

04 DESIGN STRATEGY (12 CRITERIA - URBAN DESIGN MANUAL)



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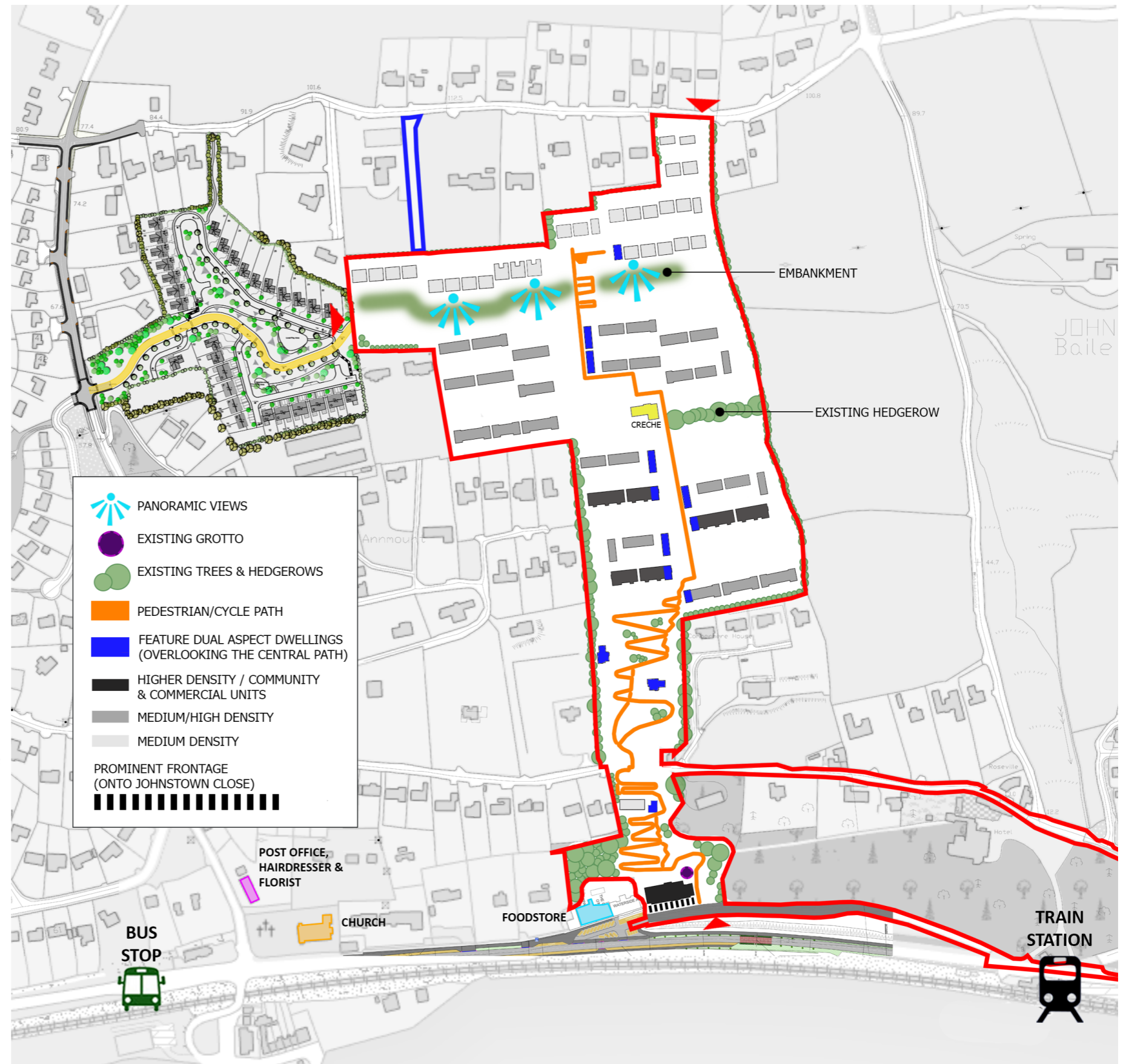
4.1 Context - Consideration 1

Site Constraints/Potentials

- Panoramic views to the south from the elevated northern part of the site
- Abundance of local amenities in close proximity to the site
- Existing public transport links (train station & bus stops)
- Existing natural features on site (hedgerows, trees & grotto) that can be incorporated into the public realm design

Site Context

- The proposed scheme incorporates the existing natural features on site (hedgerows, trees and grotto) into the public realm design creating a variety of open space that are overlooked by surrounding dwellings and will be a valuable amenity for the residents
- The existing hedgerows and trees along the site boundaries are to be retained
- Permeability and connections between the variety of public spaces will be incorporated throughout the site. A prominent spine route running north-south forms a desire line for residents between proposed development and the nearby train station
- Placemaking is a key aspect throughout the design of the scheme and helps create a sense of home and belonging for all residents



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4.2 Access & Connections - Consideration 2

Connectivity is one of the central design principles of the proposed scheme. In the immediate urban context, connectivity focuses on the accessibility to the local amenities/ educational facility/transportation hubs in close proximity to the site (Train station, Primary school, Food store, Post office and Church). The proposal for a dedicated pedestrian/cycle route that runs from north to south down the centre of the site will link the residents on site to these valuable amenities.

The main development located on the northern lands will be accessed via the signalised junction from the L-2968 and internal road network (permitted by Cork County Council reference 17/5699 and An Bord Pleanála reference 300128-17) with a separate secondary emergency access proposed to the L-2969 in the northeast corner of the site. Access to the 5no dwellings on the southern lands will be via a new entrance from 'the Terrace'. The proposed apartment building, containing a community unit and commercial unit at ground floor, will be accessed from Johnstown Close and will form a prominent urban edge

We are proposing to introduce a hierarchy of internal streets with the main local street linking the site entrance to the north with the dwellings on the southern part of the northern lands. The secondary local streets will serve the other dwellings of site and create a loop system within the scheme where possible.

We have also introduced possible future connections to adjoining lands to the east to facilitate possible development in the future.



Connectivity Map

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The proposed development has also focused on connectivity with the wider context with access to the existing public transport network a key element of the overall design strategy. The introduction of a pedestrian/cycle path down the centre of the scheme will enable easy access for all residents to the existing train station and bus stops. A frequent rail service will link the site to a number of employment centres (Cork City, Middleton, Little Island, Cobh and Mallow) as well as providing inter city connections (Dublin, Limerick, Galway, Waterford and Kerry). In addition to the array of public transport options available, the Dunkettle to Carrigtwohill greenway/cycleway (which is currently under construction/partially completed) will run along the sites southern boundary and will be a valuable transport option as well as a recreational amenity for future residents.



Glounthaune Train Station



Existing Bus Stop



Dunkettle to Carrigtwohill Greenway/Cycleway map

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4.3 Inclusivity, Variety & Public Realm - Consideration 3/4/8

Variety & Public Realm

Important to the schemes success is varying the public realm by incorporating urban squares/plazas, green open spaces, landscaped parkland and shared surfaces, which along with the mix of housing typologies and different architectural treatments help define the different character areas and create small communities/neighbourhoods within the overall development.

Hilltop Amenity - Urban Plaza – Located at the northern end of the central pedestrian and cycle route, this elevated plaza will benefit from unobstructed panoramic views to the south which includes the estuary to the River Lee

Central Parkland – Units are clustered around this centrally located space which provides an area where social interactions can occur. This space is overlooked by dwellings which provide passive surveillance and ensure a safe environment for residents is created. It also helps instil a sense of community and creates smaller neighbourhoods within the overall development. Along the northern edge of this parkland space, a existing hedgerow is to be retained and will form a unique backdrop to this valuable amenity

MUGA (Multi-Use Games Area) – Located in a prominent central location (to the west of the crèche and parkland space), this flexible amenity will form a hub of activity where residents of all ages can congregate for social play

Pedestrian & Cycle Path/Existing Natural Features – This path runs from the northern hilltop amenity, all the way down the centre of the site and provides connectivity for all residents to Glounthaune village and the abundance of amenities and public transport links that it offers. The path also provides a linkage between the variety of public spaces on site and its alignment has been carefully considered to navigate the sites existing features. These take the form of hedgerows, trees and a grotto which will give the development a very distinctive quality that is unique to the sites location

Inclusivity

We have also carefully considered permeability within the development itself by ensuring that internal footpaths link the different spaces on site and are accessible to all. The public spaces are designed to provide facilities for all age groups and support outdoor activities



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4.4 Efficiency, Distinctiveness & Layout - Consideration 5/6/7

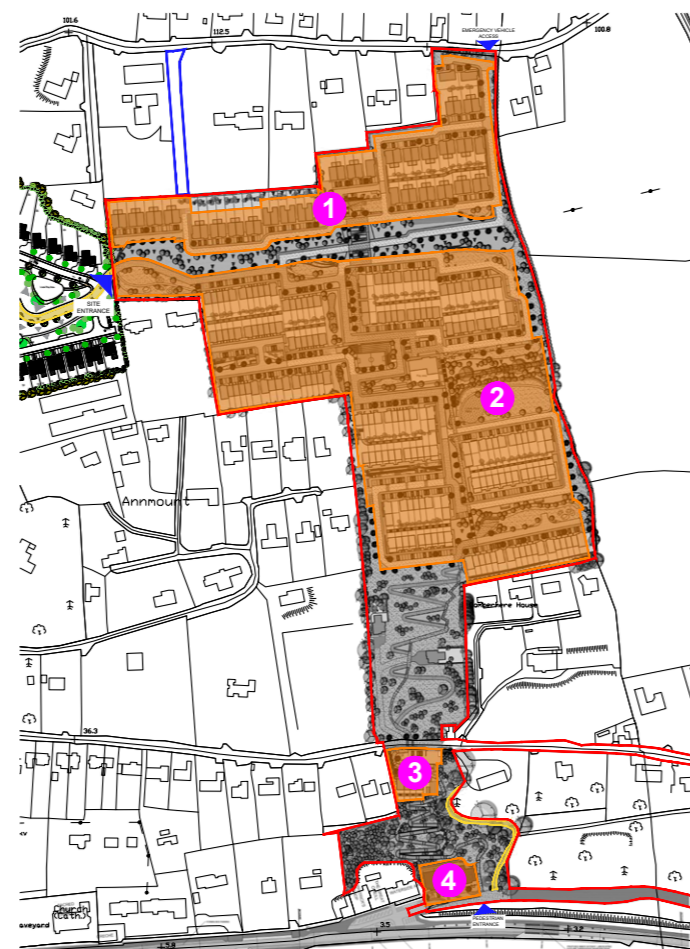
Housing Mix / Proposed Density

The proposed units on site offer a broad range of accommodation choices in terms of both size and configuration.

The housing density and grain of the proposed development responds to the market demands, supplying houses for households of different needs. The proposed layout provides a total of 289 no. residential units (260no. units within the lands north of 'The Terrace' and 29no units within the lands to the south). The developable area for the site excludes the undevelopable areas/steeply sloped lands.

The mix comprises of 61 no. 4 bed units (21%), 74 no. 3 bed units (26%) and 66 no. 2 bed units (23%) with 64 no. 1-3 bed own door access apartments/duplex units (22%) and 24no. 1-3 bed apartments (8%) within the apartment building.

The size of these units range from 172.0 sq m large 4 bed detached units to 46.1 sq m 1 bed apartments. This unit mix not only provides a wide variety of accommodation but ensures a sustainable development and inclusive community is achieved.



| DEVELOPABLE AREA & DENSITY | | | |
|--------------------------------------------------------------------------|------------|--------|-------------|
| 1 | 20,629 sqm | 2.06Ha | 5.09 acres |
| 2 | 62,944 sqm | 6.29Ha | 15.55 acres |
| 3 | 1,814 sqm | 0.18Ha | 0.44 acres |
| 4 | 1,718 sqm | 0.17Ha | 0.42 acres |
| TOTAL DEVELOPABLE AREA = 8.7Ha/21.5 acres | | | |
| DENSITY = 33UPH (287÷8.7) | | | |
| <i>Excludes replacement dwellings on the area north of 'The Terrace'</i> | | | |

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Schedule of Accommodation

Variety is explored in the differing unit types which aims to provide a vibrant neighbourhood with varying requirements for its occupants:

- 1 bed / 2-person apartments (Apt. Block)
- 2 bed / 4-person apartments (Apt. Block)
- 3 bed / 5-person apartments (Apt. Block)
- 1 bed / 2-person (own door) apartments
- 2 bed / 3-person (own door) apartments
- 2 bed / 4-person (own door) duplex apartments
- 3 bed / 5-person (own door) duplex apartments
- 2 bed / 4-person townhouses
- 3 bed / 5-person townhouses
- 4 bed / 7-person townhouses
- 3 bed / 5 & 6-person semi-detached units
- 4 bed / 7-person semi-detached units
- 3 bed / 5 & 6-person detached units
- 4 bed / 7-person detached units

These units are distributed across the site to offer interesting elevational treatments and help create distinctive character areas.

| SCHEDULE OF ACCOMMODATION | | | |
|----------------------------------------------------------------------------------------------------|----------------------------------|----------------------------------------------------------------------------------------|-----------|
| UNIT TYPE | AREA | No. of UNITS | |
| A 3 & 4 BED DETACHED (5, 6 & 7 PERSON) | A1 (4 bed - 7 person) | 172.0 m ² / 1851 ff ² | 4 |
| | A2 (4 bed - 7 person) | 170.0 m ² / 1830 ff ² | 1 |
| | A3 (3 bed with study - 6 person) | 142.4 m ² / 1532 ff ² | 1 |
| | A4 (3 bed bungalow - 5 person) | 122.3 m ² / 1316 ff ² | 2 |
| | 2no Replacement Dwellings | | |
| TOTAL | | 8 | |
| B 4 BED SEMI-DETACHED (7 PERSON) | B1 | 144.6 m ² / 1556 ff ² | 25 |
| | B2 | 143.4 m ² / 1543 ff ² | 14 |
| | B3 | 144.6 m ² / 1556 ff ² | 5 |
| | TOTAL | | 44 |
| C 4 BED TOWNHOUSE (7 PERSON) | C1 | 128.3 m ² / 1381 ff ² | 10 |
| | C2 | 128.3 m ² / 1381 ff ² | 2 |
| | TOTAL | | 12 |
| D 3 BED SEMI DETACHED (5 & 6 PERSON) | D3 | 114.2 m ² / 1229 ff ² | 8 |
| | D5 | 122.0 m ² / 1313 ff ² | 8 |
| | D6 | 116.8 m ² / 1257 ff ² | 6 |
| | TOTAL | | 22 |
| E 3 BED TOWNHOUSE (5 PERSON) | E1 | 104.7 m ² / 1126 ff ² | 23 |
| | E2 | 106.2 m ² / 1143 ff ² | 12 |
| | E3 | 103.2 m ² / 1110 ff ² | 9 |
| | E4 | 106.7 m ² / 1149 ff ² | 4 |
| | E8 | 104.7 m ² / 1126 ff ² | 1 |
| | TOTAL | | 49 |
| F 2 BED TOWNHOUSE (4 PERSON) | F1 | 84.0 m ² / 904 ff ² | 66 |
| | TOTAL | | 66 |
| TOTAL NO. OF HOUSES | | 201 (69.6%) | |
| DUPLIX APARTMENTS (OWN DOOR) | | | |
| UNIT TYPE | AREA | No. of UNITS | |
| J 1 BED OF APARTMENT (2 PERSON) | J1 | 53.3 m ² / 574 ff ² | 4 |
| | J2 | 53.3 m ² / 574 ff ² | 10 |
| | J3 | 53.3 m ² / 574 ff ² | 3 |
| | J4 | 53.3 m ² / 574 ff ² | 10 |
| | TOTAL | | 27 |
| K 2 BED DUPLIX APARTMENT (4 PERSON) | K1 | 85.7 m ² / 922 ff ² | 4 |
| | K2 | 85.7 m ² / 922 ff ² | 10 |
| | K3 | 85.7 m ² / 922 ff ² | 3 |
| | K4 | 85.7 m ² / 922 ff ² | 10 |
| | TOTAL | | 27 |
| L 2 BED OF APARTMENT (3 PERSON) | L1 | 72.5 m ² / 780 ff ² | 5 |
| | TOTAL | | 5 |
| M 3 BED DUPLIX APARTMENT (5 PERSON) | M1 | 105.7 m ² / 1138 ff ² | 5 |
| | TOTAL | | 5 |
| APARTMENTS (BLOCK) | | | |
| 1 BED APTS. | (2 PERSON) | 46.1 m ² /496 ff ² - 50.8 m ² /547 ff ² | 14 |
| | | TOTAL | 14 |
| 2 BED APTS. | (4 PERSON) | 74.7 m ² /804 ff ² - 89.2 m ² /960 ff ² | 7 |
| | | TOTAL | 7 |
| 3 BED APTS. | (5 PERSON) | 93.7 m ² /1009 ff ² - 100.1 m ² /1077 ff ² | 3 |
| | | TOTAL | 3 |
| COMMERCIAL UNIT/COMMUNITY FACILITY AT GROUND FLOOR LEVEL OF THE APARTMENT BLOCK | | | |
| 1NO COMMUNITY UNIT - 102.1 m ² (GROSS INTERNAL AREA)/ 113.6 m ² (GROSS AREA) | | | |
| 1NO COMMERCIAL UNIT - 69.2 m ² (GROSS INTERNAL AREA)/ 77.8 m ² (GROSS AREA) | | | |
| TOTAL NO. OF APARTMENTS | | 88 (30.4%) | |
| TOTAL NO. OF UNITS | | 289 | |



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Proposed Social Infrastructure

The proposed development makes provision for a crèche of 551.4m² which will facilitate 67 no childcare places. This facility is positioned in a prominent location in the centre of the site which will allow for convenient accessibility for all residents within the scheme. In close proximity to the west is the proposed Multi-Use Games Area (MUGA), which along with the generous allocation of amenity space that is associated with the crèche and the adjacent central parkland area to the east, there are a multitude of options available for outside play for the children. The proposal includes parking for both staff and visitors as well as a drop off area.

There is also provision for a community unit (with a gross area of 113.6 m²) and a commercial unit (with a gross area of 77.8 m²) located on the ground floor of the apartment building overlooking Johnstown Close/ Glounthaune Village and The Greenway. Surface car parking and bicycle parking facilities are also proposed. The proposed community/commercial elements within the development are located on the southern part of the site to ensure that both future residents as well as those already living in the immediate vicinity can fully utilise these facilities which will benefit the entire community.



Proposed Crèche



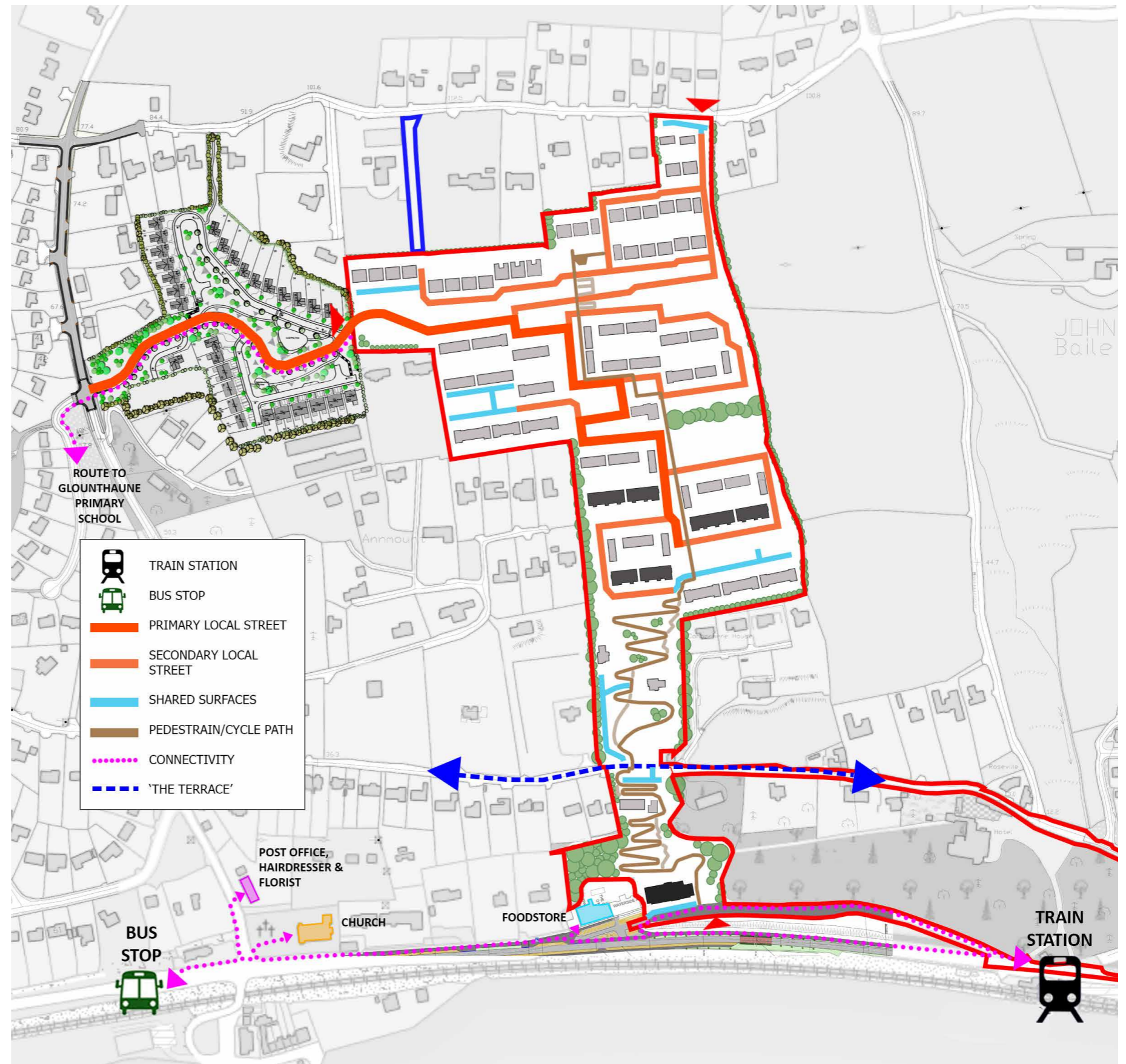
Proposed Apartment Building with 1no Community Unit & 1no Commercial Units at ground floor

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Traffic

The traffic strategy was developed with the main goal being to reduce overall car trips and car dependency. Therefore, sustainable traffic was prioritised with the clear intention to make walking, cycling and access to public transport (particularly Glounthaune Train Station) as convenient as possible.

The provision of a dedicated pedestrian and cycle path, that runs from the most northern part of the site all the way to Johnstown Close to the south, will provide connectivity between the residential dwellings on site and local amenities available (Fitzpatrick Foodstore, post office, church, hairdressers, florist). The existing network of footpaths and The 'Greenway' to the south of the site provide a link for residents to Glounthaune train station and existing bus stops which will encourage future residents towards sustainable modes of transport as an alternative to car use.



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DMURS - Street Hierarchy

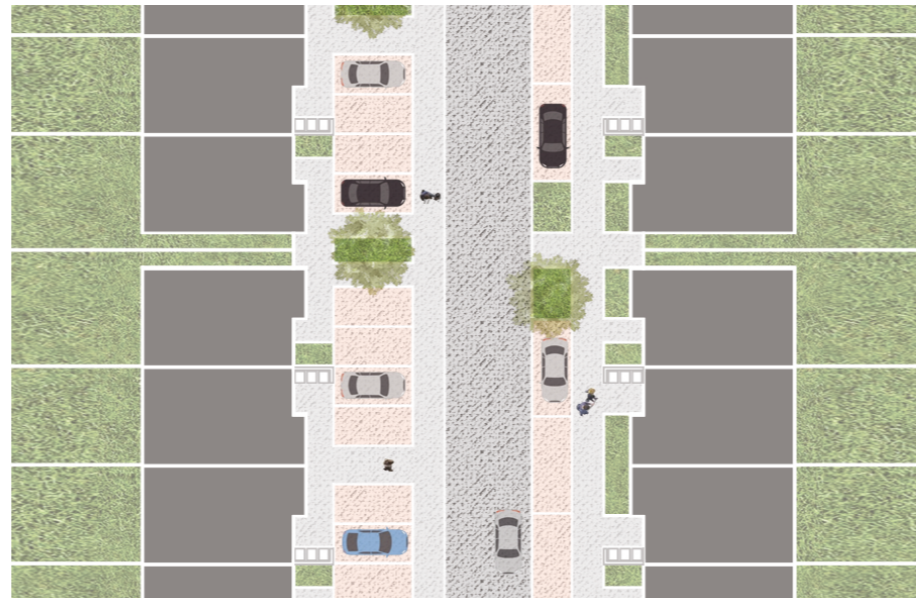
1. Primary Local Street



PRIMARY LOCAL STREET FEATURES:

- BOULEVARD/AVENUE STYLE
- 5.5m STREET WIDTH
- LOOP SYSTEM

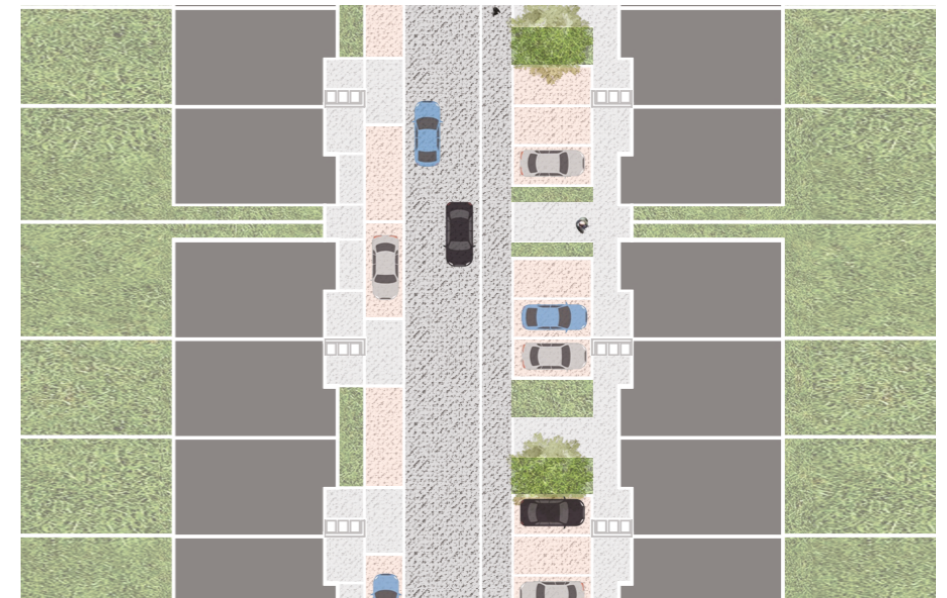
2. Secondary Local Street



SECONDARY LOCAL STREET FEATURES:

- 5-5.5m STREET WIDTH
- STREET-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

3. Shared Surface



SHARED SURFACE FEATURES:

- 4.8-5m STREET WIDTH
- STREET-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

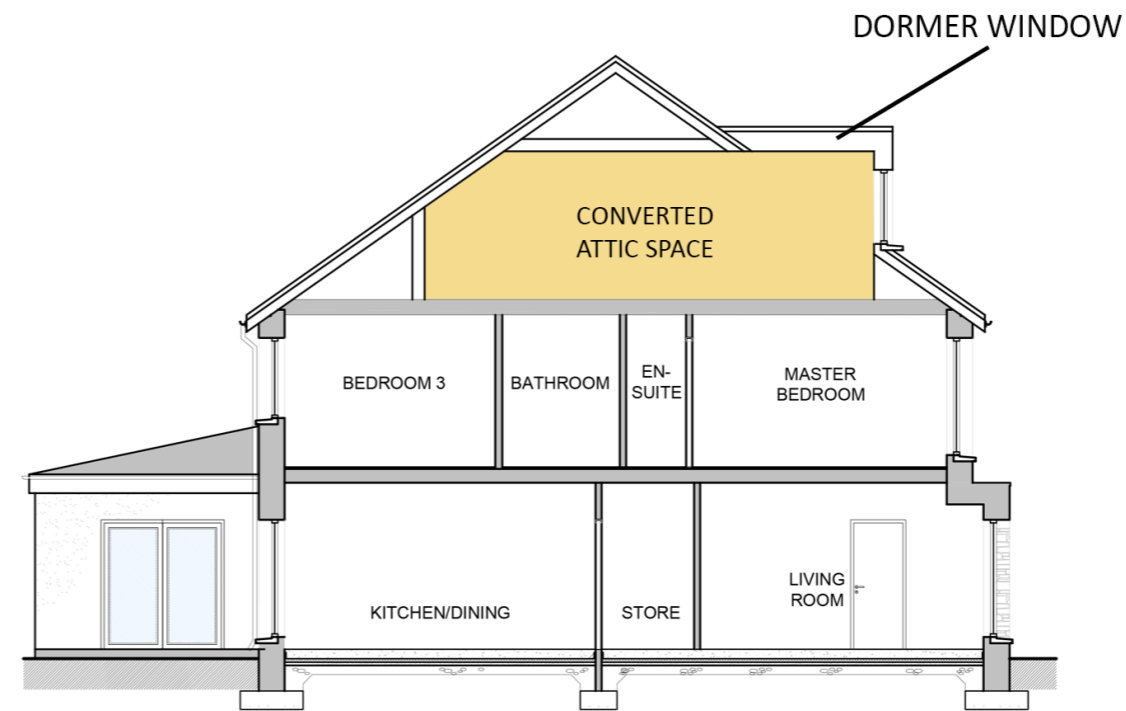
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4.5 Adaptability- Consideration 9

All houses have been designed in accordance with the 2007 Housing Guidelines (Quality Housing for Sustainable Communities) and the apartments/duplex units with the 2020 Design Standards for new Apartments (Sustainable Urban Housing).

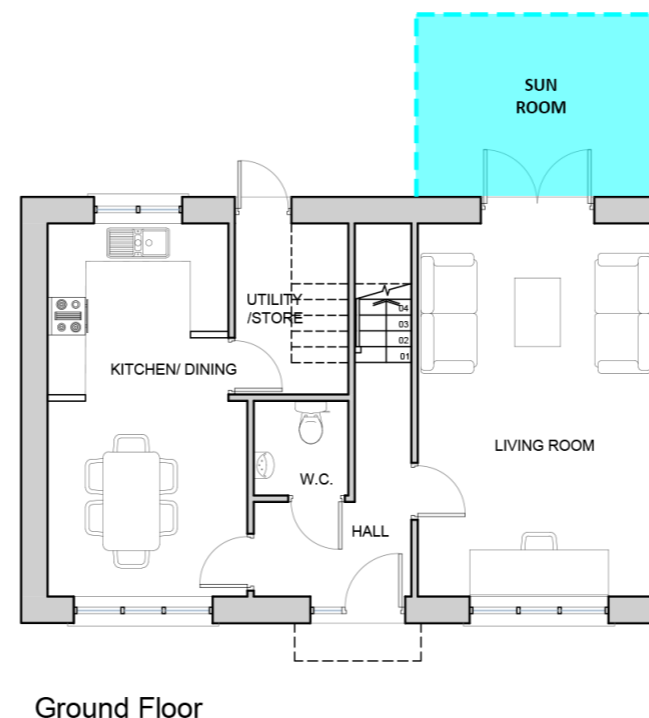
Houses in the development can be easily adapted to the future needs of the occupants.

Provision has been made to extend into the attic or into the rear garden of properties.

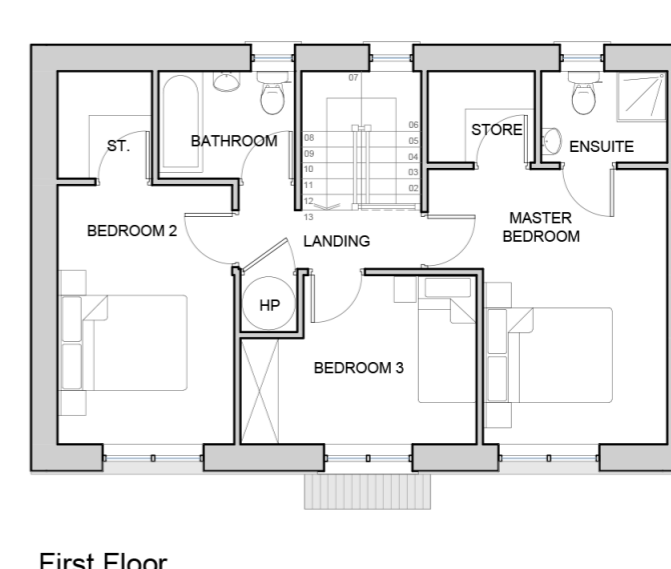


Section

4 bed semi-detached - EXTENSION INTO THE ATTIC



Ground Floor



First Floor

Shallow units - EXTENSION INTO THE REAR GARDEN

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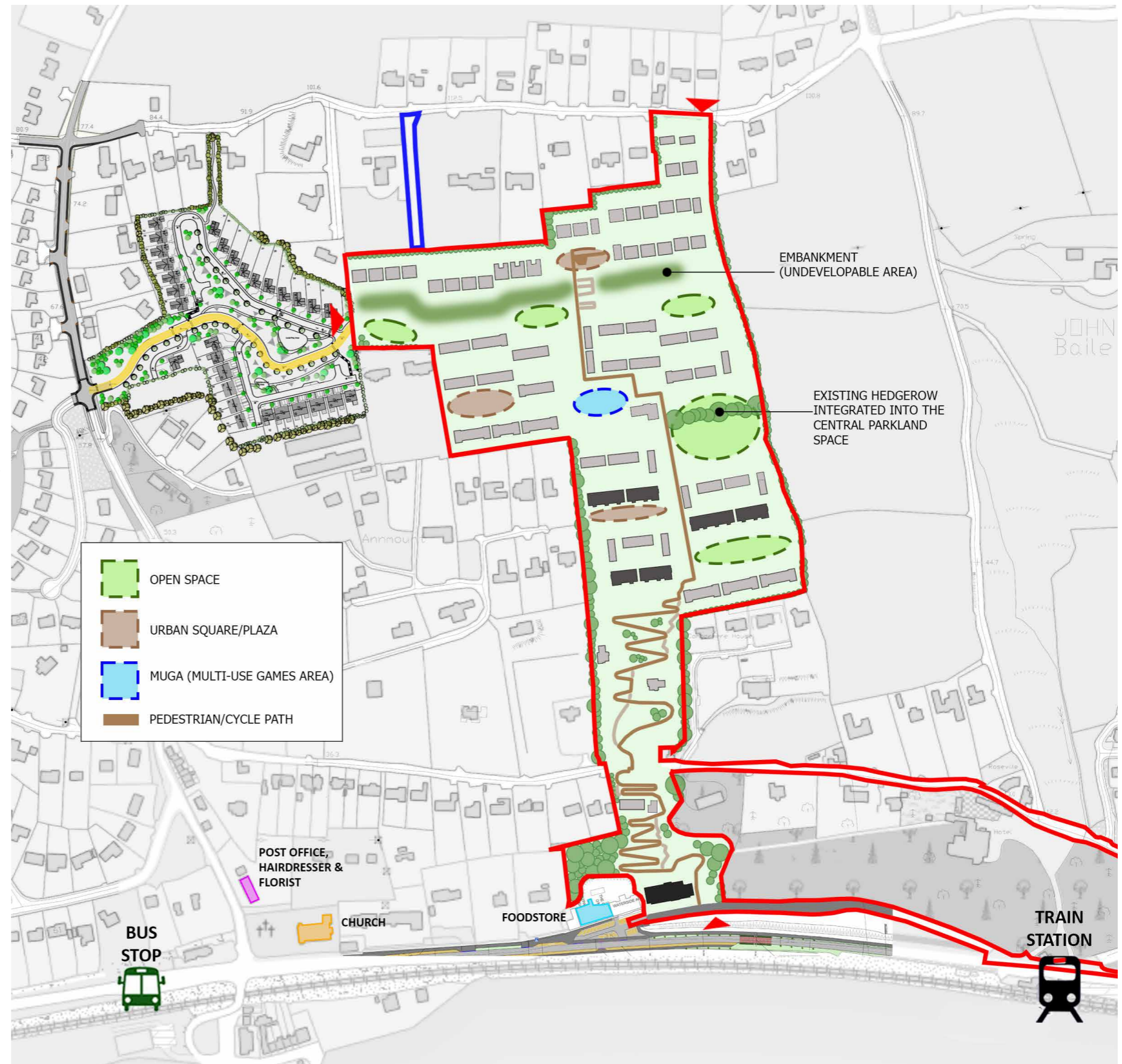
4.6 Privacy & Amenity Consideration 10

The layout responds to the topography and natural features that exist on site with the existing hedgerows and trees integrated into the scheme. Great care has been given in designing the layout to insure these natural features have been incorporated into the development. Towards the southern part of the site, the meandering alignment of the 3m wide pedestrian/cycle path is dictated by the existing natural features to ensure they are retained. Respecting these features also naturally creates open spaces that are unique to the sites location.

The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas.

The open spaces vary with a mix of soft and hard landscaping to further enhance the variety of spaces and the inclusivity for all residents throughout the year.

Each home will also have access to a generous private amenity space. All homes will be constructed to prevent acoustic transfer and have been sited to prevent overlooking into adjacent private gardens.



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4.7 Parking- Consideration 11

CAR PARKING

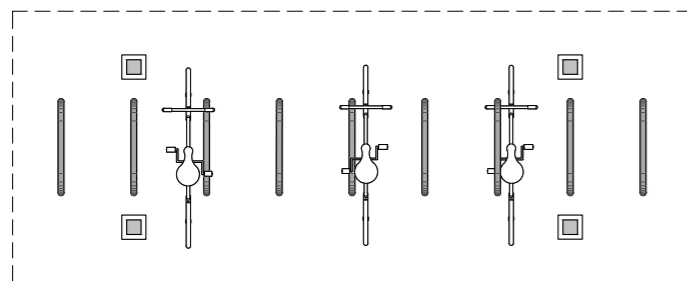
There is provision for 2no parking spaces for the detached & semi-detached units within the lands north of 'The Terrace' with 2no spaces for the 3 bed townhouses and 1.5 spaces for the 2 bed townhouses. For the 1, 2 & 3 bed own door access apartments/duplexes there is provision of 1.25no space per unit and for the 67 child crèche we have allocated 11no spaces. There are also a number of visitors spaces incorporated into the proposed scheme.

For the lands south of 'The Terrace' we have allocated 1no parking space for the detached and townhouse units with visitors spaces also provided. For the apartment building, which also includes a community unit and commercial unit at ground floor, we have allocated 9no parking spaces in total given the the buildings prominent location in close proximity to the train station.

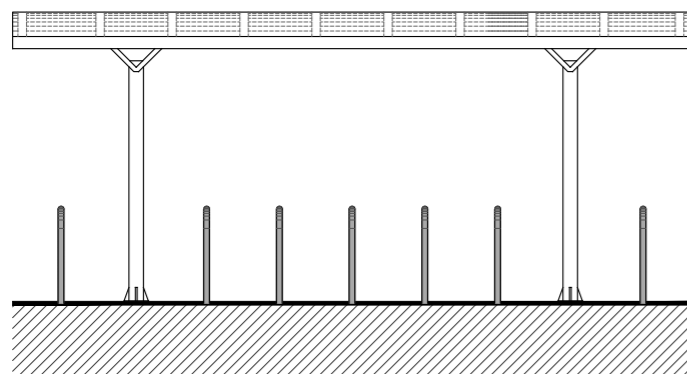
CYCLE PARKING

Localised secure bicycle parking stores are provided for the own door access GF apartments/upper duplex units, the apartment building, the creche, the community unit and the commercial unit and have been located near building entrances for ease of access. The bicycle parking facilities have been assigned as follow:

- no 138 bike spaces for own door access Apartments / Duplex Units
- no 50 bike spaces for the Apartment Building (within the building footprint)
- no 12 bike spaces for the Creche
- no 06 bike spaces for the Community Unit & Commercial Unit



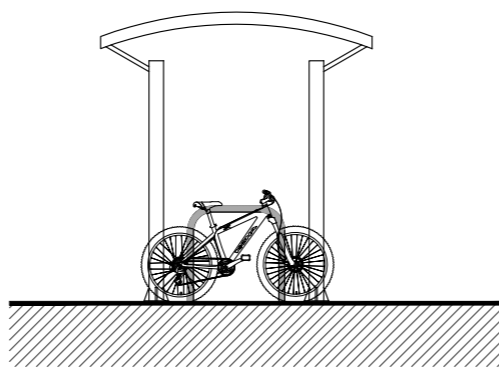
PLAN



FRONT ELEVATION



BIKE RACK IMAGE



SECTION

| BIKE PARKING SCHEDULE | |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|
| Crèche | |
| 1 | 12no. spaces (Covered) |
| Total = 12no. spaces | |
| GF Apartments & Upper Duplex Apartments <small>(27no 1 beds, 32no 2 beds & 5no 3 beds - 138no spaces required)</small> | |
| 2 | 26no. spaces (Covered) |
| 3 | 26no. spaces (Covered) |
| 4 | 26no. spaces (Covered) |
| 5 | 16no. spaces (Covered) |
| 6 | 16no. spaces (Covered) |
| 7 | 12no. spaces (Covered) |
| 8 | 16no. spaces (Covered) |
| Total = 138no. spaces | |
| <small>**In line with the standards set out in the Design Standards for New Apartments document (2020):</small> | |
| Apartment Block <small>(14no 1 beds, 07no 2 beds & 03no 3 beds - 49no spaces required)</small> | |
| 9 | 50no. spaces (Internal) |
| <small>**Bike racks located within designated bike storage room in ground floor of apartment block- see apartment block floor plans**</small> | |
| Community Facility & Commercial Unit | |
| 10 | 06no. spaces (Covered) |
| TOTAL BIKE PARKING PROVIDED = 206no. | |



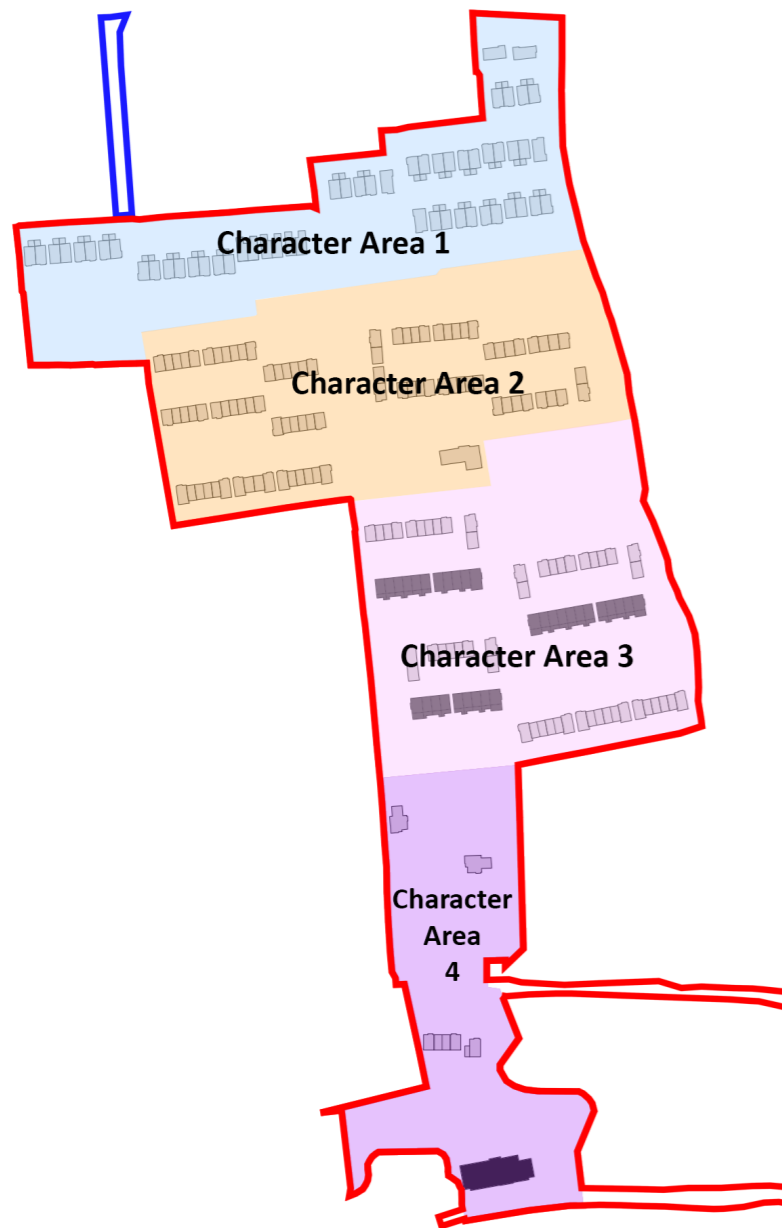
Key Plan - Location of 10no bike stores

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4.8 Detail Design - Consideration 12

Character Areas

The development includes 4no. character areas, which evolve naturally around the primary open spaces and create neighbourhoods with their own distinctiveness. Density and scale, open space landscaping and building material choice all contribute to creating distinct character area.



CHARACTER AREA 1



CHARACTER AREA 2



CHARACTER AREA 3

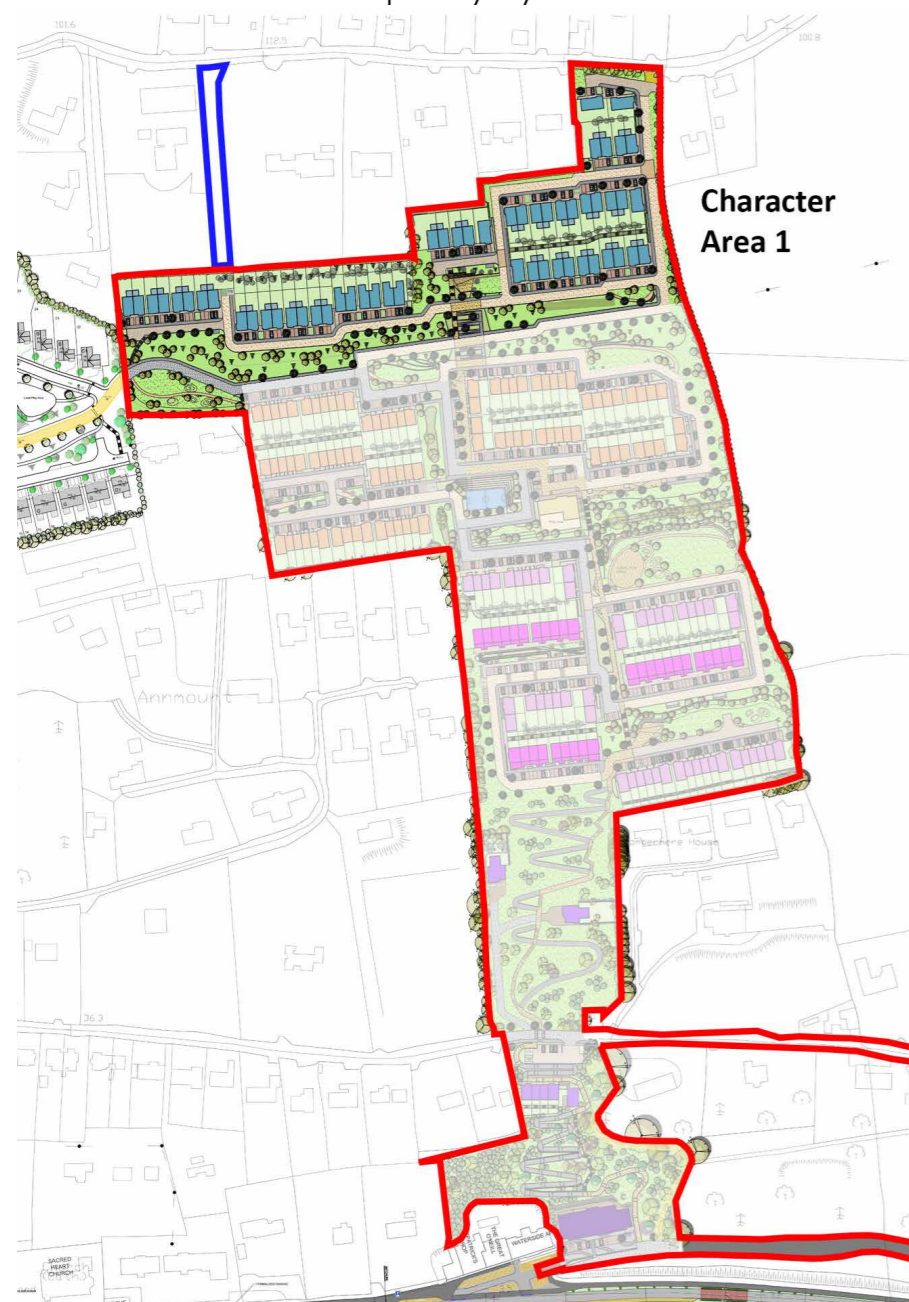


CHARACTER AREA 4

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Character Area 1

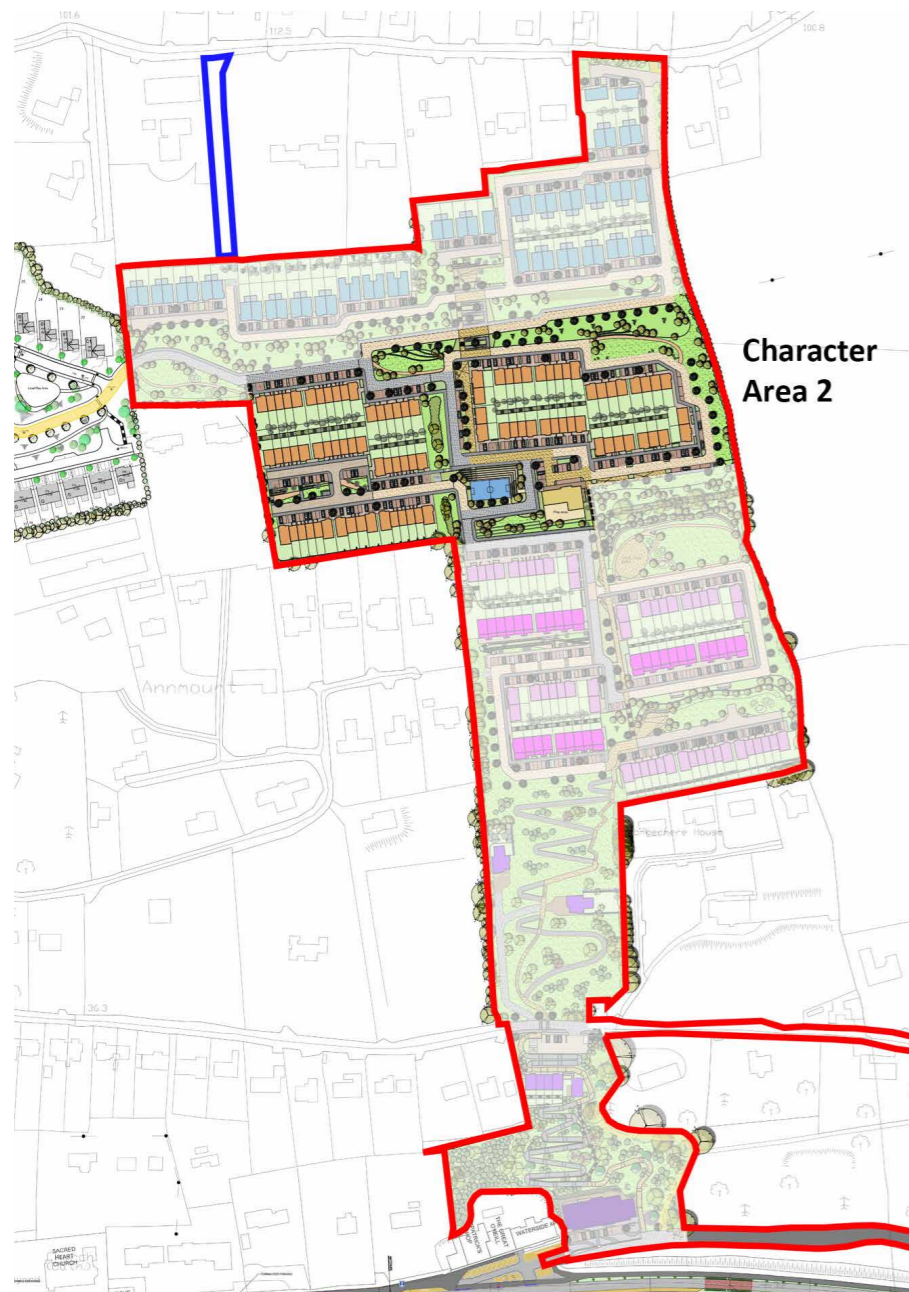
Character Area 1 is located on the northern, most elevated part of the site. It is a medium density area and is largely characterised by detached and semi-detached units which are placed in strategic locations to fully utilise the panoramic views to the south. Natural stone and off-white render are the materials proposed which is consistent with the adjacent Phase 01 to the west, which is currently under construction. The architectural treatment for this area focuses on using traditional, robust materials that are articulated in a contemporary style.



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Character Area 2

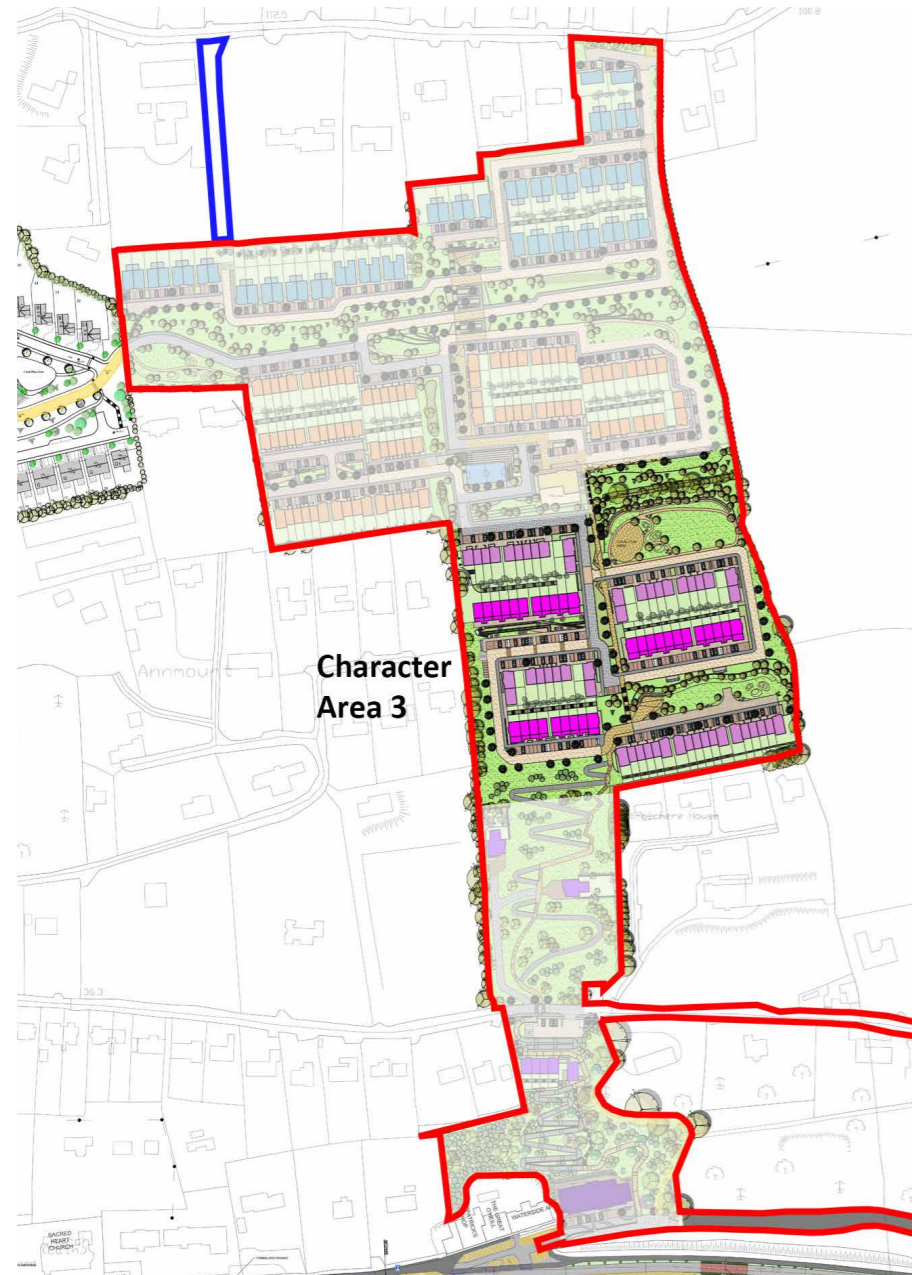
Character Area 2 is located towards the centre of the site. It is a medium to high density development largely characterised by compact and efficient townhouse units. The area includes the feature crèche building as well as public amenities in the form of a MUGA (Multi-Use Games Area) and a number of pocket parks. The style of this character area will be modern with simple material / colour palette. Beige brick and beige off-white render will be the defining material in this area.



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Character Area 3

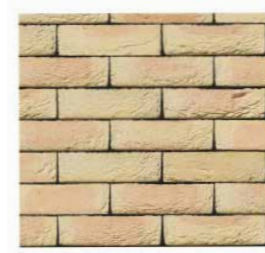
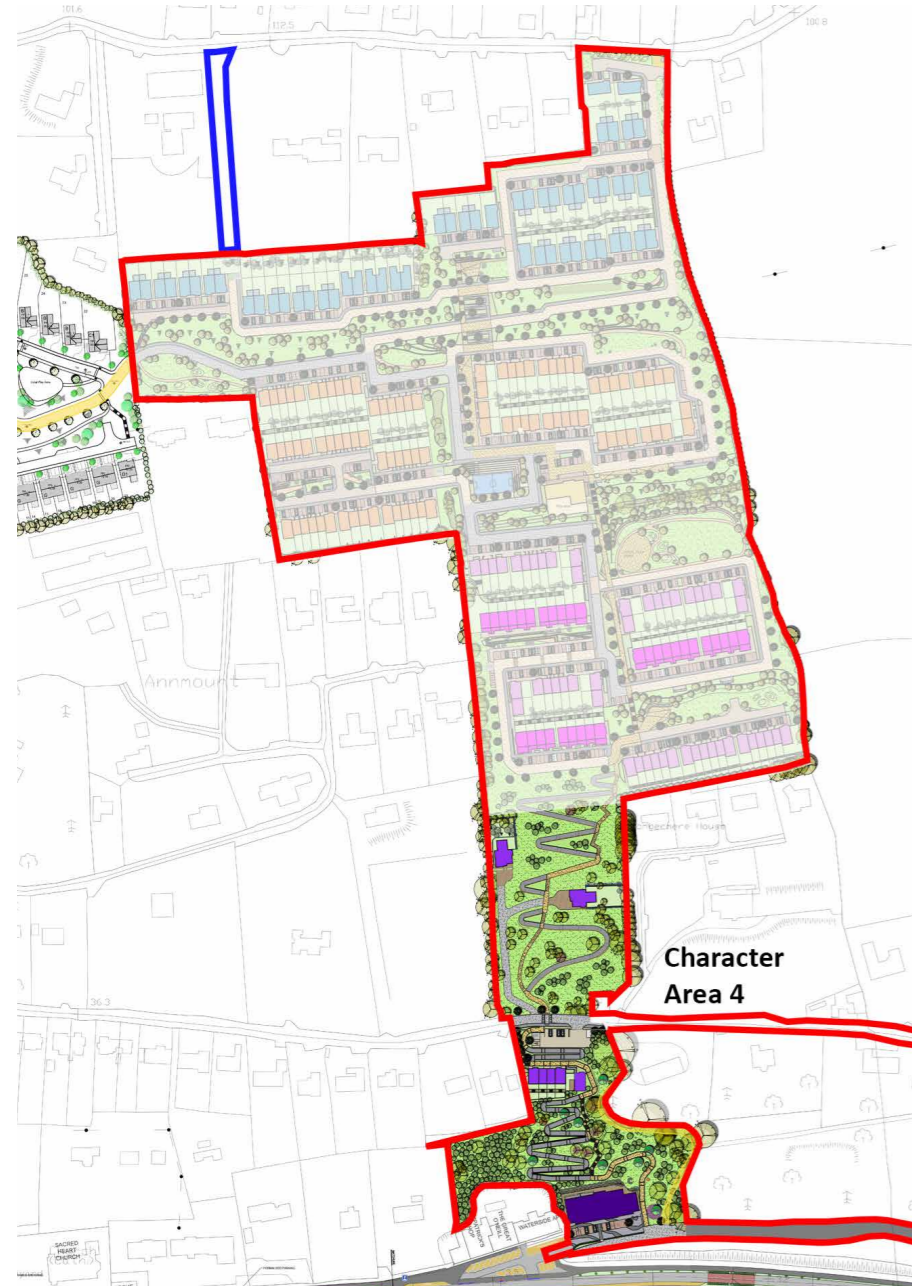
Character Area 3 is located towards the southern end of the northern land parcel (north of 'The Terrace'). It is a high density development largely characterised by own door access apartments/duplex units and townhouses. The area includes a large central parkland space with integrated play areas. The style of this character area will be modern with simple material / colour palette. Brick will be used to emphasise both the vertical and horizontal and in the main corner buildings. Red brick and off-white render will be the main feature of this area.



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Character Area 4

A prominent feature within Character Area 4 is the high density apartment building which overlooks Johnstown Close on the southern part of the site and is in close proximity to the train station. The material palette for this modern invention consists of beige brick, off-white render and pressed metal elements. There are also a modest number of detached and townhouse units located to the north and south of 'The Terrace'. These units are finished in natural stone and off-white render which is consistent with the architectural style of the existing adjacent dwellings.



BEIGE BRICK



RENDER BEIGE
Off-white



NATURAL STONE



RENDER
Off-white



ROOF TILE



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Part V Proposal

A total of 31no. Part V units are allocated around the site. This equates to 10 per cent of the residential units within the development north of 'The Terrace' (as this site was purchased in October 2016) and 20 per cent of the residential units within the development south of 'The Terrace' (as this site was purchased before September 2015).

The 31no. units consist of:

- No.01 - 3 bed townhouse unit at 104.7 sq.m.
- No.05 - 2 bed townhouse units at 84.0 sq.m.
- No.10 - 2 bed (own door) duplex apartments at 85.7 sq.m.
- No.10 - 1 bed (own door) ground floor apartments at 53.3 sq.m.
- No.01 - 2 bed apartment at 81.5 sq.m. (in apt. building)
- No.01 - 2 bed apartment at 80.3 sq.m. (in apt. building)
- No.01 - 1 bed apartment at 50.8 sq.m. (in apt. building)
- No.01 - 1 bed apartment at 49.5 sq.m. (in apt. building)
- No.01 - 1 bed apartment at 47.6 sq.m. (in apt. building)

In line with the Council's policy, these units have been pepper potted in clusters throughout the development

