6.0 Site Services

Please refer to the accompanying report by Denis O'Sullivan & Associates (DOSA) for all information relating to site services.