

# Cloghroe SHD

Architectural Design Statement

SHD Planning Application

Proposed Mixed-Use Development

at Coolflugh, Cloghroe,

Tower, Cork

November 2021



prepared by Deady Gahan Architects

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# 1.0 Introduction

## 1.1 The Proposed Development

This Architectural Design Statement has been prepared by Deady Gahan Architects in support of a mixed-use development in Coolflugh, Cloghroe, Tower, Cork. The proposed development will accommodate 198no. residential units, a 42 child crèche, retail food store, café and all associated site development works.

The design of the proposed scheme has been informed by detailed pre-planning discussions with Cork City Council's Planning, Architectural and Engineering Departments as well as the relevant planning policy documents at national and local levels.

The proposed development has been designed to provide high quality residential units that will contribute positively to Cloghroe and deliver much needed housing to Metropolitan Cork. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.

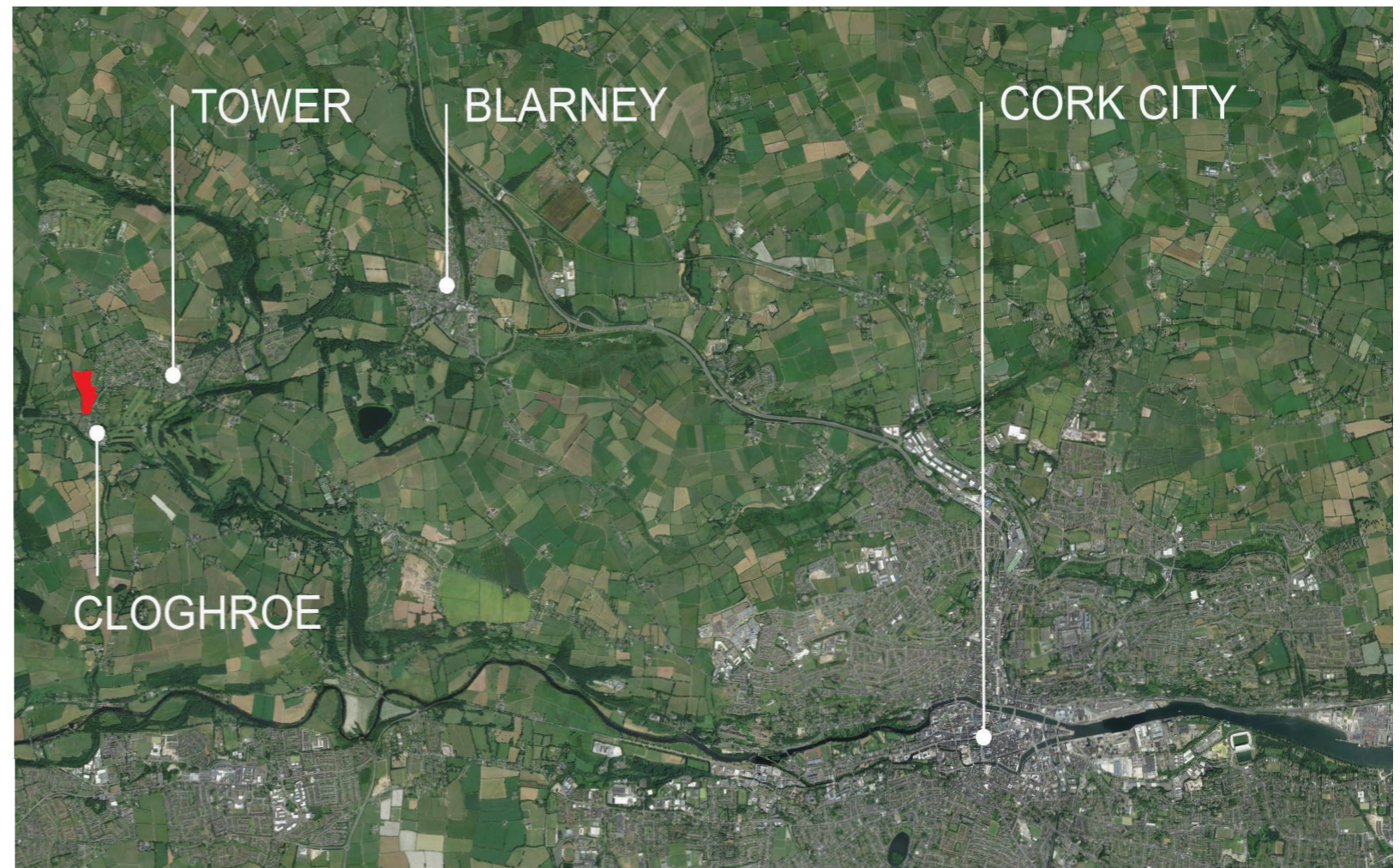
To ensure the visual integration of the proposed development into the existing context, the scheme promotes the protection and enhancement of areas of high biodiversity value, including existing hedgerows, trees and land drains.

The proposed scheme has been carefully considered and the layout has been organised into specific areas with a retail/commercial element to the south, higher density/smaller more efficient units in the middle and the larger units on the northern part of the site which benefit from the panoramic views to the south. Different scales and feature corner units have been used and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding.

We consider the proposed scheme provides for a wide range of housing options in the northern suburbs of Cork City and will contribute to the city's sustainable growth into the near future.

## 1.2 Project Team

A Design Team with extensive experience in residential schemes has been appointed by the applicant to prepare the planning application including Harry Walsh Planning Consultants, Deady Gahan Architects, MHL Engineers, Forestbird Design (landscaping), G-NET (visuals) and Atkins (ecology) to ensure a high quality design and a robust and comprehensive planning application submission is made to An Bord Pleanála.



# 1.0 Introduction

## 1.3 Site Location

Following the extension of the city boundary in June 2019, the subject site now sits within the administration of Cork City Council. The site forms part of Cloghroe which is to the northwest of Cork City Centre. The immediate context consists of Cloghroe Village to the south and Tower to the east. Along the front of the site adjoining the public road we are proposing to introduce a new pedestrian/cycle path which will link into the existing network and provide connectivity to both Cloghroe and Tower.

Slightly further afield in the wider context is Blarney and Cork City Centre. Adjacent the site is an existing bus stop which is on the no. 215 route running every 30mins linking the site to a number of urban centres (Blarney, Blackpool, Cork City Centre & Mahon).

When considering a site for development, connectivity is an integral attribute which is vital in ensuring its successful integration into the immediate and wider context which this site successfully has. The site is within walking distance (approximately 150m) to a number of local amenities in the form of a national school, church, pharmacy, shop and hairdressers. On the southern part of our site we are proposing a modest retail element which will act as a natural expansion of the village core of Cloghroe.

## 1.4 Site Context

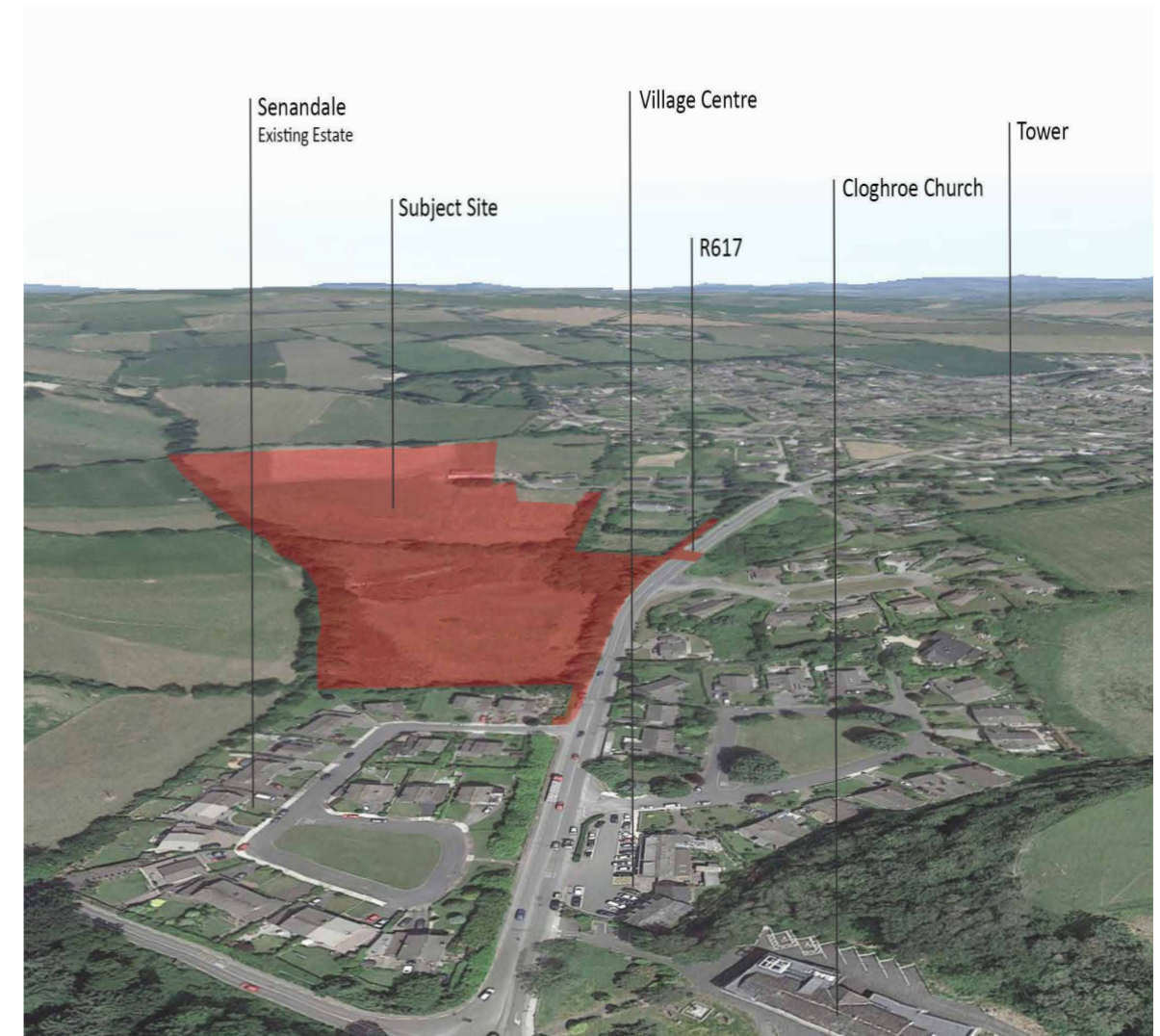
The development site is located in the townland of Coolflugh. The scheme occupies a greenfield site that slopes from north to south with the northern area offering panoramic views of the surrounding area.

Along the eastern boundary of the site is the existing R617 road which is an important route that provides public transport links to the employment centre of Cork City. The existing land uses in the vicinity of the subject site comprise primarily residential, with a number of local amenities in the form of a national school, church, pharmacy, shop and hairdressers located within a short walking distance (approximately 150m). Muskerry golf course is also located just to the east of Cloghroe village.

## 1.5 Development Description

The construction of a mixed-use residential and retail development and all ancillary site development works, including the demolition of 2 no. existing agricultural structures at Coolflugh, Cloghroe, Tower, Cork. The proposed residential development comprises the construction of 198 no. residential units, two storey creche, two storey café building and single storey retail food store. The proposed development provides for 117 no. dwelling houses consisting of 5 no. 4 bedroom detached houses, 44 no. 4 bedroom semi-detached houses, 8 no. 4 bedroom townhouses, 14 no. 3 bedroom semi-detached houses, 24 no. 3 bedroom townhouses and 22 no. 2 bedroom townhouses. The proposed development includes 81 no. apartment/duplex units consisting of 2 no. 3 bedroom, 35 no. 2 bedroom and 44 no. 1 bedroom units. 79 no. of the proposed apartment/duplex units will be provided in 6 no. 3 storey apartment buildings with ancillary communal areas and bicycle parking facilities. 2 no. apartment units will be provided at first floor level of a proposed café building to the south of the site.

The proposed retail development consists of a single storey retail food store with a net sales area of 1,315 m<sup>2</sup> (which includes the sale of alcohol for consumption off premises) with ancillary signage, surface car park, servicing areas and bicycle parking facilities. The proposed development includes a proposed two storey café building with café on ground floor and 2 no. apartments at first floor level. Access to the proposed development will be via 2 no. entrances from the R617, one which will serve the proposed residential development and one to serve the proposed retail development. A separate pedestrian entrance is to be provided from the existing cul-de-sac to the north east of the site. The proposed development makes provision for the upgrade of the R617, including the installation of footpath/cycle infrastructure, signalised pedestrian crossing and the relocation of the existing public bus stop to the west of the R617. Ancillary site development works include flood defence works, public realm upgrades, amenity walks, public open spaces and an urban plaza to the east of the proposed retail unit.



# 1.0 Introduction

## 1.6 Consultation with Cork City Council + Amendments made following S247 meeting

A S247 meeting was held on 5th November 2020 with members of Cork City Council's Planning, Architectural, Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The input received from Cork City Council following this meeting resulted in the following changes prior to the Tripartite meeting with An Bord Pleanála

### 1. Central Area

The design of the central area was evolved to create a more urban character with a higher density which will be visible from the public road to the east. This has been achieved by incorporating 3 storey apartments/duplex units/townhouses that will form a strong built edge to the development along the existing public road (R617)

### 2. Step Down Apartment Block

We have relocated the step down apartments into a more prominent location and created a feature contemporary building which forms part of the central urban fabric of the site

### 3. Central Parkland

We have revised the layout to ensure the 'central parkland' space containing existing hedgerows/planting/land drains is a key feature within the design/biodiversity strategy for the site. Units to the north and south have been clustered around this space which will form a valuable amenity for the residents

### 4. Pedestrian Connectivity

We have introduced a pedestrian link on the north eastern part of the site which will further strengthen the sites connectivity with the immediate/wider context

### 5. R617 Upgrades

We have proposed upgrades to the adjacent R617 in the form of a new cycle/pedestrian path that runs along the eastern edge of the site. The bus stop has also been relocated southwards with a connection from the amenity walk within the site included which will enhance connectivity with the immediate/wider context and promote alternative modes of transport



# 1.0 Introduction

## 1.7 Consultation with An Bord Pleanála + Amendments made following tripartite meeting

A Tripartite meeting was held on 5th March 2021 with members of Cork City Council's Planning, Architectural, Engineering Departments, members of An Bord Pleanála and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The input received following this meeting resulted in the following changes prior to making the formal planning submission to An Bord Pleanála

### 1. Scale of development overlooking Central Parkland

In order to increase the scale of development to the south of the Central Parkland and to ensure a strong urban edge/backdrop is formed in this location, the 2no 2 storey units that were submitted for the Tripartite meeting have been replaced with a 3 storey duplex block (block 04) containing 4no. units

### 2. Scale of development north of wooded area

In order to increase the scale of development to the north of the wooded area, the 5no 2 storey units that were submitted for the Tripartite meeting have been replaced with a 3 storey duplex block (block 05) containing 12no. units

### 3. Introduction of a signalised pedestrian crossing

To improve connectivity and pedestrian safety on the public road (R617) a signalised pedestrian crossing has been introduced

### 4. Modification of fenestration/ window subdivisions

High level horizontal glazing bars have been removed from the 3 storey townhouses and duplex apartments to improve the window proportions for these units

Point 1 - 2 storey units overlooking central green submitted for Tripartite meeting



Point 1 - Units in this location increased to 3 storeys for the formal planning submission to An Bord Pleanála



## 2.0 Site Context, Characteristics + Constraints (Site Analysis)

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## 2.0 Site Context, Characteristics + Constraints (Site Analysis)

### 2.1 Aerial Photograph + View Points



Aerial view of site  
(Not to Scale)

 Site Boundary - 7.5 Ha / 18.7 Acres



# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.2 Context Images



View 1 - from the pedestrian crossing in Cloghroe village looking northwards



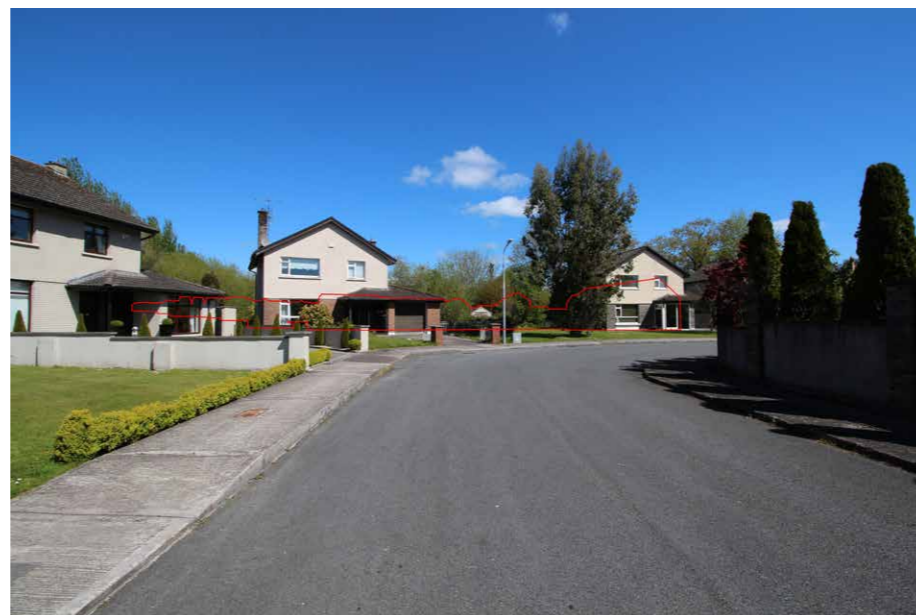
View 2 - eastern boundary of the site



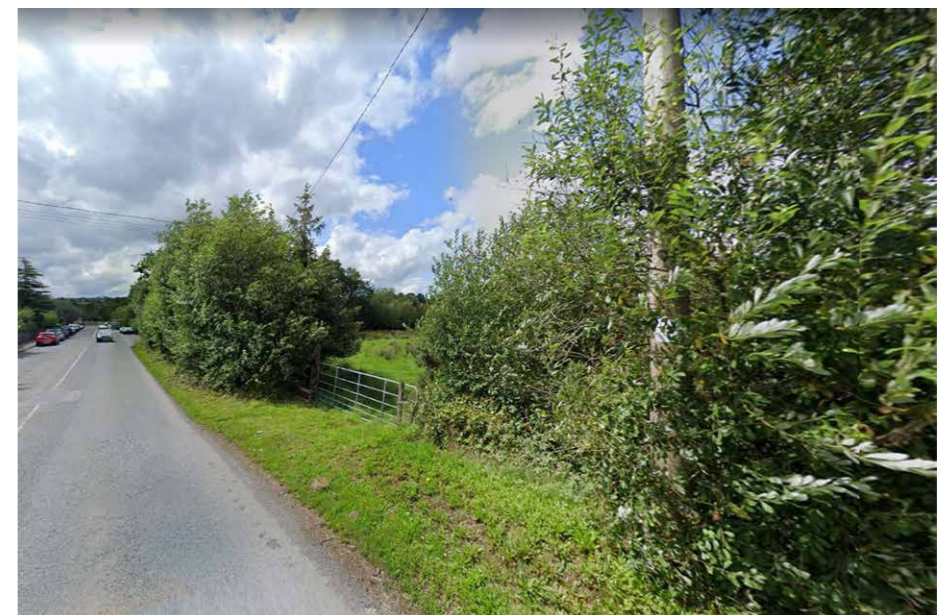
View 3 - northern boundary of the site



View 4 - from Bawnafinny Road (Scenic Route) looking westwards



View 5 - from Senandale looking north towards site



View 6 - existing site access in south east corner

# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.3 Aerial Site Photographs



Aerial view from the north



Aerial view from the east



Aerial view from the south



Aerial view from the west

# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.4 Site Photographs



Centrally located existing Oak and Willow trees (to be retained)



Centrally located land drain



Wooded area between proposed development and existing R617



Southern boundary - existing sod/stone ditch and vegetation (Senandale development behind)



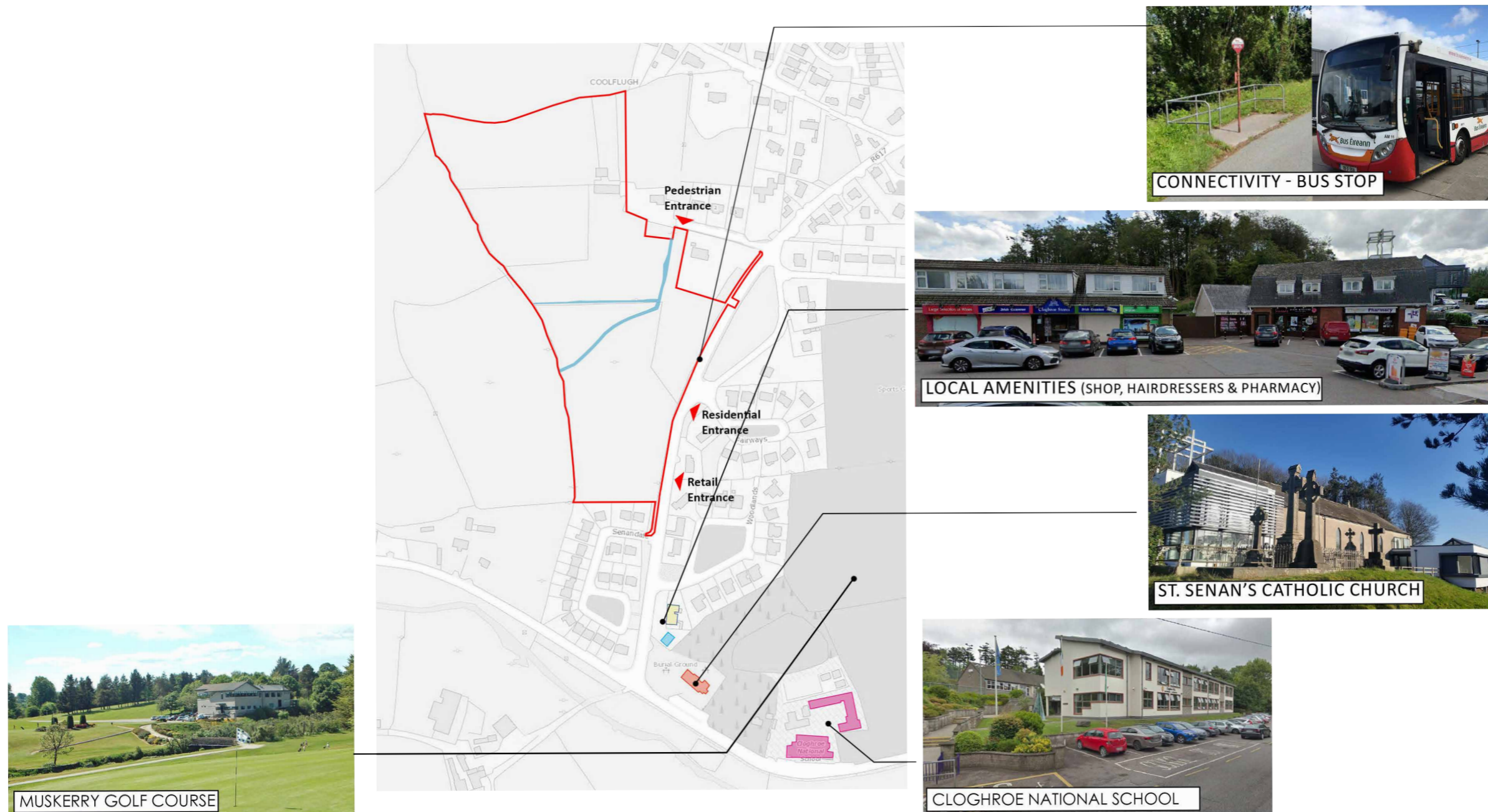
Western boundary - existing stream

# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.5 Site Access & Accessibility

There are 2no. site access points located in the south eastern corner of the site in close proximity to Cloghroe Village along with a pedestrian access point located further northwards. The most southern of these serves the retail/commercial element of the development which acts as a natural extension of the village core. The second entrance serves the crèche and residential part of the scheme. The 2 no. entrances are linked by an urban plaza that will create a vibrant/animated edge along the R617 that runs along the sites eastern boundary.

A pedestrian/cycle path along the eastern edge of the site will link the site entrances to the bus stop which is on the no. 215 route linking the site to the employment centres of Blarney, Blackpool, Cork City Centre & Mahon. This ensures that alternative modes of transport are provided as a substitute to the car.



# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.6 Topography & Existing Landscape Features

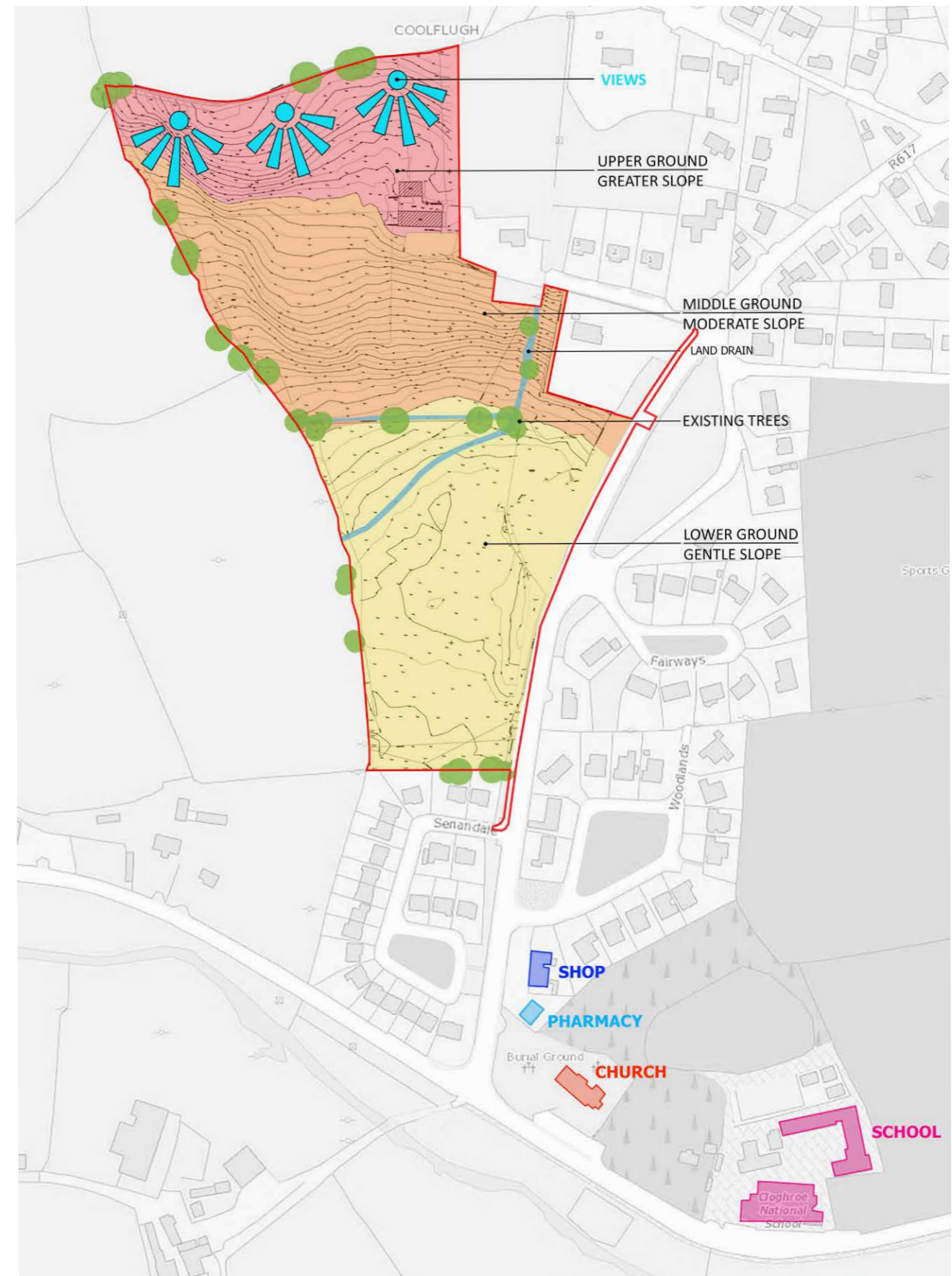
Our design approach directly relates to defining the existing natural features that exist on site and incorporating them into the scheme where possible to give the development a very distinctive quality that is unique to its location.

The existing topography of the site slopes from north to south with the highest part of the site located to the north with panoramic views to the south. There are hedgerows and land drains that exist on site that we are proposing to integrate into the scheme and these will offer valuable amenities to the residents. By incorporating these existing features they serve to create natural breaks within the built environment and help define smaller neighbourhoods within the overall scheme.

## 2.7 Social Infrastructure + Local Amenities

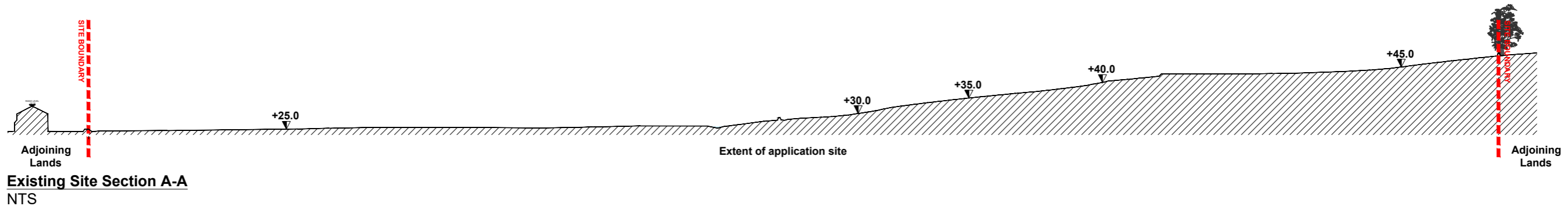
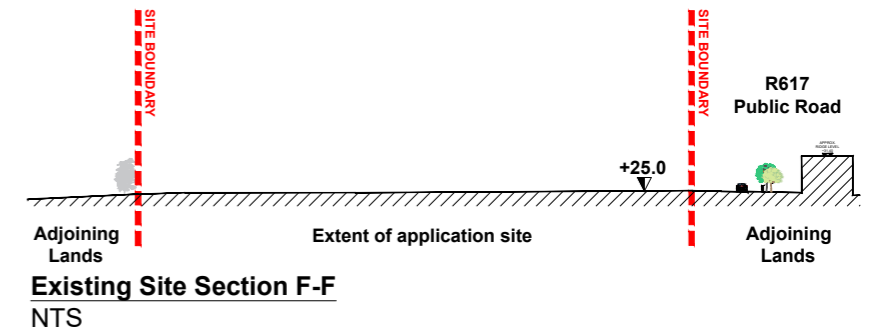
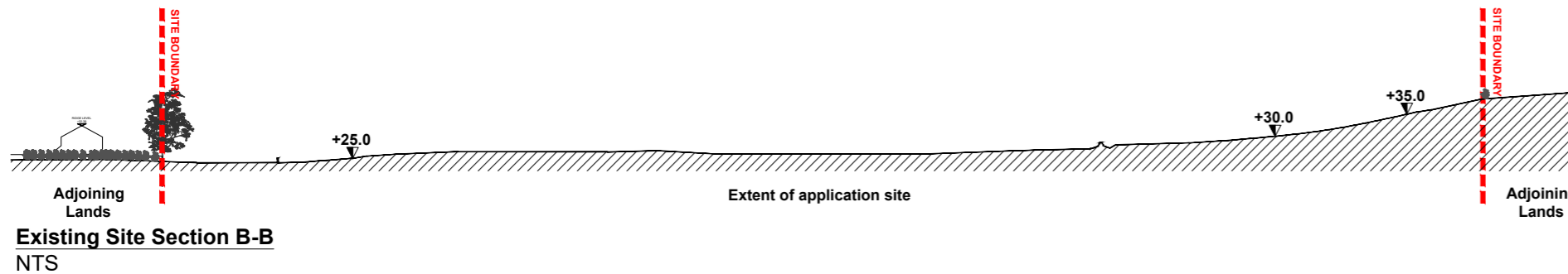
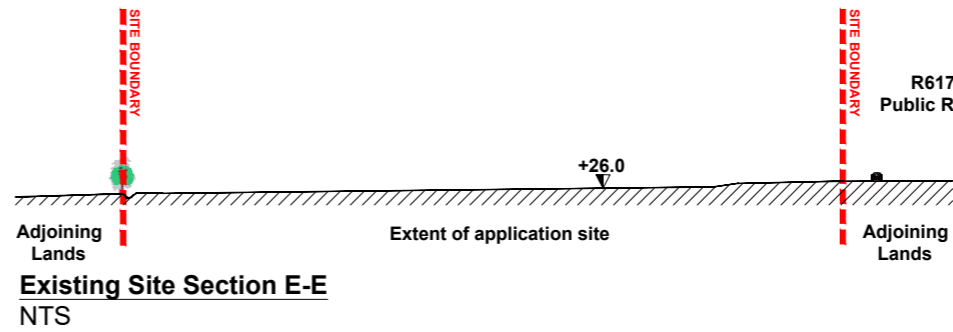
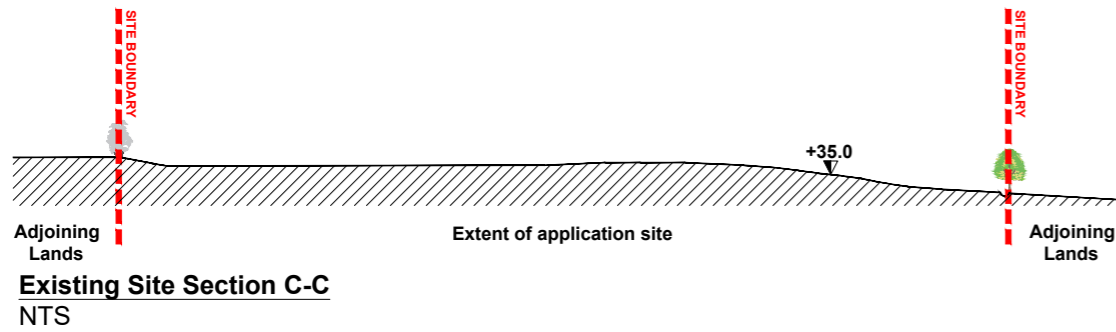
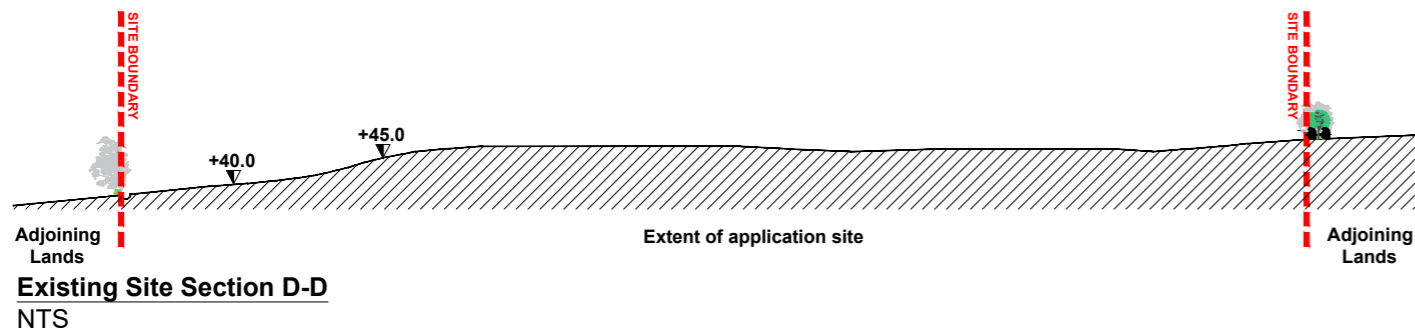
The Village of Cloghroe is located directly to the south of the proposed development site which includes social infrastructure facilities such as a national school, church, pharmacy, shop and hairdressers. All are accessible within a 2 min. walk from the site. To the east of Cloghroe village is a sports facility in the form of Muskerry Golf Course which is a valuable recreational amenity for future residents.

The Neighbourhood Centre of Tower is located to the north east of the development site and is within 12 min. walking distance. This provides further amenities including a medical centre, restaurants and pubs.

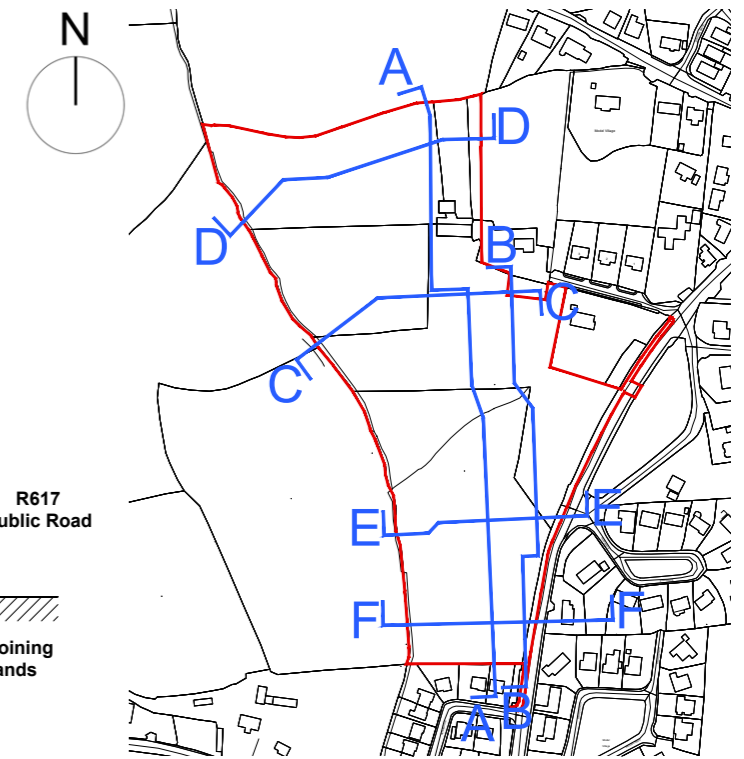


# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.8 Existing Site Sections

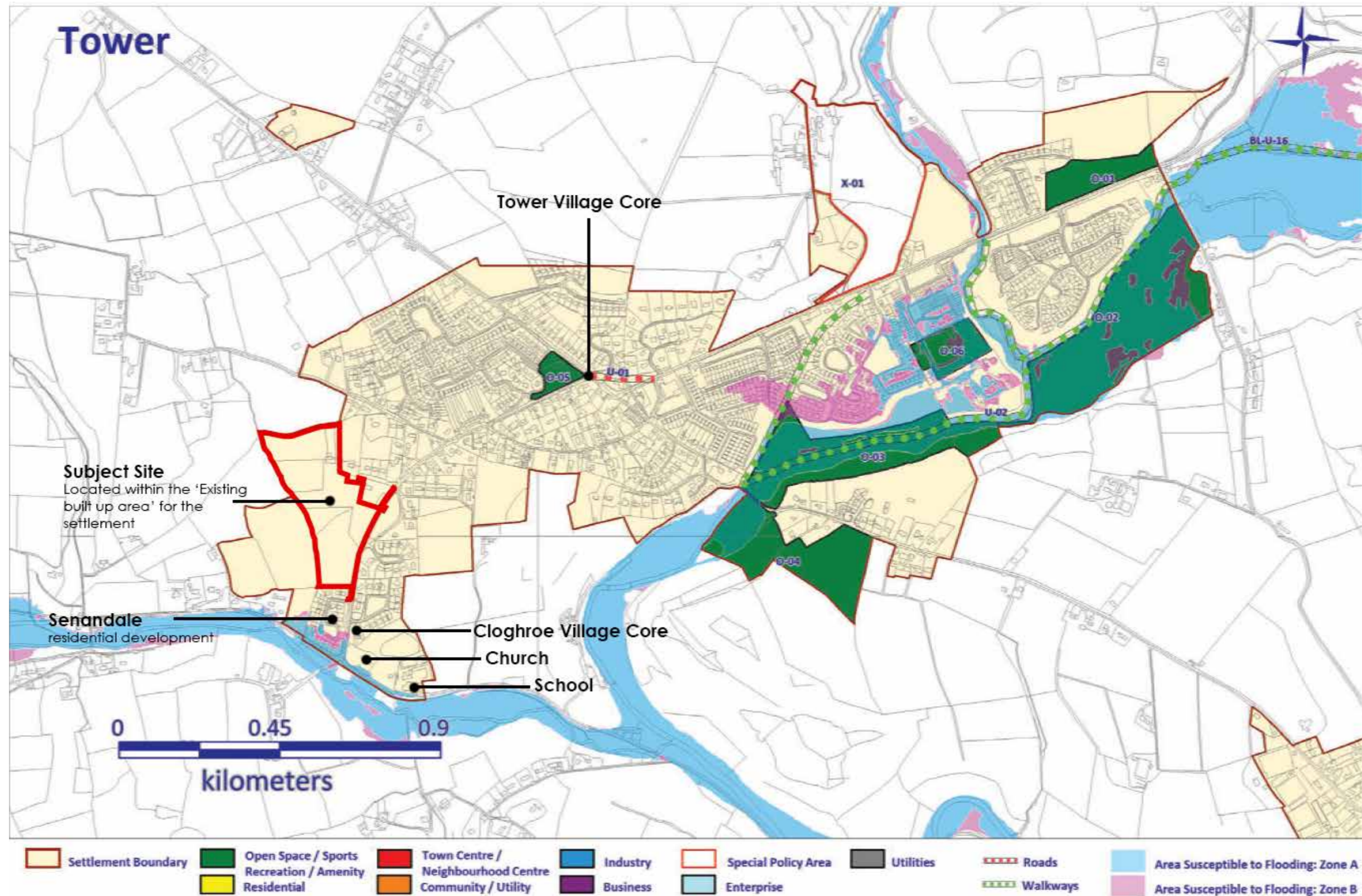


The southern part of the subject site is relatively flat with the terrain steadily rising towards the northern boundary. The most elevated part of the site benefits from unobstructed panoramic views southwards. The proposed scheme has been carefully considered to respond to the existing topography in order to minimise cut/fill on site.



# 2.0 Site Context, Characteristics + Constraints (Site Analysis)

## 2.9 Site Zoning



Subject site zoning map - Blarney Macroom Municipal District Local Area Plan 2017

**Note:** Following the extension of the city boundary in June 2019, the subject site now sits within the administration of Cork City Council

## 3.0 Design Strategy (12 Criteria - Urban Design Manual)





# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

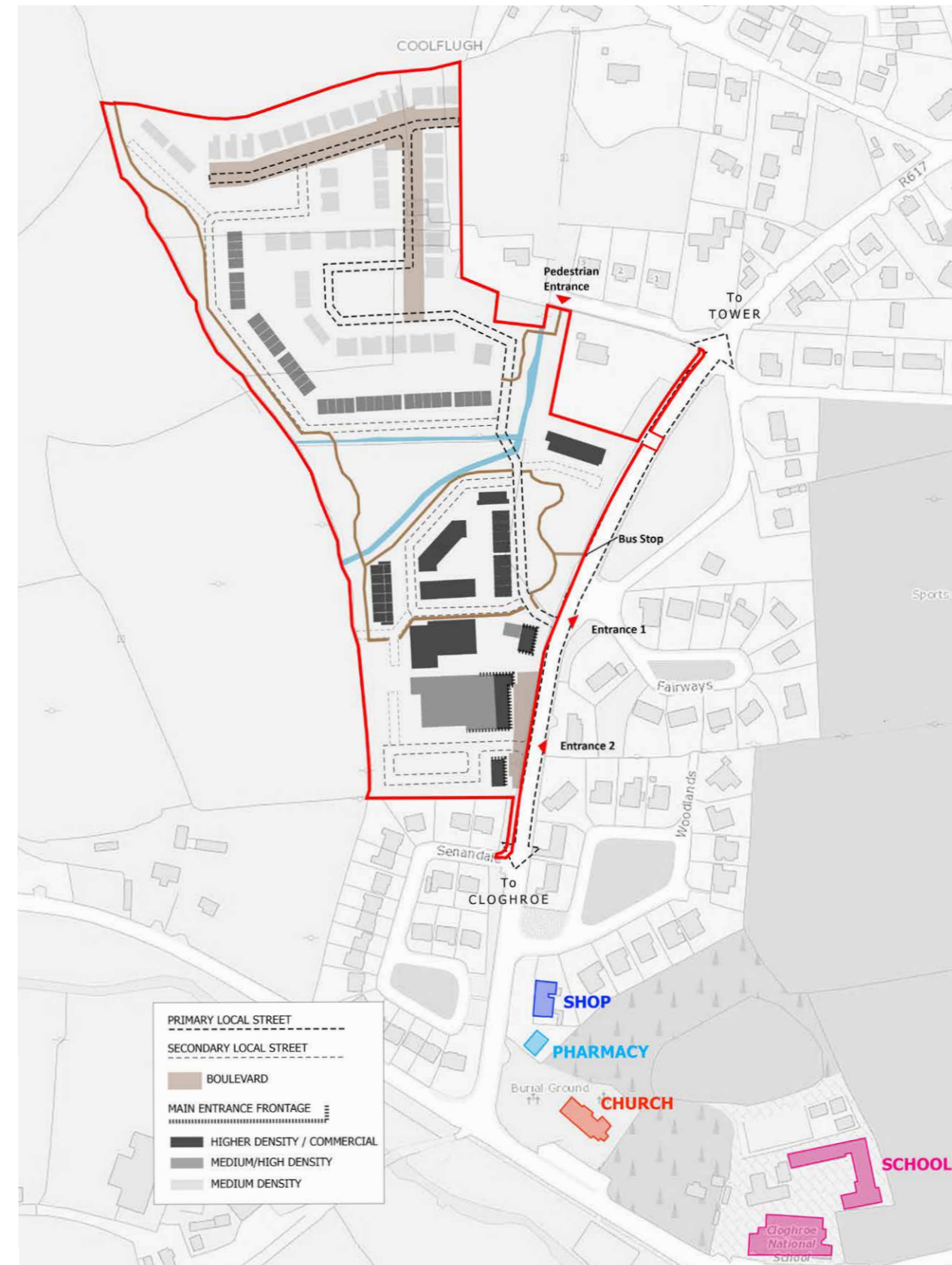
## 3.1 Context - Consideration 1

### 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
- Existing natural features on site (hedgerows, trees, land drains) that can be incorporated into the public realm design
- Possibility to create a naturally extension of Cloghroe Village core with the introduction of a retail/commercial element on site

### Site Context

- The proposed scheme incorporates the existing natural features on site (hedgerows, trees, land drains) into the public realm design creating a central parkland space that is 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. An existing wooded area adjacent the residential entrance will be kept and integrated into the landscaping concept
- Placemaking is a key aspect throughout the design of the scheme and helps create a sense of home and belonging for all residents



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 3.2 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 located in Cloghroe Village and the Neighbourhood of Tower. The introduction of a pedestrian/cycle path along the eastern edge of the site links the site access points to the existing network of footpaths. These footpaths provide a connection to Cloghroe village and its amenities only a 2min walk from the site.

We are proposing 3no. site access points. The most southern entrance will serve the retail element with another entrance to the north of this for the crèche and residential units that occupy the remainder of the site. These areas of the site will be linked via the urban plaza that runs along the front of the site to the east. The third is a pedestrian access point which is located on the north eastern part of the site and will incorporate a desire line for the units on the northern part of the site to the Neighbourhood of Tower.

We are proposing to introduce a hierarchy of internal streets with the primary local street/ boulevard linking the site entrance to the south with the dwellings on the northern part of the site. The secondary local streets will serve the other dwellings of site and create a loop system within the scheme.

We have also introduced possible future connections to adjoining lands to the west and in the northwest corner.



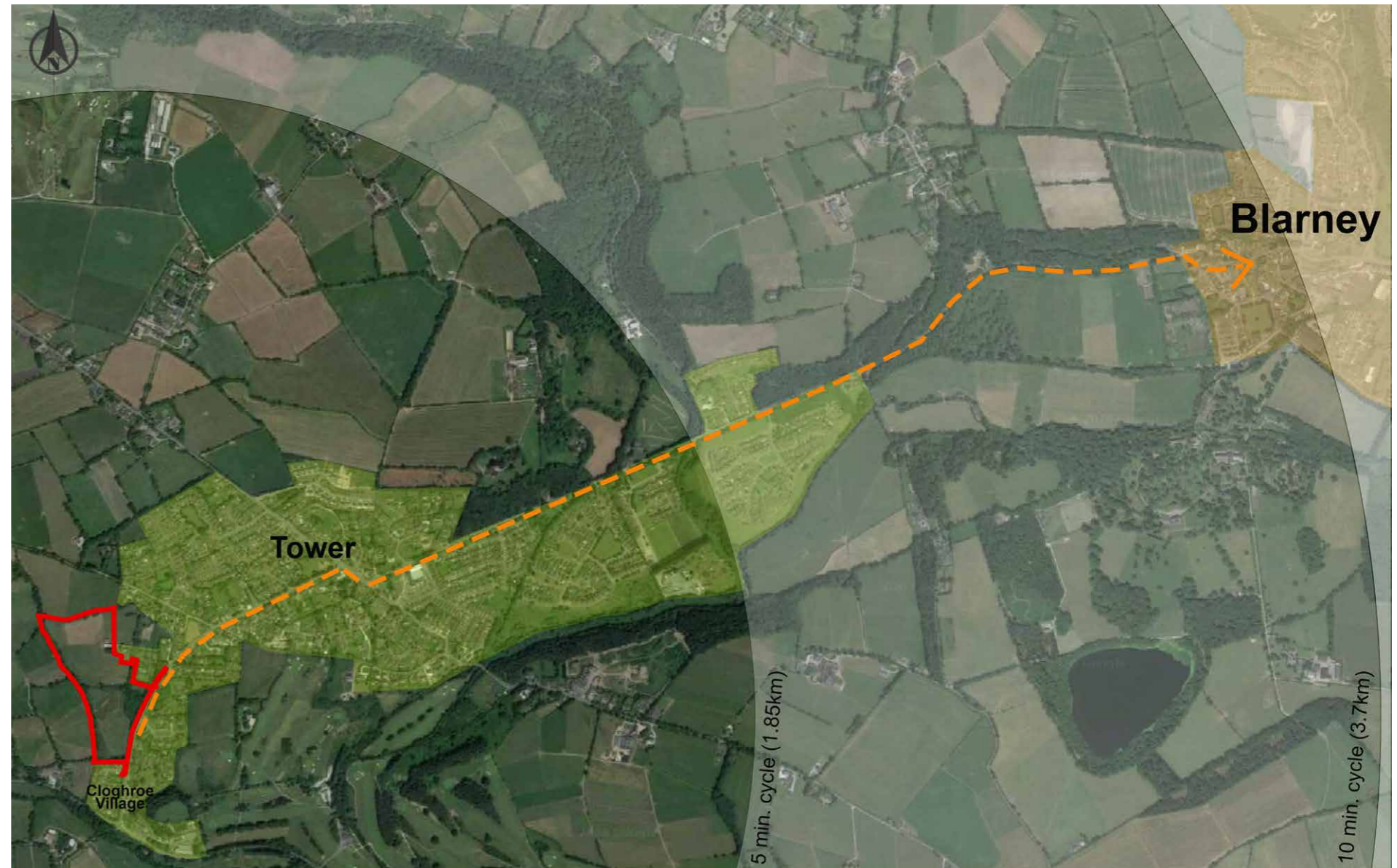
Connectivity Map - Walking

- Legend:
- Bus Stop
  - Church
  - School
  - Post Office
  - Shop/ Foodstore
  - Playground
  - Golf Club
  - Childcare/ Pre-School
  - Petrol Station
  - Connectivity
    - Walking
    - Cycling

## 3.0 Design Strategy (12 Criteria - Urban Design Manual)

The proposed scheme has also focused on connectivity with the wider context with Blarney located within a 10min. cycle from the site. The introduction of a pedestrian/cycle path along the eastern edge of the scheme also links the site access points to the existing bus stop which is on the no. 215 route connecting the site to the employment centres of Blarney, Blackpool, Cork City Centre & Mahon.

The connectivity strategy for the scheme is consistent with the '10 minute City and Town Concept' as identified in Regional Policy Objective (RPO 176) of the Regional Spatial and Economic Strategies (RSES). This suggests that sustainable compact settlements should have links to a range of community facilities and services which are accessible in short walking and cycle timeframes from homes or by high quality public transport services which will connect people to larger scaled settlements that deliver these services'.



Connectivity Map - Cycling



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 3.3 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 with amenity walk (along the western boundary) and boulevards/ 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.

**Entrance Plaza** – Located at the entrance to the site, this urban plaza acts as the threshold between the public road and the proposed development. This helps to create a strong urban street frontage to the development. This part of the site directly relates to the expansion of the village core of Cloghroe and provides a place for the public to enjoy and will serve to create an animated edge to the development.

**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 and high density apartments/duplex units 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.

**Shared Surface/Plaza** – Similar to the Central Parkland in the qualities that it contributes to the development but with a more urban/modern finish which allows flexibility for different activities/ uses

**Amenity Walk/Existing Natural Features** – These have been incorporated as they offer valuable amenities to the residents while also giving the development a very distinctive quality that is unique to its 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



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 3.4 Efficiency, Distinctiveness & Layout - Consideration 5/6/7

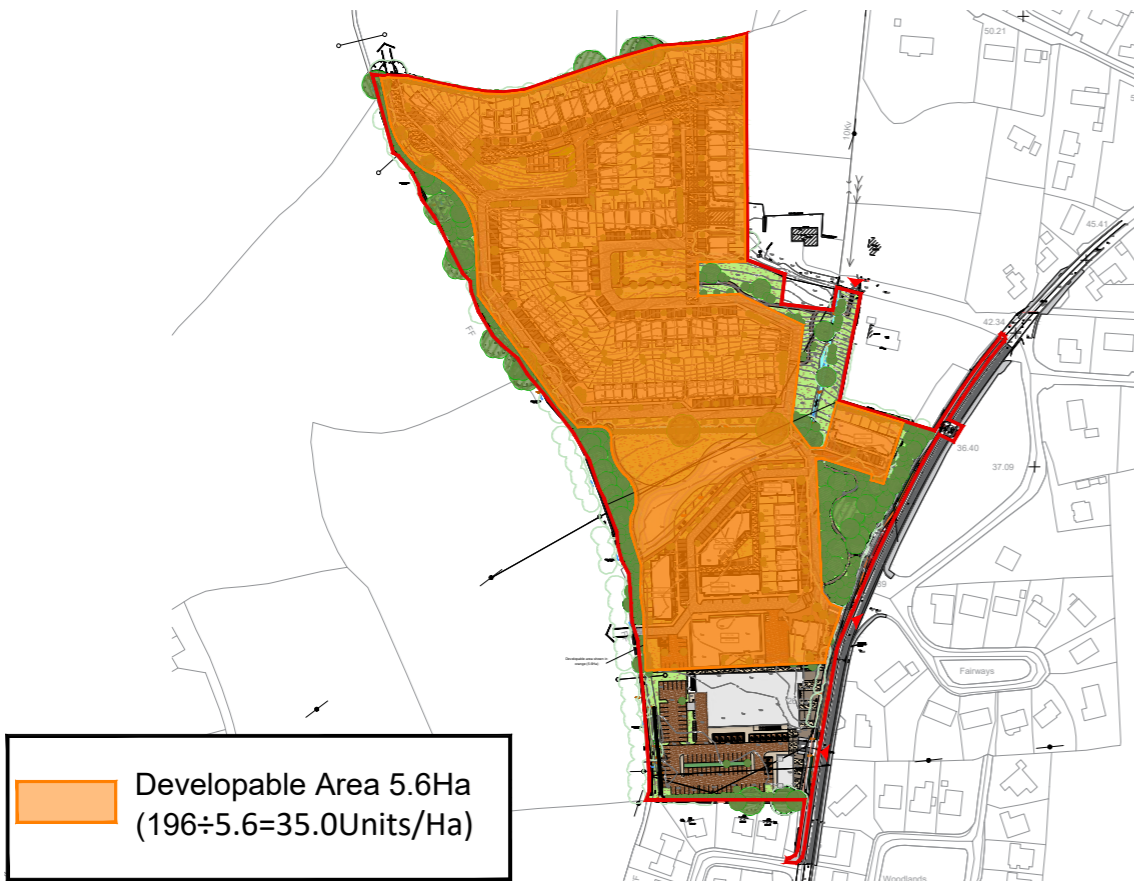
### Housing Mix / Proposed Density

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 198 no. residential units (196no. units within the residential area with a density of 35.0 units per hectare - a further 2no. apartments are located over the cafe). The developable area for the residential element excludes the retail area to the south and the undevelopable wooded area/steeply sloped lands on the eastern part of the site and the narrow strip of ground to the west of the streamside amenity path.

The mix comprises of 57 no. 4 bed units (29%), 38 no. 3 bed units (20%) and 22 no. 2 bed units (11%) with 79 no. 1-3 bed apartments/duplex units (40%). A further 2no. 2 bed apartments are located over the cafe on the southern part of the site.

The size of these units range from 170.8 sq.m large 4 bed townhouse units to 49.4 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.



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 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)
- 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 / 8-person townhouses
- 3 bed / 5 & 6-person semi-detached units
- 4 bed / 7-person semi-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			
STOCK HOUSING			
UNIT TYPE		AREA	No. of UNITS
<b>A</b> 4 BED DETACHED (7 PERSON)	A2	147.3 m <sup>2</sup> / 1,586 ft <sup>2</sup>	5
	<b>TOTAL</b>		<b>5</b>
<b>B</b> 4 BED SEMI-DETACHED (7 PERSON)	B1	140.3 m <sup>2</sup> / 1,510 ft <sup>2</sup>	32
	B2	140.3 m <sup>2</sup> / 1,510 ft <sup>2</sup>	10
	B3	140.3 m <sup>2</sup> / 1,510 ft <sup>2</sup>	2
	<b>TOTAL</b>		<b>44</b>
<b>C</b> 3 BED SEMI-DETACHED (5 & 6 PERSON)	C1 (6 person)	118.6 m <sup>2</sup> / 1,277 ft <sup>2</sup>	4
	C2 (5 person)	109.0 m <sup>2</sup> / 1,173 ft <sup>2</sup>	2
	C3 (6 person)	124.6 m <sup>2</sup> / 1,341 ft <sup>2</sup>	2
	C4 (5 person)	114.2 m <sup>2</sup> / 1,229 ft <sup>2</sup>	6
	<b>TOTAL</b>		<b>14</b>
<b>D</b> 4 BED TOWNHOUSE (8 PERSON)	D1	170.8 m <sup>2</sup> / 1,838 ft <sup>2</sup>	1
	D2	169.0 m <sup>2</sup> / 1,819 ft <sup>2</sup>	4
	D3	169.0 m <sup>2</sup> / 1,819 ft <sup>2</sup>	2
	D4	169.0 m <sup>2</sup> / 1,819 ft <sup>2</sup>	1
	<b>TOTAL</b>		<b>8</b>
<b>E</b> 3 BED TOWNHOUSE (5 PERSON)	E1	106.7 m <sup>2</sup> / 1,149 ft <sup>2</sup>	2
	E2	96.1 m <sup>2</sup> / 1,034 ft <sup>2</sup>	14
	E3	108.2 m <sup>2</sup> / 1,165 ft <sup>2</sup>	1
	E4	104.4 m <sup>2</sup> / 1,124 ft <sup>2</sup>	5
	E5	101.6 m <sup>2</sup> / 1,094 ft <sup>2</sup>	2
	<b>TOTAL</b>		<b>24</b>
<b>F</b> 2 BED TOWNHOUSE (4 PERSON)	F1	80.2 m <sup>2</sup> / 863 ft <sup>2</sup>	20
	F2	84.0 m <sup>2</sup> / 904 ft <sup>2</sup>	2
	<b>TOTAL</b>		<b>22</b>
<b>TOTAL NO. OF HOUSES</b>			<b>117 (59.7%)</b>
DUPLIX APARTMENTS (OWN DOOR)			
UNIT TYPE		AREA	No. of UNITS
<b>Block 01</b>	1 Bed GF Apt. (2 person)	49.4 m <sup>2</sup> / 531 ft <sup>2</sup>	4
	1 Bed GF Apt. (2 person)	51.1 m <sup>2</sup> / 550 ft <sup>2</sup>	1
	2 Bed GF Apt. (3 person)	67.6 m <sup>2</sup> / 728 ft <sup>2</sup>	1
	2 Bed Duplex Apt. (4 person)	86.3 m <sup>2</sup> / 929 ft <sup>2</sup>	6
	<b>TOTAL</b>		<b>12</b>
<b>Block 02</b>	1 Bed GF Apt. (2 person)	49.4 m <sup>2</sup> / 531 ft <sup>2</sup>	5
	1 Bed GF Apt. (2 person)	51.1 m <sup>2</sup> / 550 ft <sup>2</sup>	1
	2 Bed Duplex Apt. (4 person)	86.3 m <sup>2</sup> / 929 ft <sup>2</sup>	6
	<b>TOTAL</b>		<b>12</b>
<b>Block 03</b>	1 Bed GF Apt. (2 person)	49.4 m <sup>2</sup> / 531 ft <sup>2</sup>	4
	2 Bed GF Apt. (3 person)	71.9 m <sup>2</sup> / 774 ft <sup>2</sup>	2
	2 Bed Duplex Apt. (4 person)	86.3 m <sup>2</sup> / 929 ft <sup>2</sup>	4
	3 Bed Duplex Apt. (5 person)	108.3 m <sup>2</sup> / 1,166 ft <sup>2</sup>	2
	<b>TOTAL</b>		<b>12</b>
<b>Block 04</b>	1 Bed GF Apt. (2 person)	53.2 m <sup>2</sup> / 572 ft <sup>2</sup>	2
	2 Bed Duplex Apt. (4 person)	89.1 m <sup>2</sup> / 959 ft <sup>2</sup>	2
	<b>TOTAL</b>		<b>4</b>
<b>Block 05</b>	1 Bed GF Apt. (2 person)	49.4 m <sup>2</sup> / 531 ft <sup>2</sup>	4
	1 Bed GF Apt. (2 person)	51.1 m <sup>2</sup> / 550 ft <sup>2</sup>	1
	2 Bed GF Apt. (3 person)	67.6 m <sup>2</sup> / 728 ft <sup>2</sup>	1
	2 Bed Duplex Apt. (4 person)	86.3 m <sup>2</sup> / 929 ft <sup>2</sup>	6
	<b>TOTAL</b>		<b>12</b>
APARTMENTS (BLOCK 06)			
<b>1 BED STEP DOWN APTS.</b>	(2 PERSON)	55.4 - 59.3 m <sup>2</sup> / 596 - 638 ft <sup>2</sup>	22
	<b>TOTAL</b>		<b>22</b>
<b>2 BED STEP DOWN APTS.</b>	(4 PERSON)	87.3 - 90.5 m <sup>2</sup> / 940 - 974 ft <sup>2</sup>	5
	<b>TOTAL</b>		<b>5</b>
<b>TOTAL NO. OF APARTMENTS</b>			<b>79 (40.3%)</b>
<b>TOTAL NO. OF UNITS</b>			<b>194 (198 Inclusive of 2no. Apartments at upper floor of proposed café building)</b>



## 3.0 Design Strategy (12 Criteria - Urban Design Manual)

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### Proposed Social Infrastructure

The proposed development makes provision for a crèche of 404.9 m<sup>2</sup> which will facilitate 42 no. childcare places. This facility is located on the eastern part of the site, adjacent the residential site entrance which will allow for convenient accessibility. The proposal includes parking for both staff and visitors as well as a drop off area.

There is also provision for a single storey retail food store with a net sales area of 1,315 m<sup>2</sup> with ancillary surface car park, servicing areas and bicycle parking facilities along with a proposed two storey café building with café on ground floor and 2 no. apartments at first floor level. The proposed retail/commercial elements within the development are located on the southern part of the site and it is envisaged that these will form a natural extension of the village of Cloghroe.

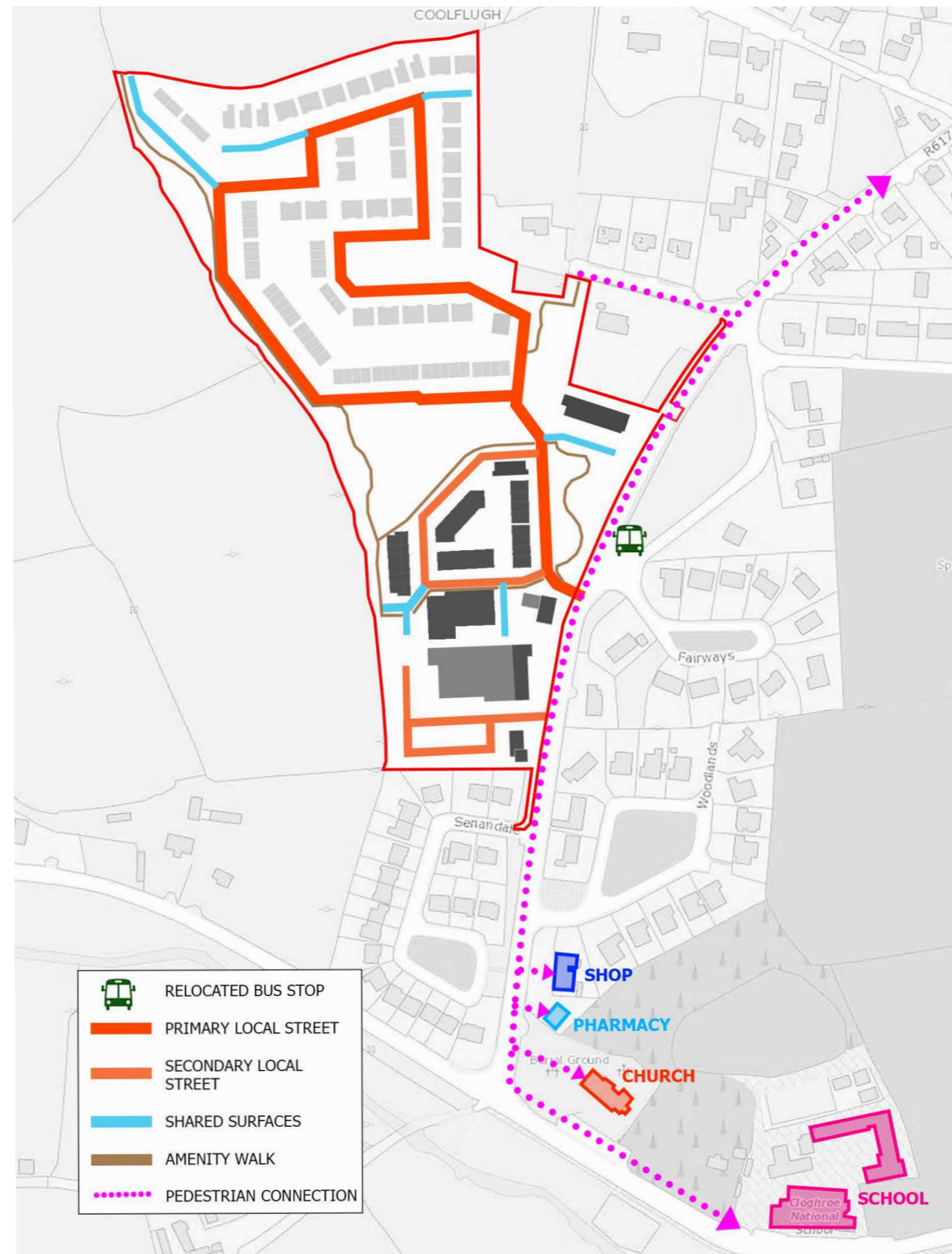


# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 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 as convenient as possible.

Internal footpaths/walkways will provide connectivity between the proposed residential dwellings and the urban plaza at the site entrance which in turn links to the commercial element/ extended village core to the south. This along with the public network of footpaths linking to local amenities in Cloghroe/Tower and the relocated bus stop, will encourage future residents towards sustainable modes of transport as an alternative to car use.





# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## DMURS - Street Hierarchy

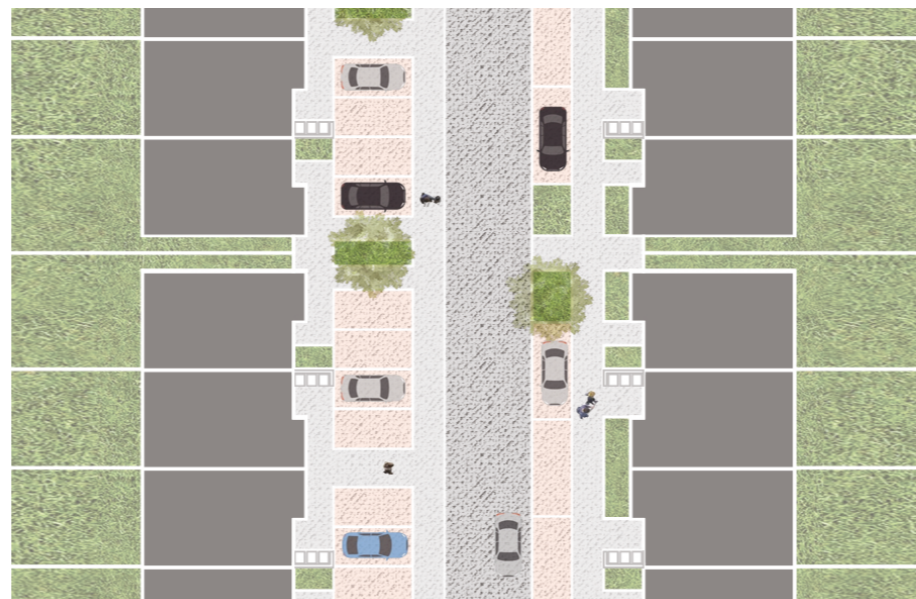
### 1. Primary Local Street



#### PRIMARY LOCAL STREET FEATURES:

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

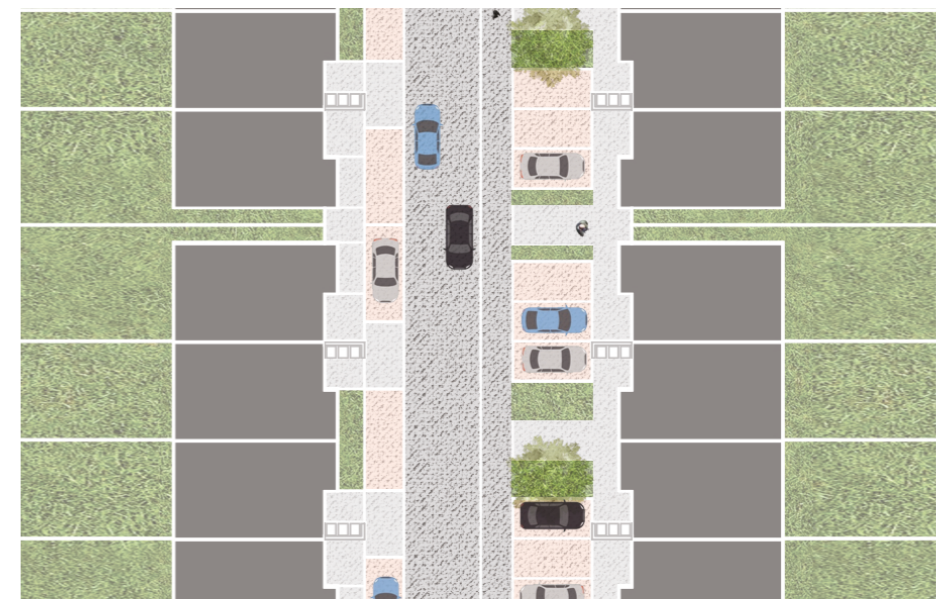
### 2. Secondary Local Street



#### 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

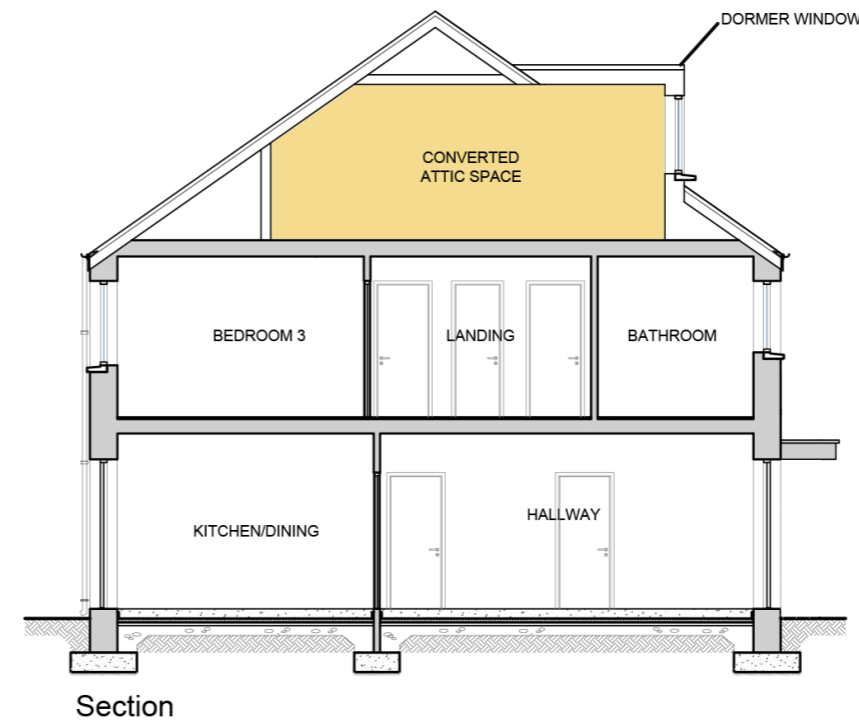
# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 3.5 Adaptability- Consideration 9

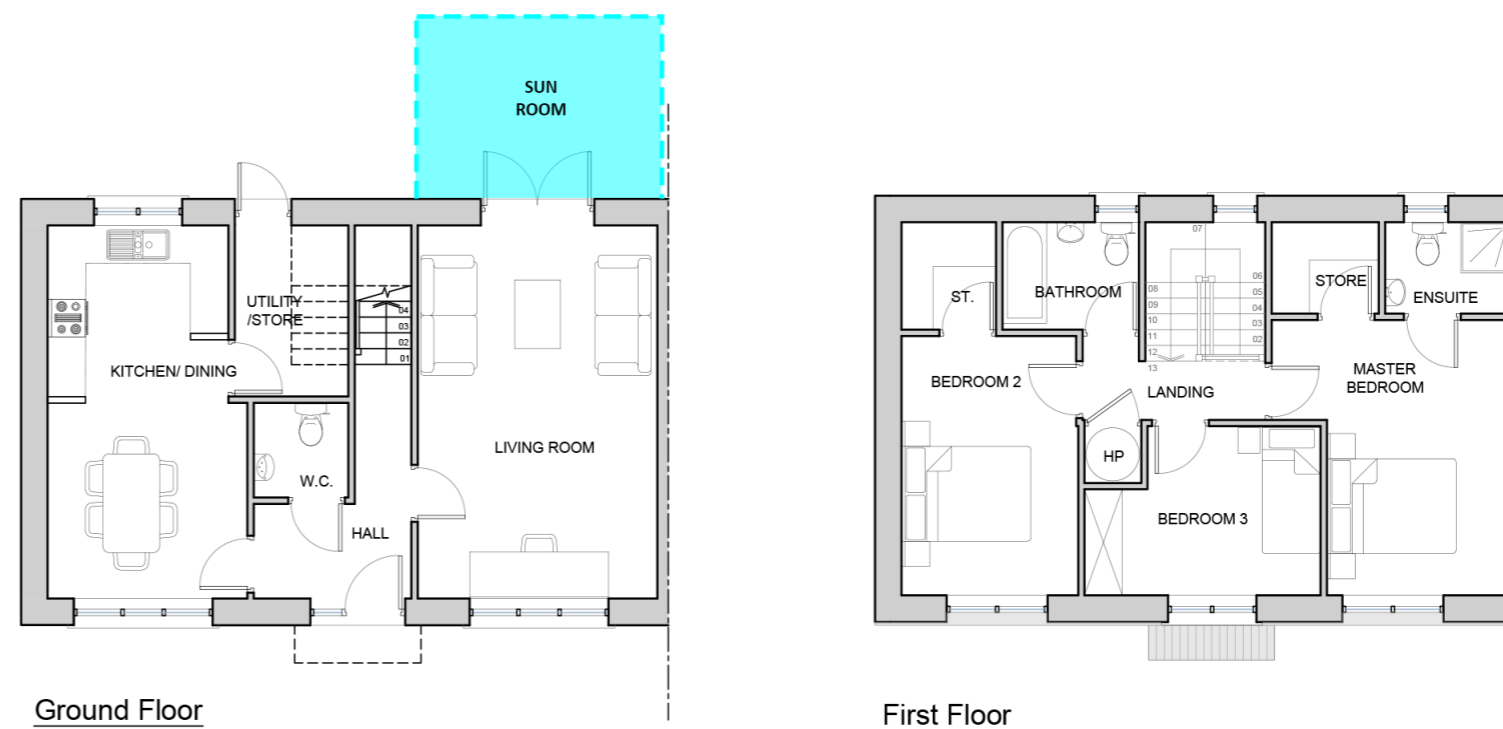
All houses have been designed in accordance with the 2007 Housing Guidelines (Quality Housing for Sustainable Communities) and the apartments/duplex units with the 2020 Design Standards for new Apartments (Sustainable Urban Housing).

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.



4 bed semi-detached - EXTENSION INTO THE ATTIC



Shallow units - EXTENSION INTO THE REAR GARDEN

# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

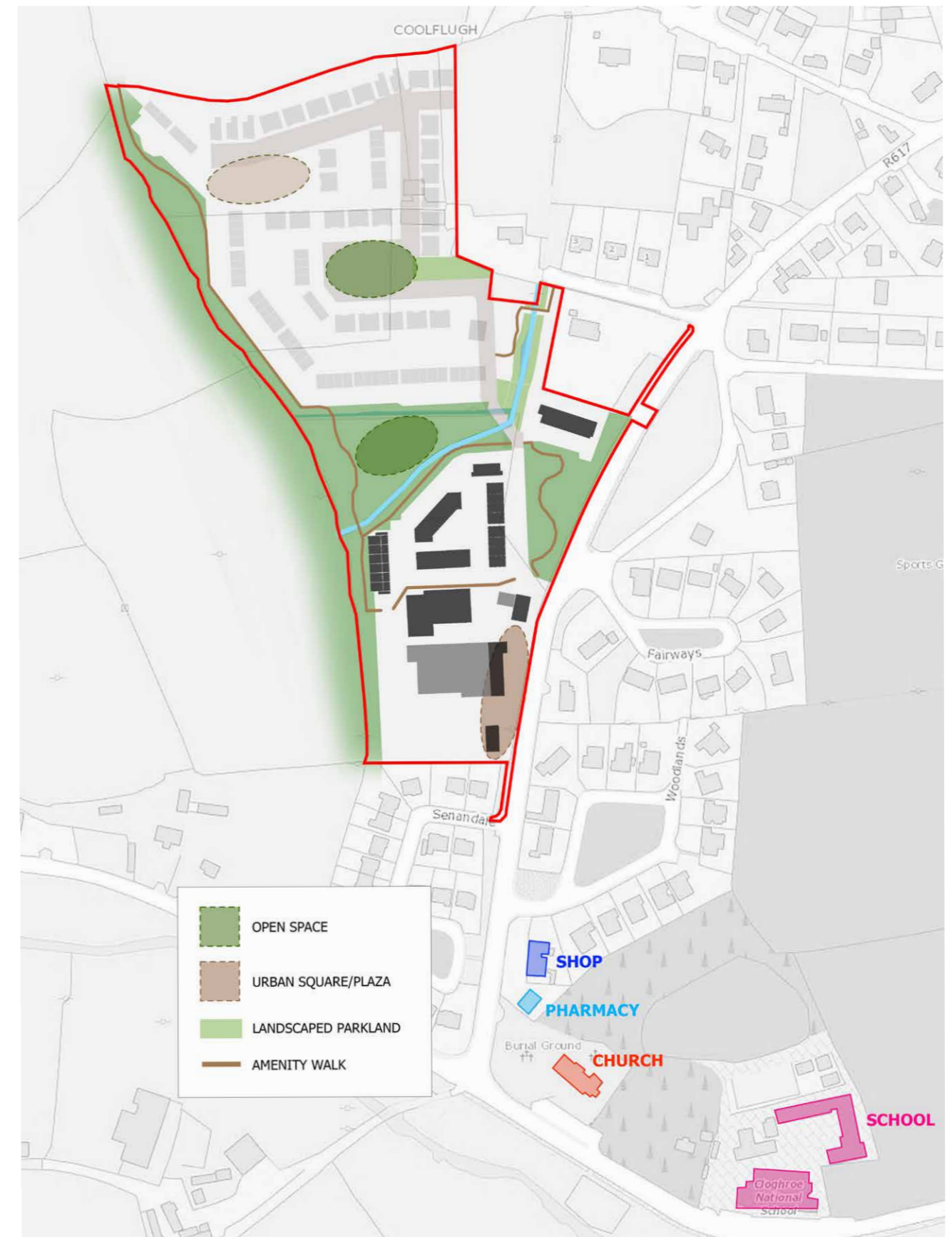
## 3.6 Privacy & Amenity - Consideration 10

The layout responds to the topography and natural features that exist on site with the hedgerows/ trees and land drains integrated into the scheme. Great care has been given in designing the layout to ensure these natural features have been incorporated into the development. Amenity walks have been provided throughout the site which are intertwined in the existing natural features. 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.



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 3.7 Parking- Consideration 11

### CAR PARKING

There is provision for 2no parking spaces for the detached & semi-detached units on site with 2no spaces for the 3 & 4 bed townhouses and 1 space for the 2 bed townhouses. There are also a number of visitors spaces incorporated into the proposed scheme.

For the 2 & 3 bed apartments/duplexes there is provision of 1no space per unit with 0.5no spaces for the 1 bed apartments and a reduced rate of parking for the step down apartment block (11no spaces). There are also a number of visitors/disabled/parent & child/electric vehicle and motorbike spaces distributed throughout the proposed scheme. For the 42 child crèche we have allocated 12no spaces and the retail food store/cafe a further 101no spaces.

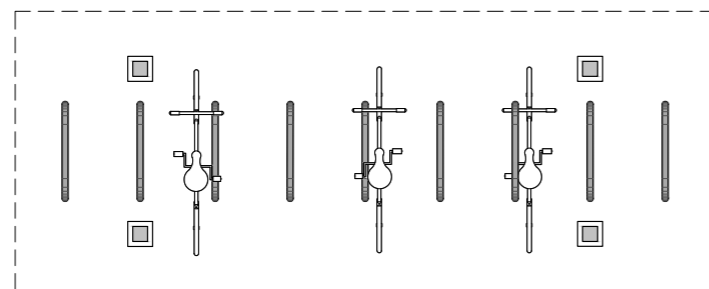
### CYCLE PARKING

Localised secure bicycle parking areas are provided for upper duplex-apartments near the buildings. The GF apartments with direct access to their private amenity areas can utilise this space for bike storage. Additional bicycle parking spaces are provided for the step down apartment block outside the building in bike racks. The bicycle parking facilities have been assigned as follows:

- 76no bike spaces for the Apartment / Duplex Units
- 32no bike spaces for the Step Down Apartment Block & Crèche
- 18no bike spaces for the Retail Food Store
- 08no bike spaces for the cafe with 2no apartments over



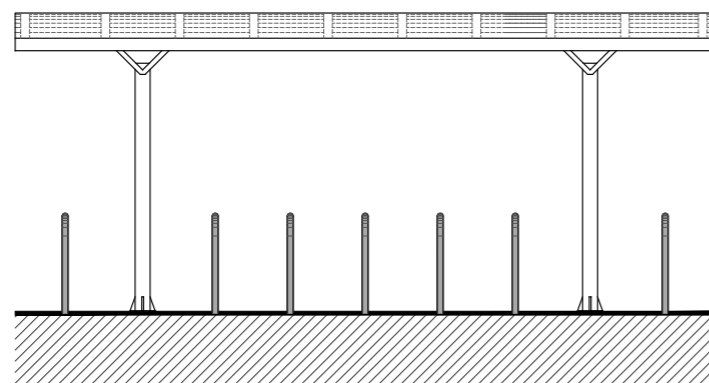
KEY PLAN (● 8no. BIKE RACKS)



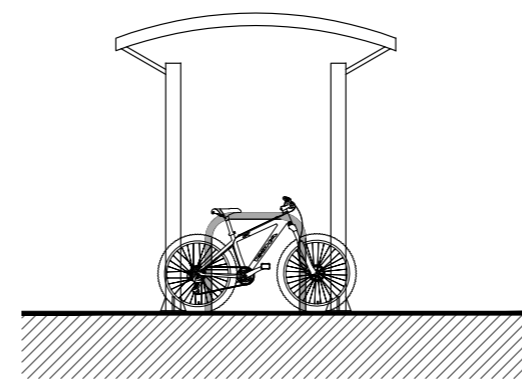
PLAN



BIKE RACK IMAGE



FRONT ELEVATION



SECTION

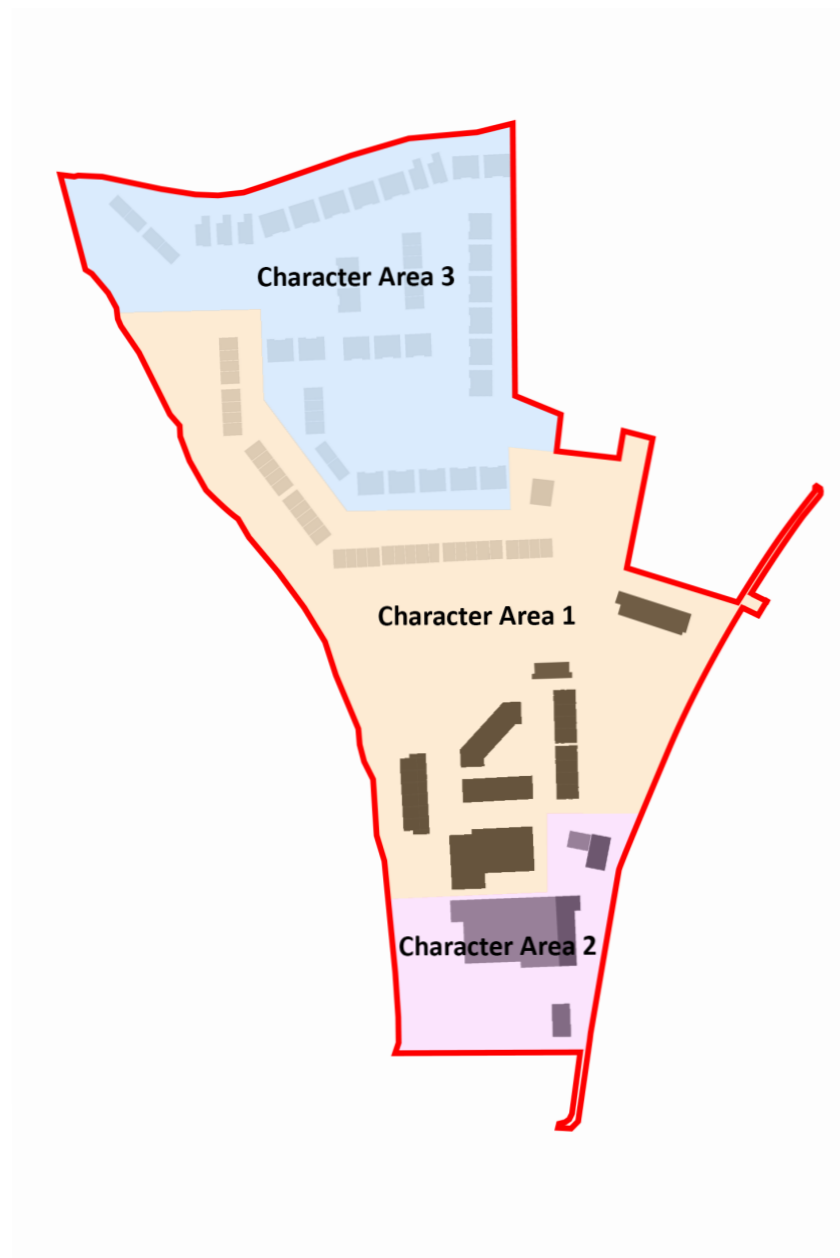
BIKE PARKING SCHEDULE	
<b>GF Apartments &amp; Upper Duplex Apartments</b> (4no. 1 beds, 24no. 2 beds & 2no. 3 beds within Blocks 1/2/3/4) - 73no. bike spaces required	
<small>*Ground Floor Apartments that have direct access to their allocated private amenity space can utilise this for bike storage</small>	
1	18no. spaces (Covered)
2	18no. spaces (Covered)
3	18no. spaces (Covered)
4	22no. spaces (Covered)
Total = 76no. spaces	
<small>**Exceeds standards set out in the Design Standards for New Apartments document (2020):</small>	
<b>Stepdown Apartments (Block) &amp; Crèche</b>	
5	20no. spaces (Covered)
6	12no. spaces (Covered)
Total = 32no. spaces	
<small>*27no. spaces allocated for the stepdown apartments and 5no. for the crèche</small>	
<b>Foodstore</b>	
7	18no. spaces (Uncovered)
<small>*Foodstore external canopy to act as cover for bikes</small>	
Total = 18no. spaces	
<b>Café/Shop &amp; 2no. Apartments over</b>	
8	8no. spaces (Covered)
Total = 8no. spaces	
<small>*5no. spaces allocated for the apartments and 3no. for the café/shop</small>	
<b>TOTAL BIKE PARKING PROVIDED = 134no.</b>	

# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## 3.8 Detail Design - Consideration 12

### Character Areas

The development includes 3 no. 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 areas.



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## Character Area 1

Character Area 1 is located in the centre of the site. It is a high density development largely characterised by duplex apartment units and a step-down apartment block. The area consists of a large central open space which is overlooked by dwellings on the northern and southern edges. The style of this character area will be modern with a neutral colour palette. Beige brick and beige/off-white render will be the defining material in this area.



BEIGE BRICK



RENDER BEIGE  
Off-white



ROOF TILE



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## Character Area 2

Character Area 2 is located to the south of the site. This area of the development is an extension to the village centre, comprising of a café (with 2no apartments over), retail food store and 42-child crèche. The style of this character area incorporates natural materials in a contemporary manner. Natural stone will be the main feature of this area, with a large entrance plaza to the east of the retail food store acting as both a buffer from the public road and as an amenity space.



NATURAL STONE



RENDER  
Off-white



ROOF TILE



# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## Character Area 3

Character Area 3 is located in the north of the site. It is a medium density area and is largely characterised by detached, semi-detached and townhouse units which are placed in strategic locations and complemented by shared surface 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.



RED BRICK



RENDER  
Off-white



ROOF TILE





# 3.0 Design Strategy (12 Criteria - Urban Design Manual)

## Part V Proposal

A total of 19no. Part V units are allocated around the site. This equates to 10 per cent of the residential units within the development.

The 19no. units consist of:

- No.02 - 3 bed townhouse units at 96.1 sq.m.
- No.05 - 2 bed townhouse units at 80.2 sq.m.
- No.06 - 2 bed (own door) duplex apartments at 86.3 sq.m.
- No.01 - 1 bed (own door) ground floor apartments at 51.1 sq.m.
- No.05 - 1 bed (own door) ground floor apartments at 49.4 sq.m.

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

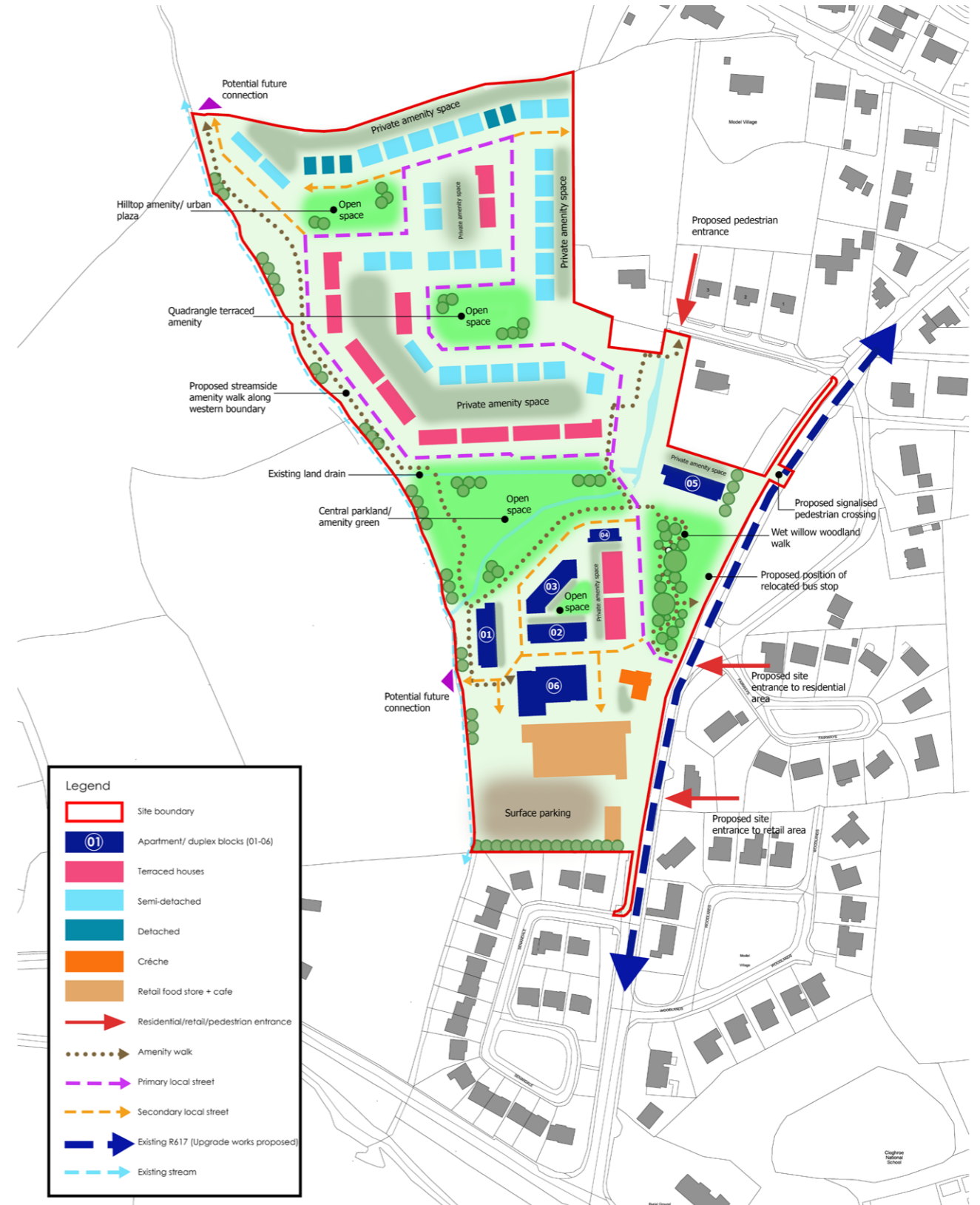


# 4.0 Proposed Design



# 4.0 Proposed Design

## 4.1 Proposed site layout plan + overall site concept



# 4.0 Proposed Design

## 4.2 Urban edge (Retail Food Store + Cafe)

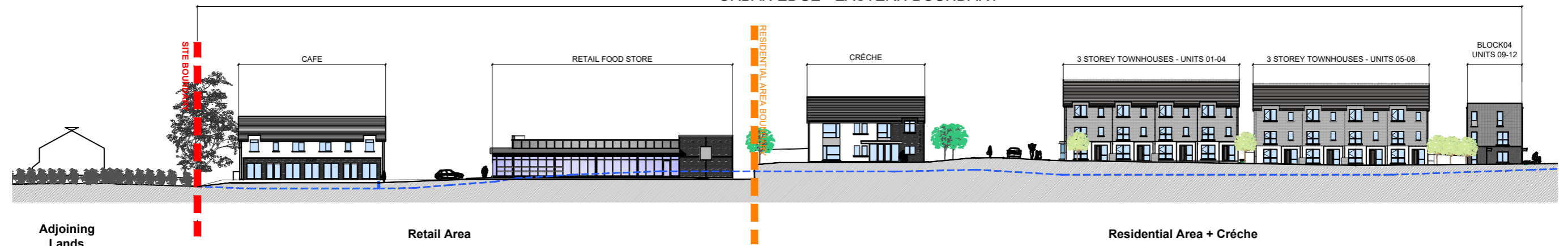
In order to create a distinctive frontage along the eastern edge of the site we are proposing to incorporate a generous landscaped urban plaza that will form an animated threshold to the proposed development. Buildings in the form of a cafe/retail food store/crèche will form a contemporary backdrop to this urban intervention. This space can be utilised for a variety of activities which will include an outdoor dining area for the cafe and seating nooks that can accommodate social interactions. This sequence of civic buildings will act as a natural extension to the village core of Cloghroe and offer valuable amenities to future and existing residents within the surrounding communities.

As part of the overall connectivity strategy for the scheme, upgrade works to the existing R617 public road are being proposed. These upgrades will aid in significantly improving the sites connectivity to surrounding areas. These improvements to the existing network will help to promote walking, cycling and the use of public transport as the primary travel method for residents.

**PLEASE REFER TO FORESTBIRD DESIGNS (LANDSCAPING) + MHL CONSULTING ENGINEERS DRAWINGS FOR FURTHER INFORMATION**



URBAN EDGE - EASTERN BOUNDARY



# 4.0 Proposed Design

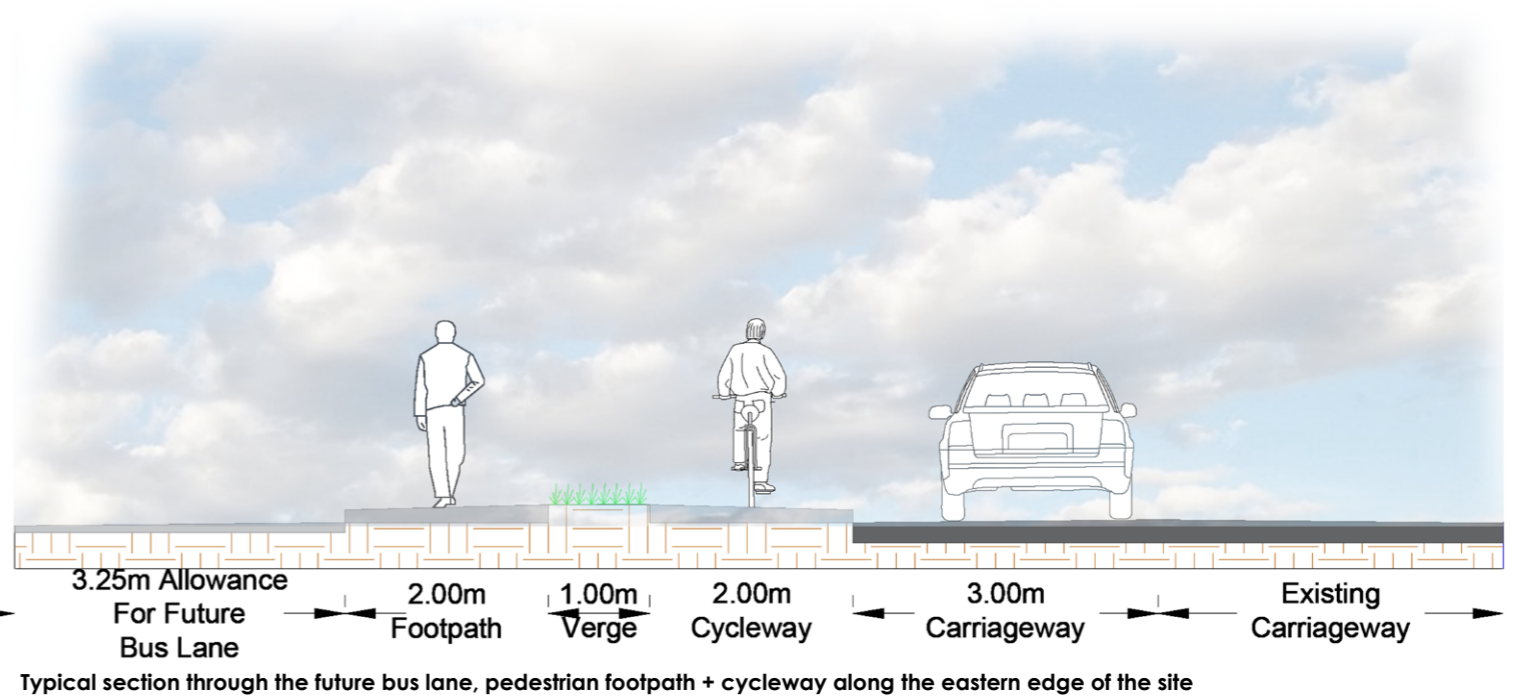
## 4.3 R617 Upgrades

Detailed discussions took place between the Design Team and Cork City Council to agree the overall road improvement and connectivity proposals, which form part of the subject application.

The following was agreed with Cork City Council for the frontage to the R617 and the wider area, which includes the provision of:

- Traffic calming measures including the provision of a signalised toucan crossing to improve connectivity with Tower village to the north;
- Relocation of existing bus stop and provision of bus shelter;
- Provision of a 2 metre footpath, 1 metre verge and 2 metre cycle lane in accordance with the guidance provided in the National Cycle Manual;
- Future provision for 3.25m bus lane to form part of BusConnects network. In the interim this will form part of the hard and soft landscaping proposal to the R617.

It is proposed that all works to the R617 will be delivered by the applicant and are included within the red line site boundary. These works will be delivered as part of Phase 1 of the construction programme. The works are to be carried out on lands within the ownership of the applicant or Cork City Council and a letter of consent from Cork City Council to include the works within the application is included in the application documentation.



PLEASE REFER TO MHL CONSULTING ENGINEERS DRAWINGS FOR FURTHER INFORMATION

### BUS NETWORK & VEHICLES

- 200km of cross city routes
- 50km orbital routes
- 150km radial routes
- 100km of bus lanes and bus priority measures
- 220 double deck bus fleet required
- 6 Strategic Park & Ride sites

Extract from Cork Metropolitan Area - Transport Strategy 2040 - This highlights how the future bus lane along the eastern boundary will link into the overall BusConnects strategy for Cork City

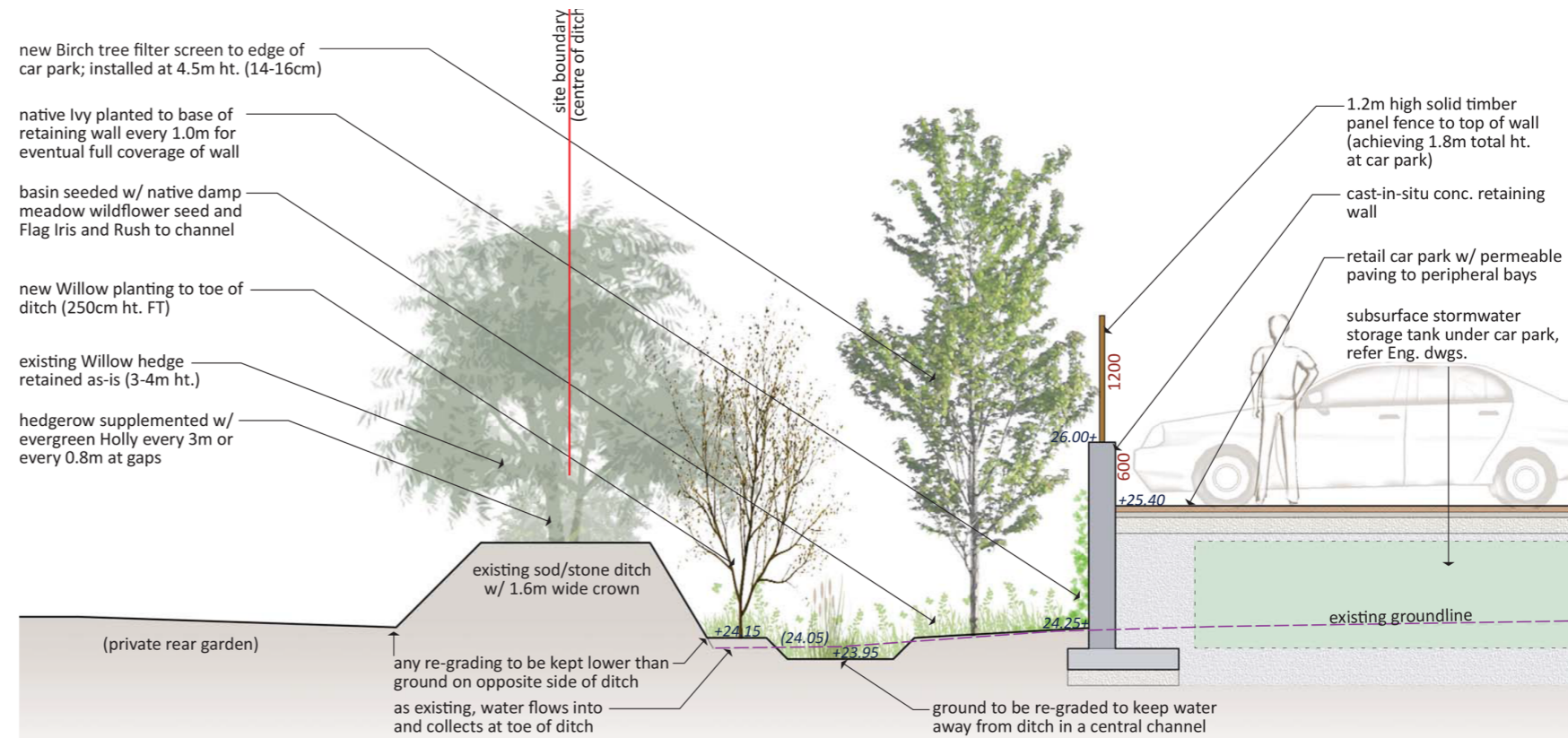
# 4.0 Proposed Design

## 4.4 Southern boundary treatment (Forestbird Design)

Adjoining the proposed development directly to the south of the site is the existing Senandale housing development. The existing units within this scheme back onto the site boundary which consists of a sod/stone ditch and mature tree line. As the existing boundary acts as a planted buffer between the proposed retail area of the site and existing units, this is to be retained and supplemented with additional planting.

In order to provide a sensitive response to the level difference between the private rear gardens and the retail area, a retaining element with timber panel fence above is proposed. Along the length of this wall native ivy will be planted which will provide full coverage over time.

**PLEASE REFER TO FORESTBIRD DESIGNS LANDSCAPE DRAWINGS FOR FURTHER INFORMATION**



SECTION THROUGH BOUNDARY LOOKING WEST



Image of south boundary as viewed from within site.



Example of conc. retaining wall topped with a timber panel fence. Proposed fence will be double-sided for presentation and full visual screening.

# 4.0 Proposed Design

## 4.5 Western boundary - Residential area/Streamside amenity walk (Forestbird Design)

The design approach for the open spaces/public realm for the entire development focuses on defining the existing natural features that exist on site and incorporating them into the scheme to give the development a very distinctive quality that is unique to its location. This is particularly important along the western boundary as there is an existing stream that can be utilised to offer a high quality amenity for residents.

The alignment of the proposed streamside amenity walk has been carefully considered to respond to the existing trees/vegetation with the walkway meandering along the western boundary to ensure that the mature treeline is retained. The walkway is a valuable asset within the permeability strategy and creates connections between the on-site amenities allowing for easy access for residents and visitors.

PLEASE REFER TO FORESTBIRD DESIGNS LANDSCAPE DRAWINGS FOR FURTHER INFORMATION



Photograph of the existing stream along the western boundary



Example - runners utilising streamside amenity walk for physical activities



Example - streamside amenity walk can also accommodate children on bikes accessing other amenities on site



Sketch (by Forestbird Design) - showing where the proposed streamside path meets the existing central hedgerow

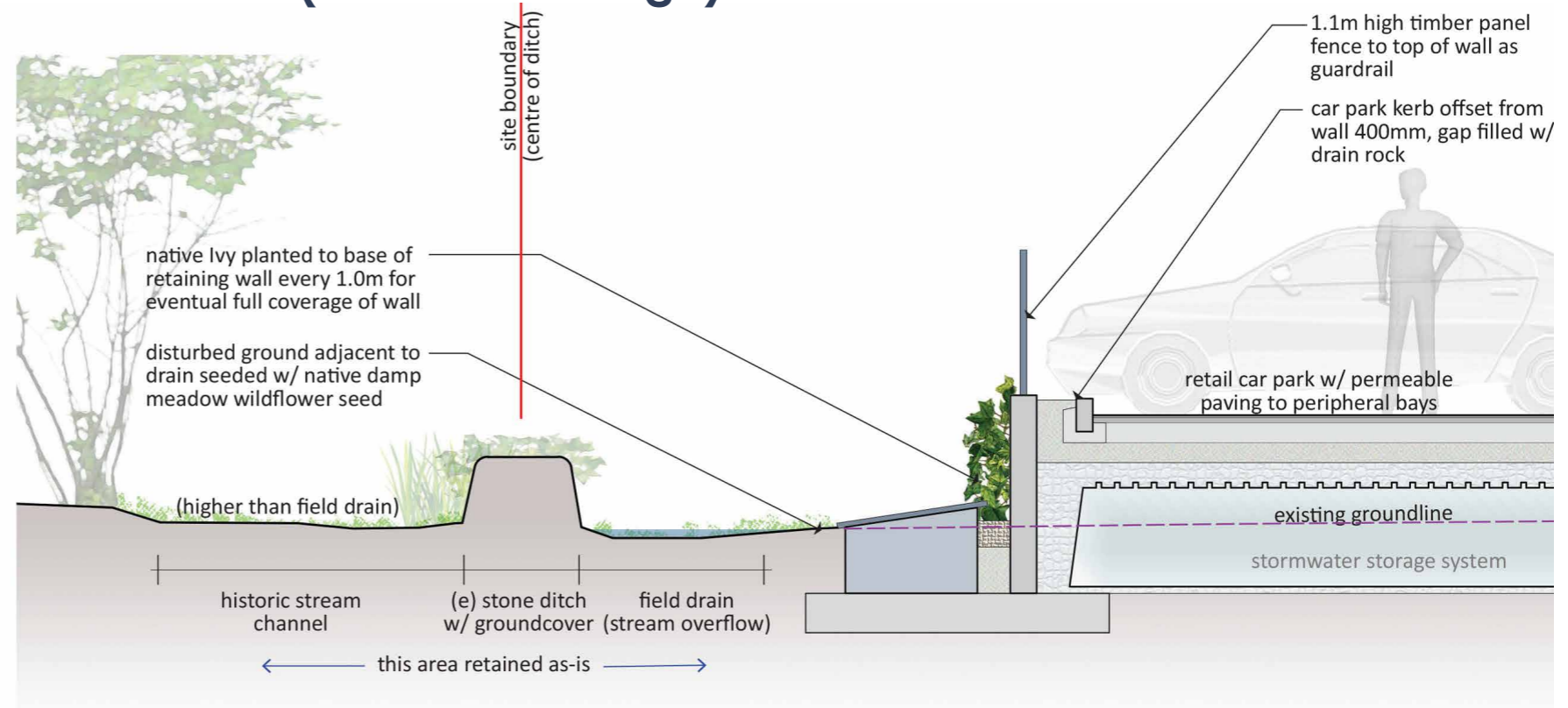
# 4.0 Proposed Design

## 4.6 Western boundary - Retail area/Storm chamber (Forestbird Design)

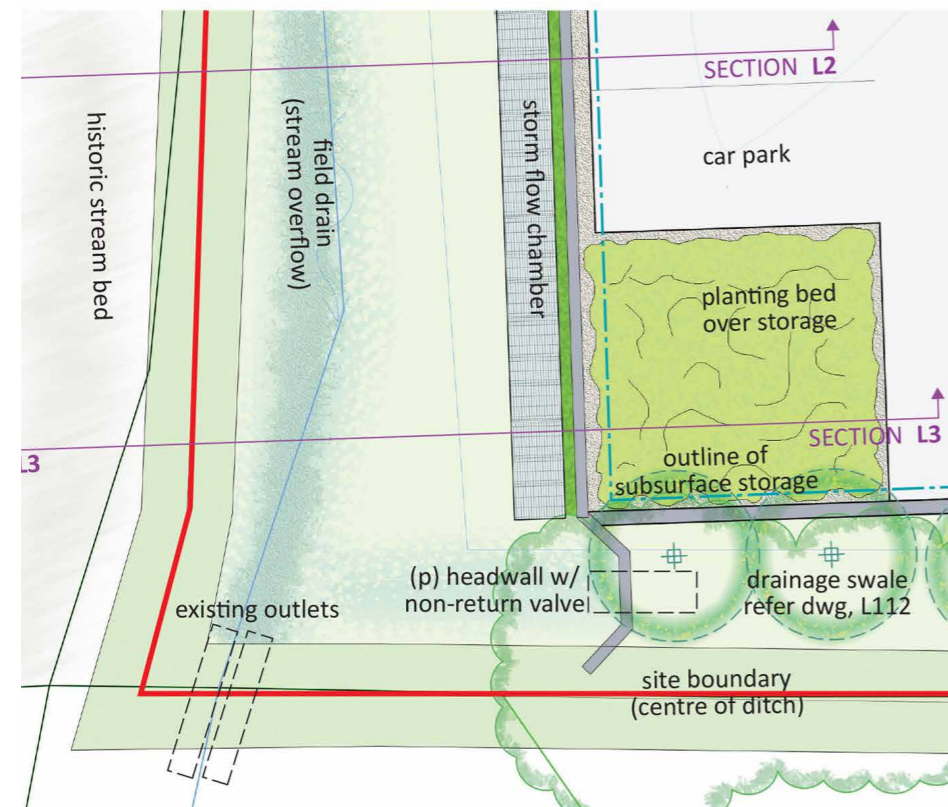
Careful consideration of the proposed western boundary treatment, adjacent the retail part of the site, has occurred in order to avoid any impact on existing stream flows and vegetation. The storm flow chamber and associated subsurface stormwater attenuation system have been designed and positioned so that all trees/planting on the existing boundary ditch are retained as-is.

The new car park edge will be planted with native ivy for an evergreen face to the stream. Where the car park configuration allows for planting beds over the stormwater storage system, a layer of topsoil will support native flowering shrubs as spring and summer pollinators and as a food source with autumn berries.

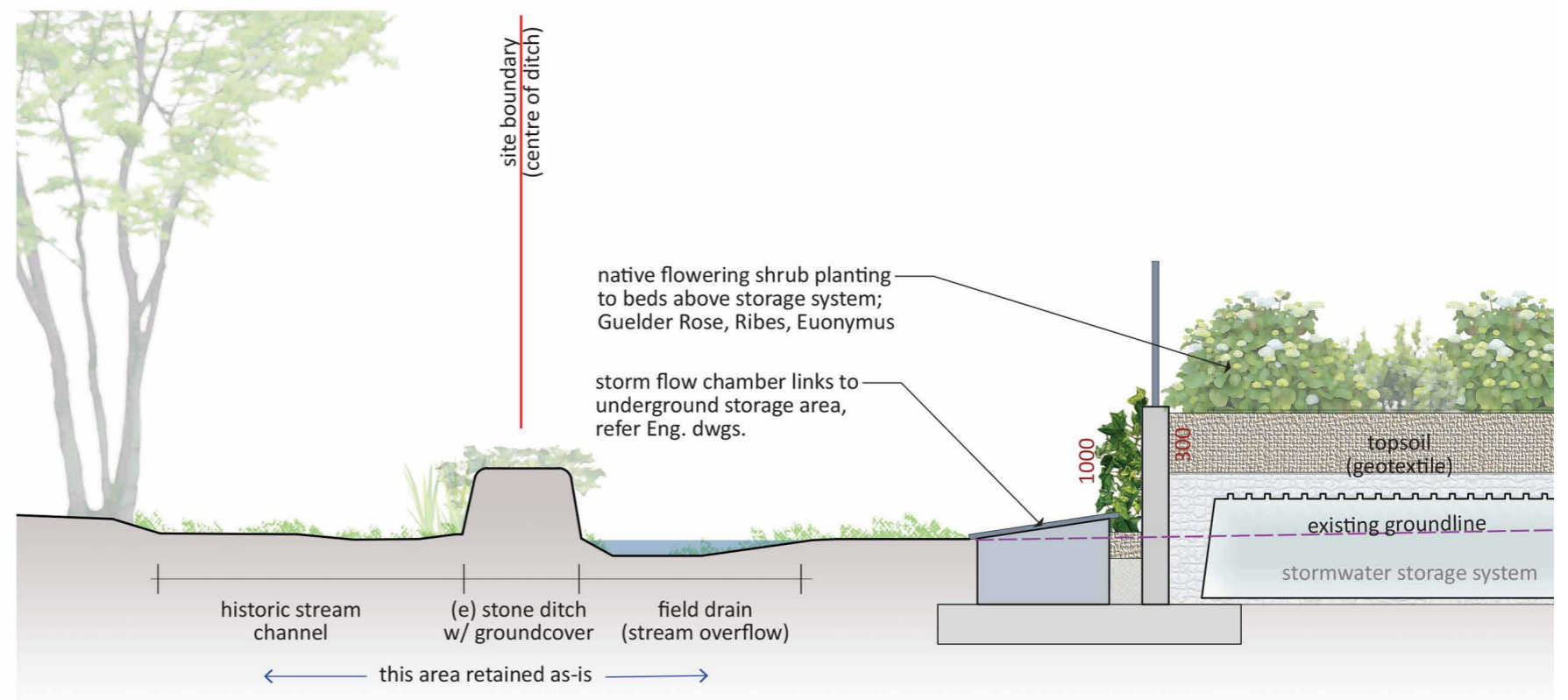
**PLEASE REFER TO FORESTBIRD DESIGNS LANDSCAPE DRAWINGS FOR FURTHER INFORMATION**



Western boundary section L2



Western boundary section (key plan)



Western boundary section L3

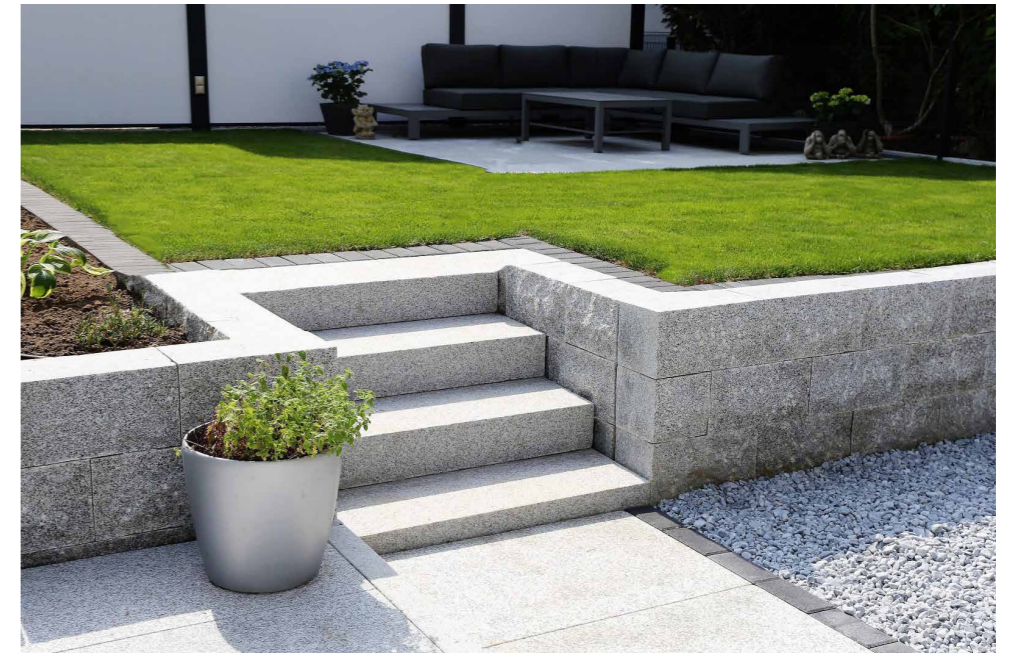
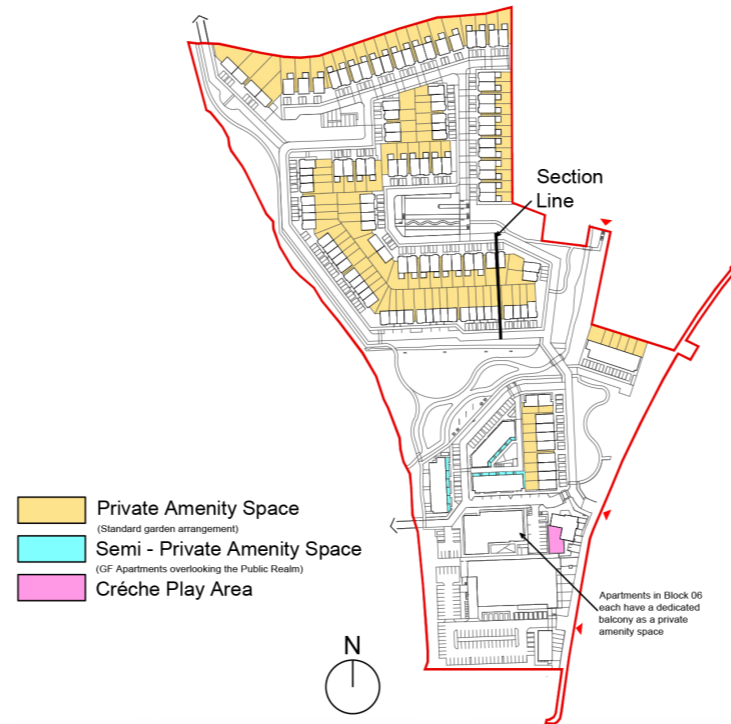


# 4.0 Proposed Design

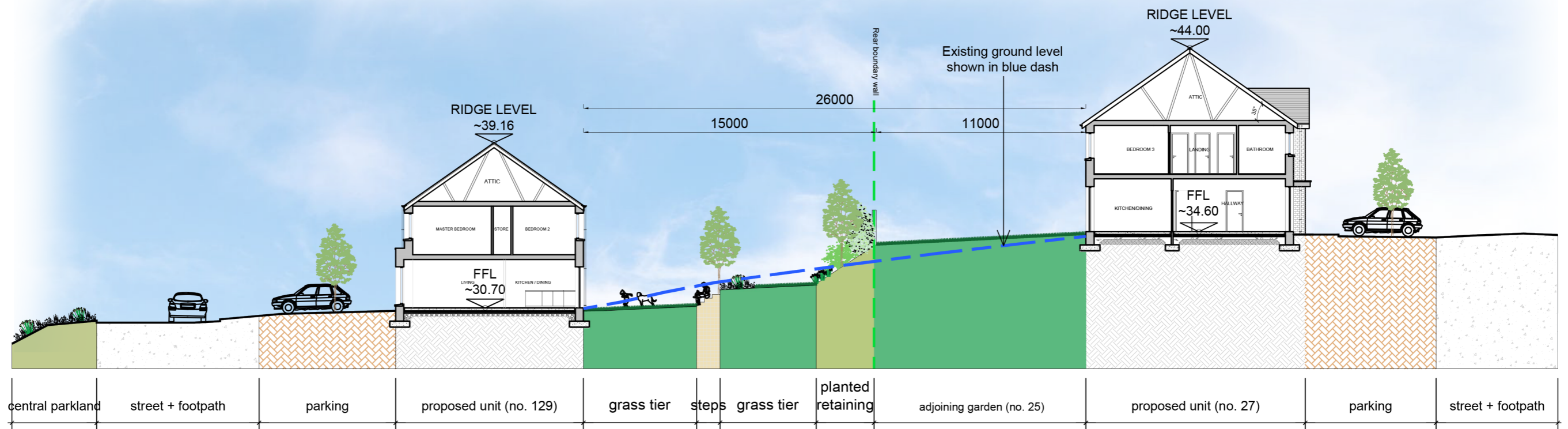
## 4.7 Private Amenity Space

The proposed houses on site have been allocated private amenity spaces in the form of rear gardens. The higher density units (apartments + duplex units) located in the centre of the site have access to either semi-private terrace areas at ground floor that overlook the public realm/open spaces or balconies on the upper level.

In areas of the site where the existing site levels require an approach that minimises cut/fill, a stepped arrangement is being proposed. In these areas the back-to-back separation distances are increased to 24-26m to prevent overlooking. To ensure that the usability of these spaces is maximised, a mix of terraced areas, planted retaining elements and screen planting will be utilised.



**Example** - steps incorporated within the lower private amenity space to help minimise cut/fill. In places, wider steps can be incorporated and utilised as informal places to sit



Site section through units 27 + 129 to show the private amenity space arrangement in areas of the site where the existing site levels require a stepped approach in order to minimise cut/fill on site.

# 4.0 Proposed Design

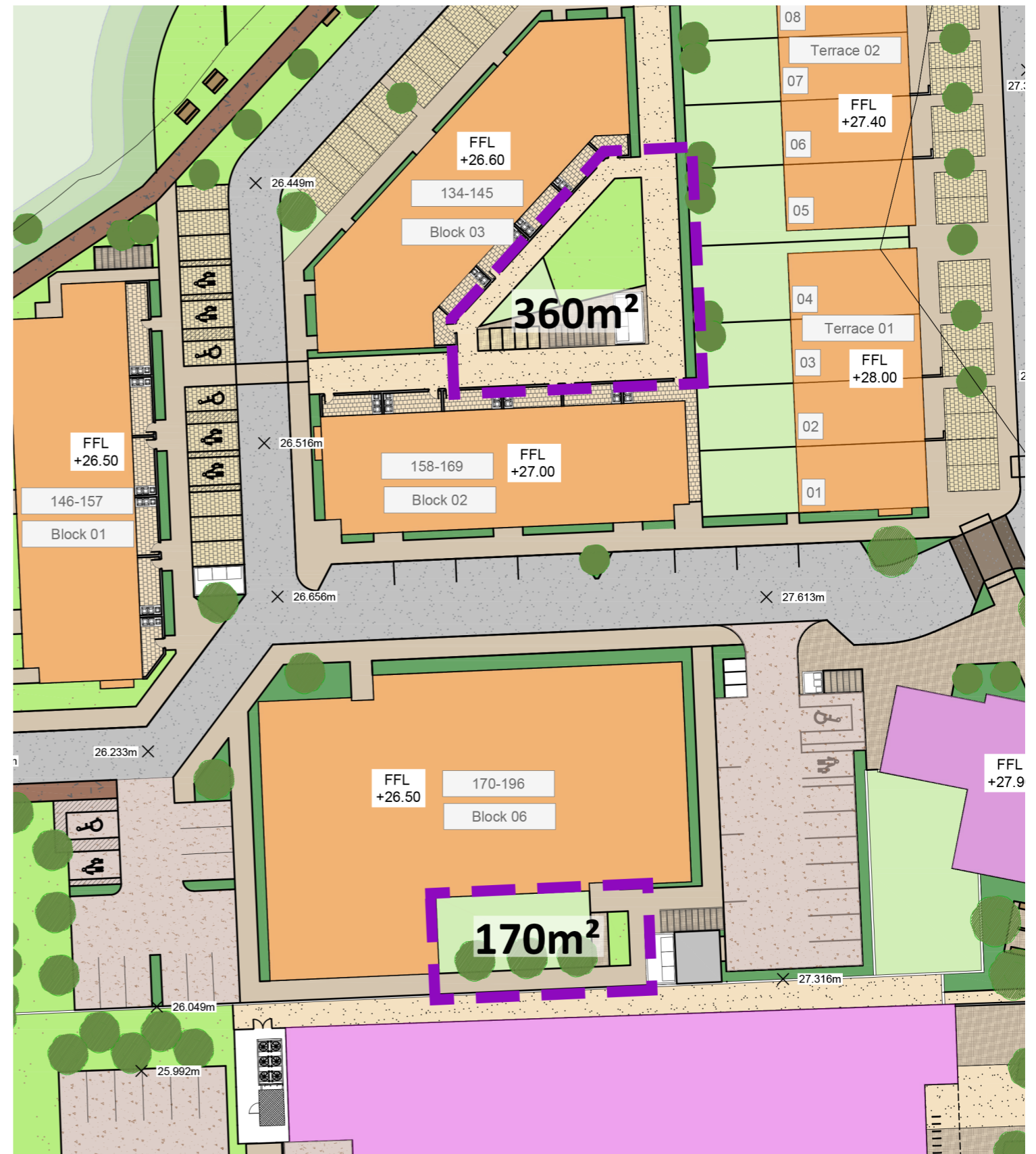
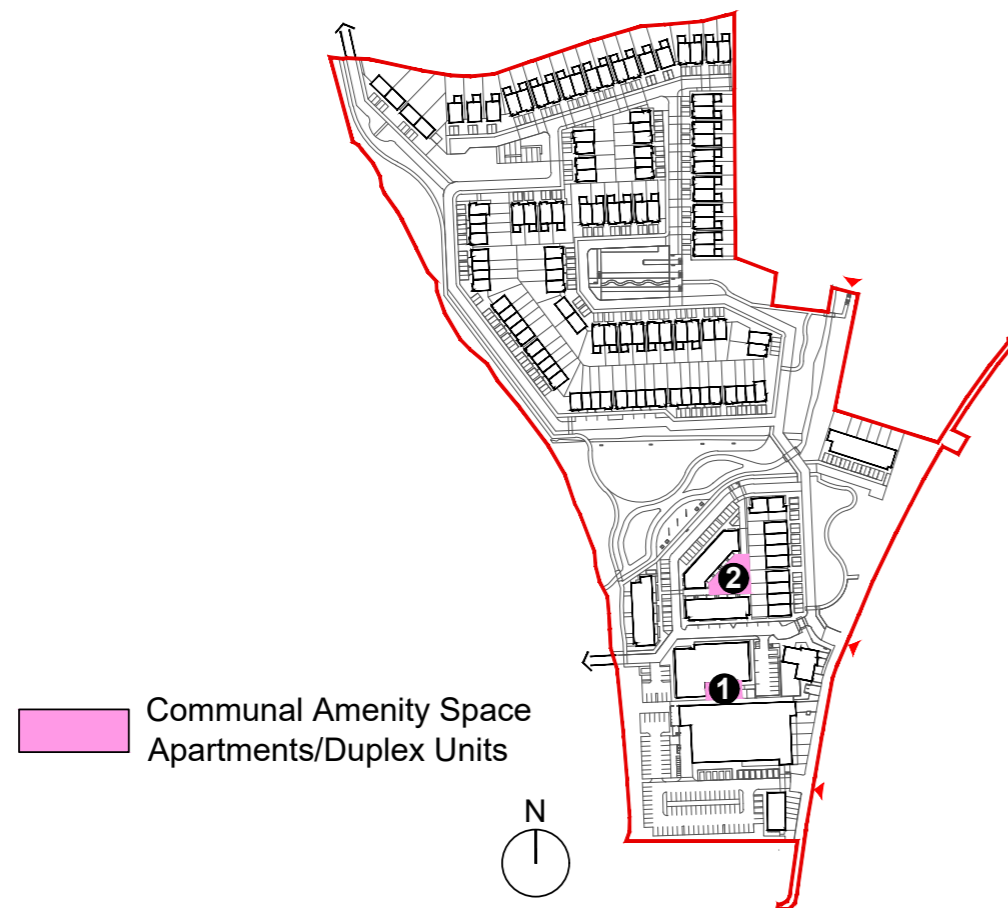
## 4.8 Communal Amenity Space - Apartments

In line with the requirements set out in the 2020 Apartment guidelines, on top of the private amenity spaces provided for all units on site, additional communal amenity areas for the apartments/duplex units has also been added.

These communal areas will provide valuable amenity spaces for the apartments and take the form of high quality breakout spaces that contain both hard and soft landscape treatments. The variety within these spaces offers flexibility and ensures that they can be fully utilised throughout the year.

As well as providing variety within the public realm, these communal areas will also create opportunities for localised informal play as well as social interaction between residents.

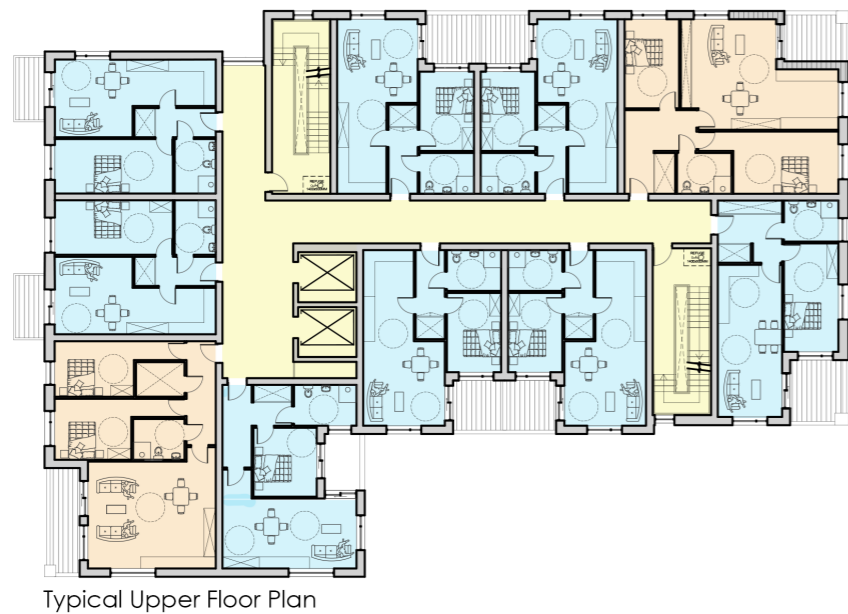
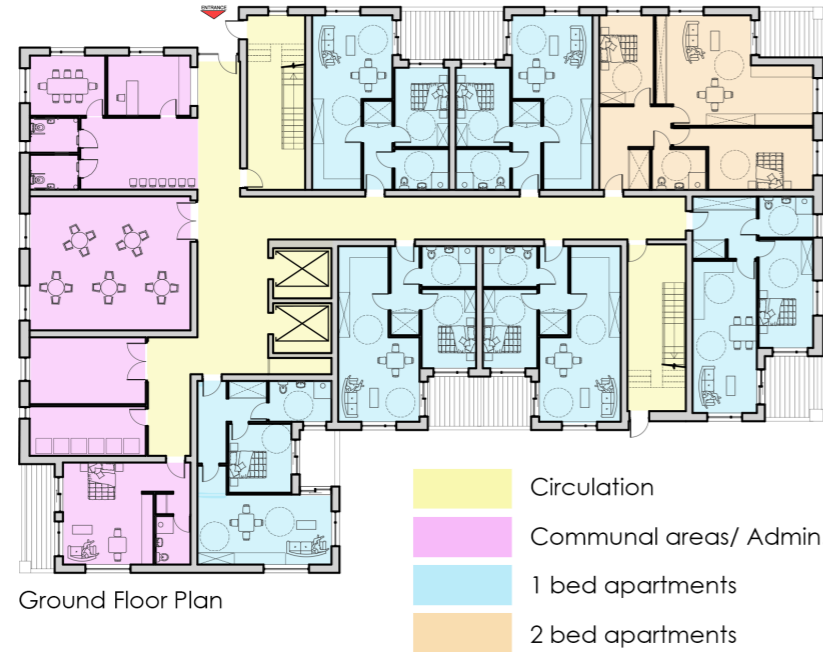
Communal Amenity Space for Apartments - minimum requirements	
Own Door Access Apartments/Duplex Units (54no)	332m <sup>2</sup>
Step Down Apartment Building (27no)	145m <sup>2</sup>
<b>Total Required</b>	<b>477m<sup>2</sup></b>
<b>Total Provided</b>	<b>530m<sup>2</sup> (111%)</b>



Communal Amenity Spaces - 2no areas allocated for the apartments/duplex units on site

# 4.0 Proposed Design

## 4.9 Step Down Apartment Block (Block 06)



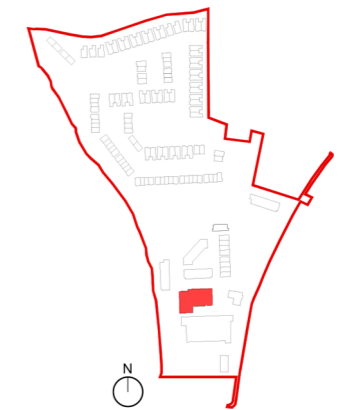
Generous glazing proportions and balcony detail



Beige brick



Light grey brick



MATERIAL FINISHES	
1	SELECTED BRICK OUTER LEAF, COLOUR: LIGHT BEIGE
2	SELECTED BRICK OUTER LEAF, COLOUR: LIGHT GREY
3	CONCRETE BLOCK CAVITY WALL WITH SMOOTH PLASTER FINISH, COLOUR: GREY
4	CONCRETE BLOCK CAVITY WALL WITH SMOOTH PLASTER FINISH, COLOUR: OFF-WHITE
5	UPVC DOUBLE GLAZED WINDOWS, COLOUR: GREY
6	UPVC DOUBLE GLAZED SLIDING DOORS COLOUR: GREY
7	GALVANISED STEEL HANDRAIL WITH VERTICAL STEEL RAILING
8	UPVC DOUBLE GLAZED ENTRANCE DOORS COLOUR: GREY
9	PRESSED METAL FINISH TO CANOPY, COLOUR: GREY
10	PRESSED METAL CAPPING TO PARAPET, COLOUR: GREY
11	TREATED TIMBER PRIVACY SCREEN

The step down apartment block (Block 06) is located near the residential site entrance in an area that is characterised by a tighter grain of development with higher density (central part of the site).

The block is 3 storeys in height and contains 27no apartments in total (22no 1 beds & 5no 2 beds) with a variety of communal facilities at entry level that can be utilised by residents (multi-purpose room/laundry/visitors bedroom/scooter charging etc.)



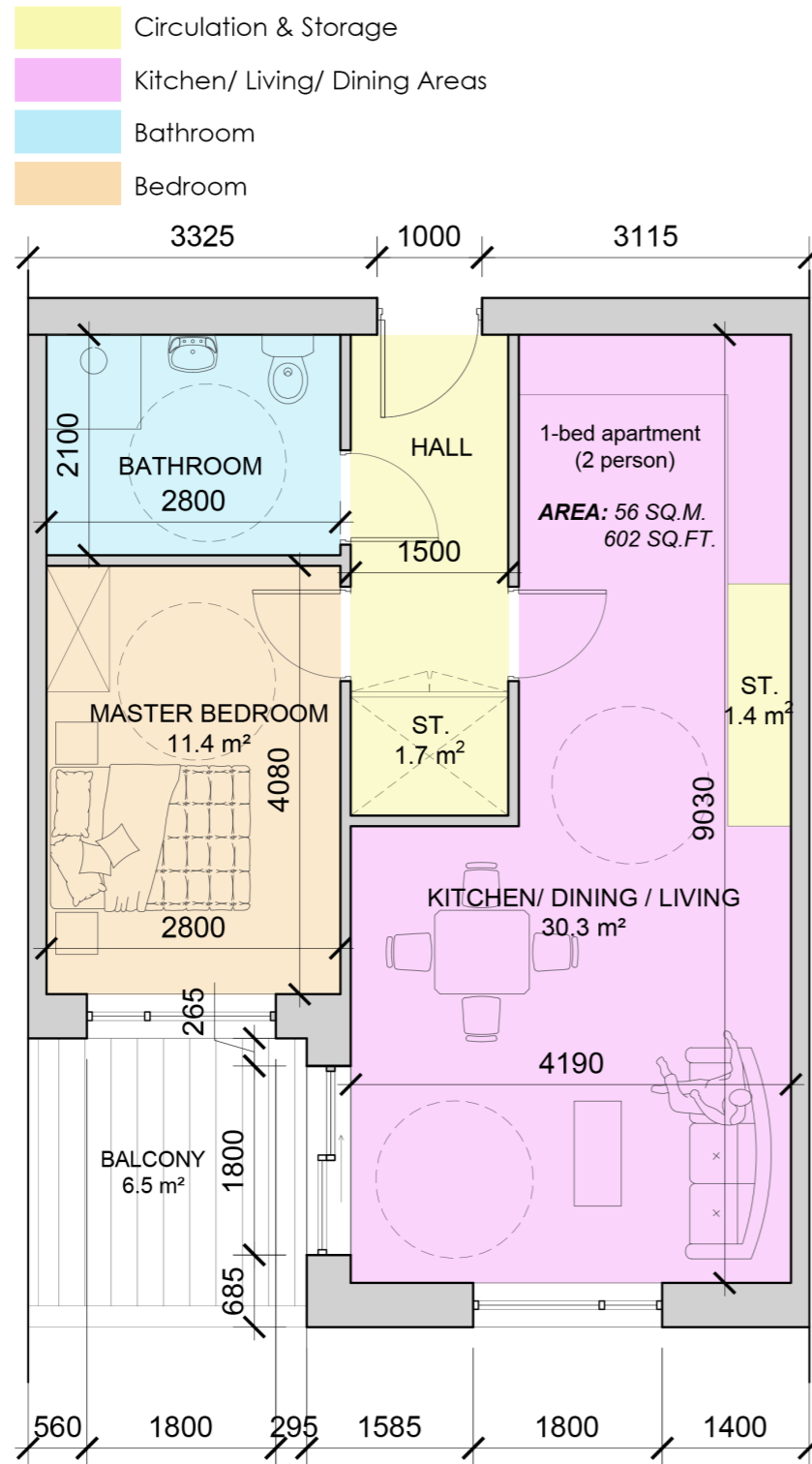
View of the north west corner



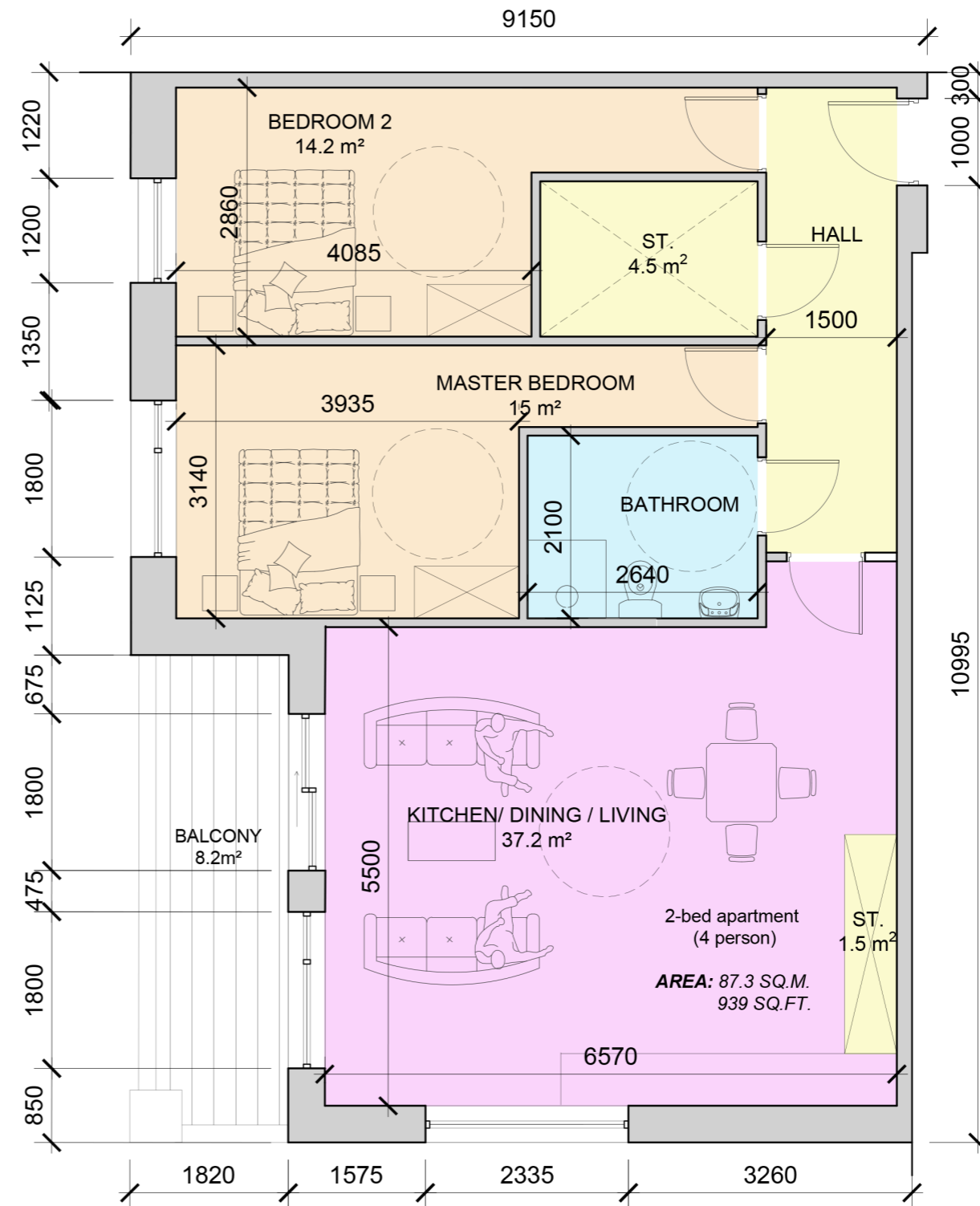
View of the north east corner

# 4.0 Proposed Design

## 4.10 Typical 1 + 2 Bed Step Down Apartments



Typical 1 bed apartment layout  
56 SQ.M



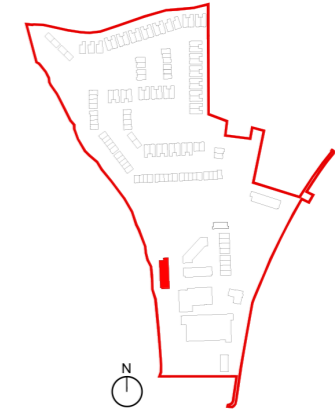
Typical 2 bed apartment layout  
87.3 SQ.M

# 4.0 Proposed Design

## 4.11 Duplex Block (Block 01)

Duplex Block 01 is located in the central area of the site in close proximity to the western boundary. On the western side of the block is an existing stream/proposed amenity walk and to the east is an internal street with residents parking. Given its prominent location, a key aspect of the design of this block was to create animated elevations that provide passive surveillance of the public realm.

Block 01 is 3 storeys in height and contains 12no apartments in total (5no 1 beds & 7no 2 beds).

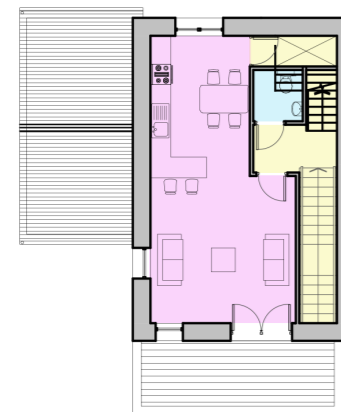


SF Plan

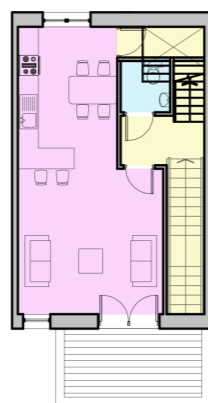
SF Plan

SF Plan

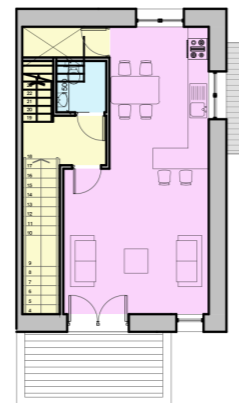
- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



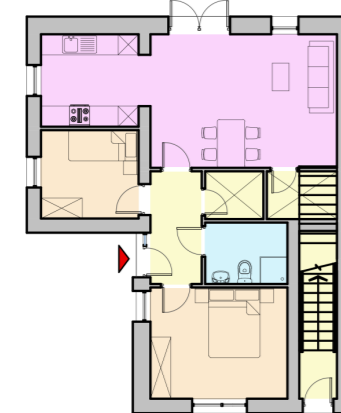
FF Plan



FF Plan

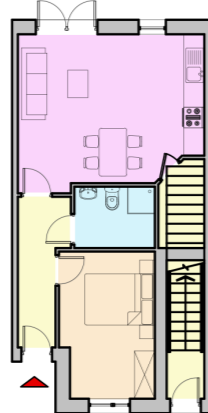


FF Plan



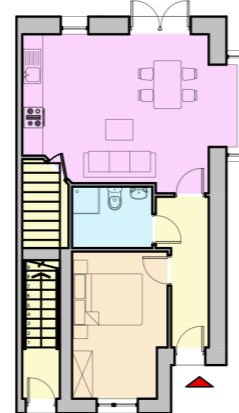
GF Plan

End unit - 2 bed GF apartment with 2 bed duplex over



GF Plan

Typical central unit - 1 bed GF apartment with 2 bed duplex over



GF Plan

End unit - 1 bed GF apartment with 2 bed duplex over



Eastern elevation



Western elevation



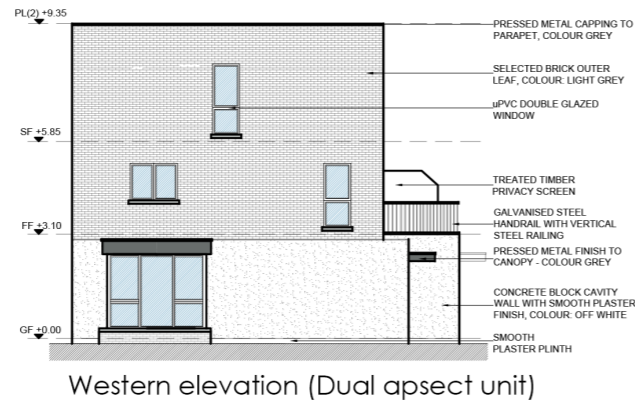
View of the eastern elevation



View of the western elevation

# 4.0 Proposed Design

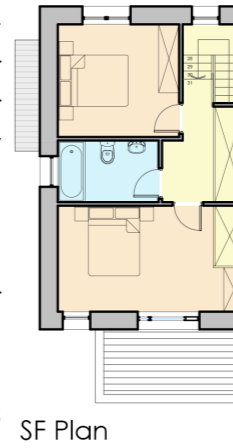
## 4.11 Duplex Block (Block 02)



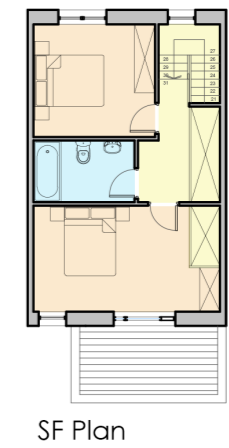
Western elevation (Dual aspect unit)

Duplex Block 02 is located along the secondary local street opposite the Step Down Apartment Block within Character Area 1. This Block, along with Block 04, defines the outer edge of a central courtyard area that is overlooked by surrounding units. The ground floor apartments have been allocated terrace areas that act as semi-private spaces that interact with this central space and provide passive surveillance which creates a safe environment for residents.

Block 02 is 3 storeys in height and contains 12no apartments in total (6no 1 beds & 6no 2 beds).



SF Plan

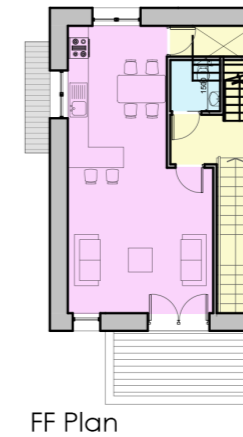


SF Plan

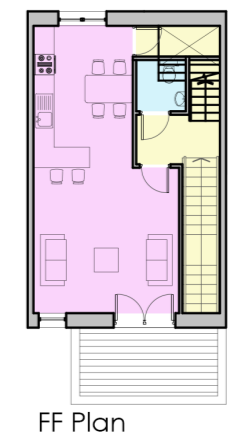


Southern elevation

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



FF Plan



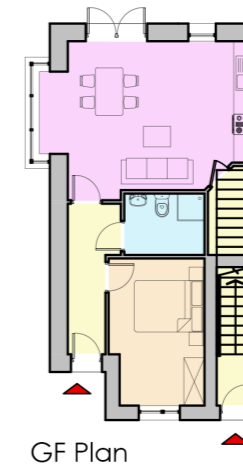
FF Plan



View of the northern elevation

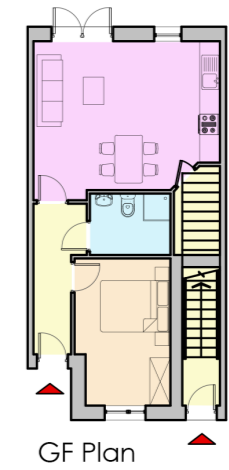


View of the southern elevation



GF Plan

End Unit - 1 bed GF apartment with 2 bed duplex over

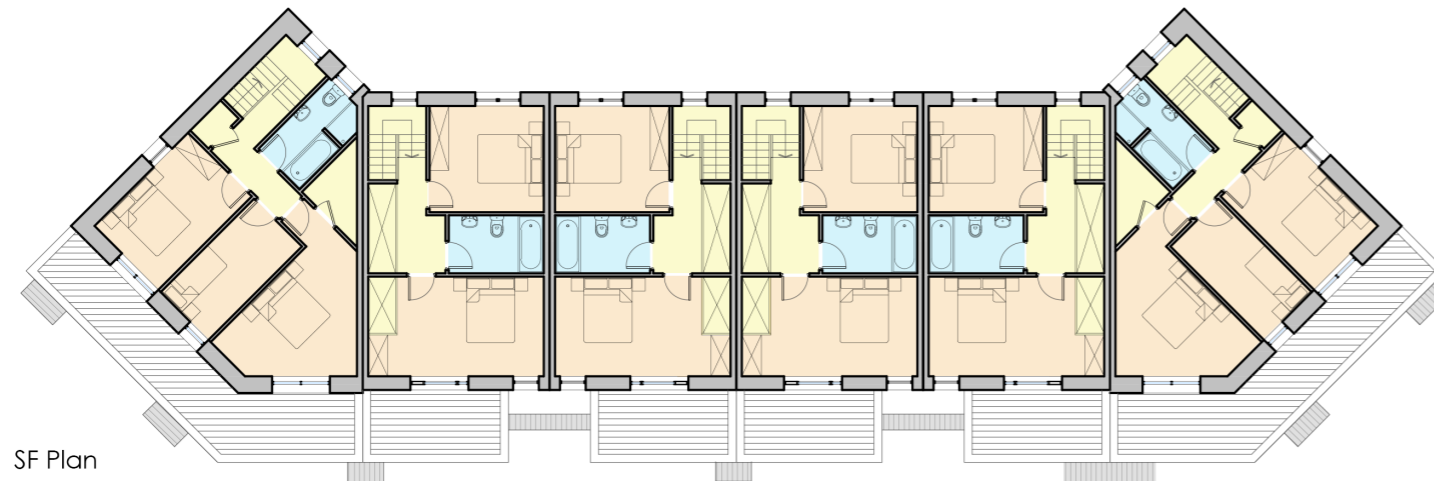


GF Plan

Typical Central Unit - 1 bed GF apartment with 2 bed duplex over

# 4.0 Proposed Design

## 4.11 Duplex Block (Block 03)

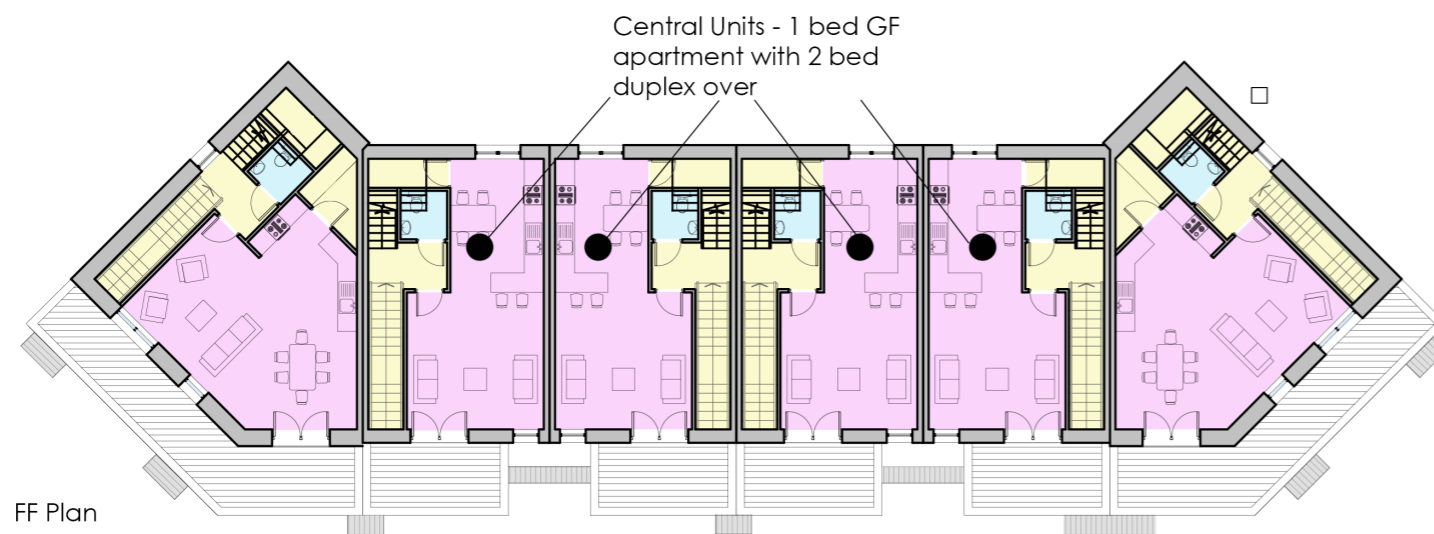


SF Plan

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom

Duplex Block 03 forms a strong urban backdrop along the southern edge of the central parkland space in an area that is characterised by high density units. The units within this block will benefit from unobstructed views of this communal amenity space.

Block 03 is 3 storeys in height and contains 12no apartments in total (4no 1 beds, 6no 2 beds & 2no. 3 beds).



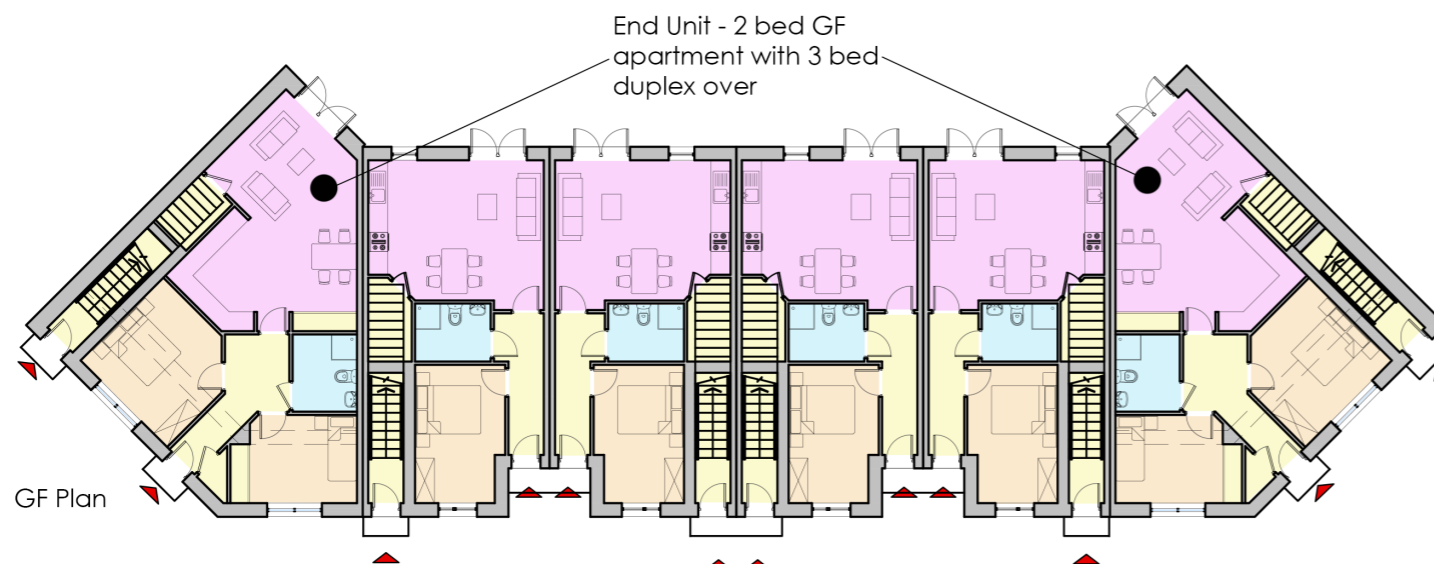
FF Plan



North western elevation



South eastern elevation



GF Plan

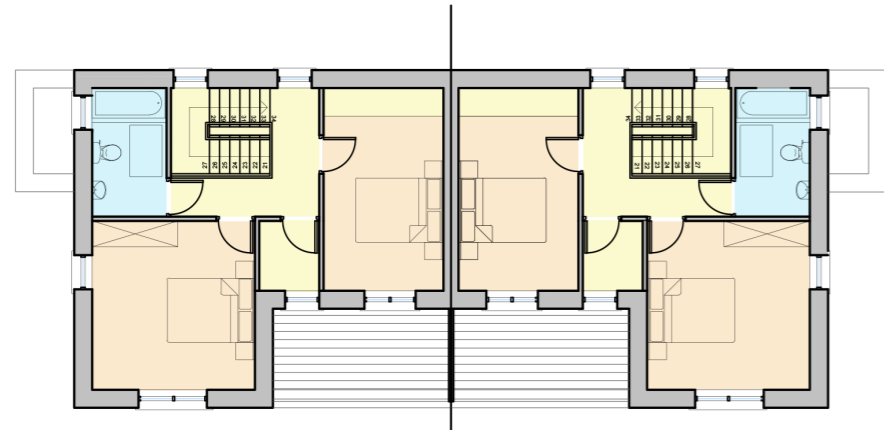


View of the north western elevation



# 4.0 Proposed Design

## 4.11 Duplex Block (Block 04)

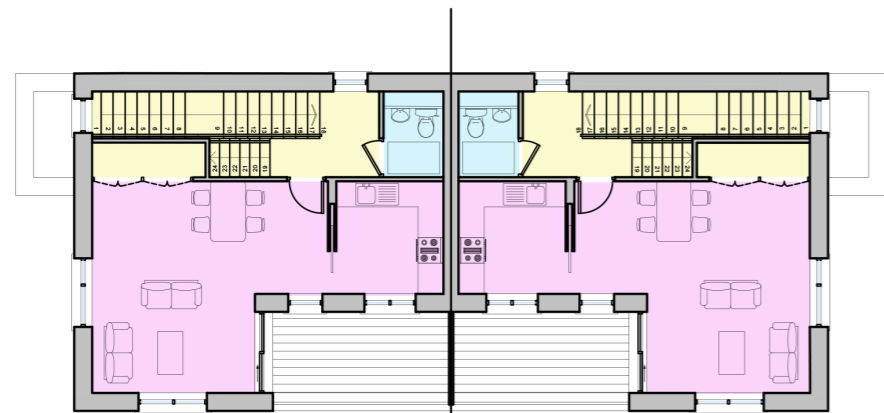


SF Plan

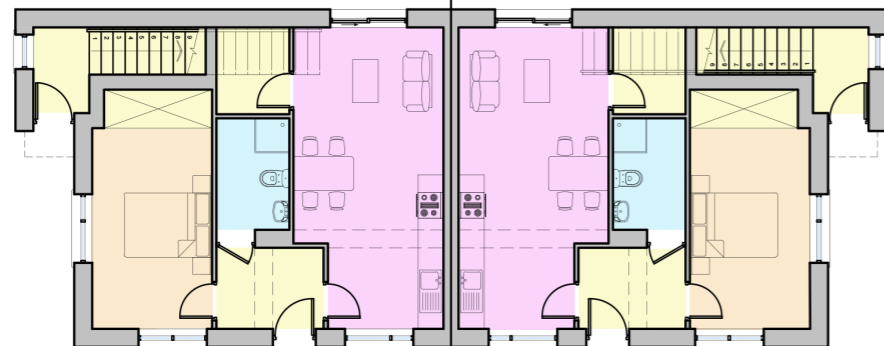
- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom

Duplex Block 04 is a feature corner building that is located to the north of the 3 storey townhouses that are positioned along the primary local street as you enter the site. The block has been orientated to form a strong corner that overlooks the generous central parkland space. The higher scaled units in the centre of the site will create a backdrop to this valuable amenity that is accessible to all residents.

The block is 3 storeys in height and contains 4no apartments in total (2no 1 beds & 2no 2 beds).



FF Plan



GF Plan  
1 bed GF apartment with 2 bed duplex over



Northern elevation



Western elevation



View of the northern elevation (overlooking the central parkland)





# 4.0 Proposed Design

## 4.11 Duplex Block (Block 05)

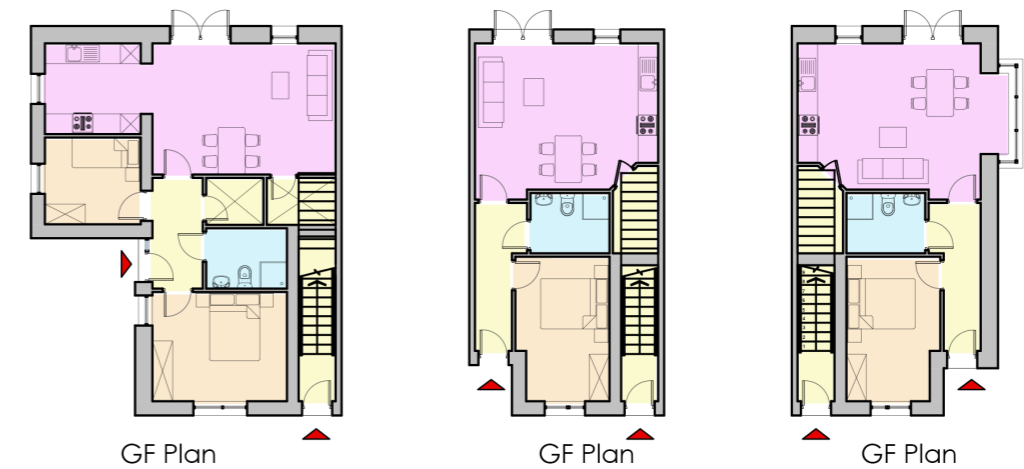
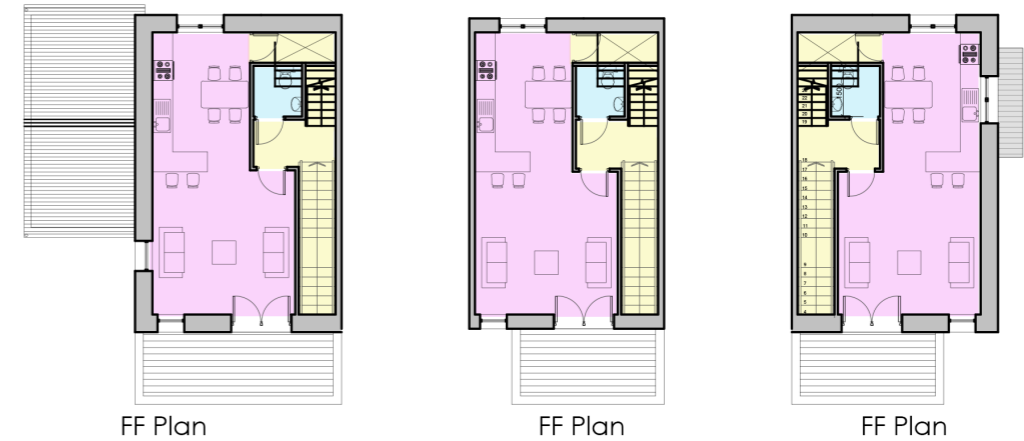
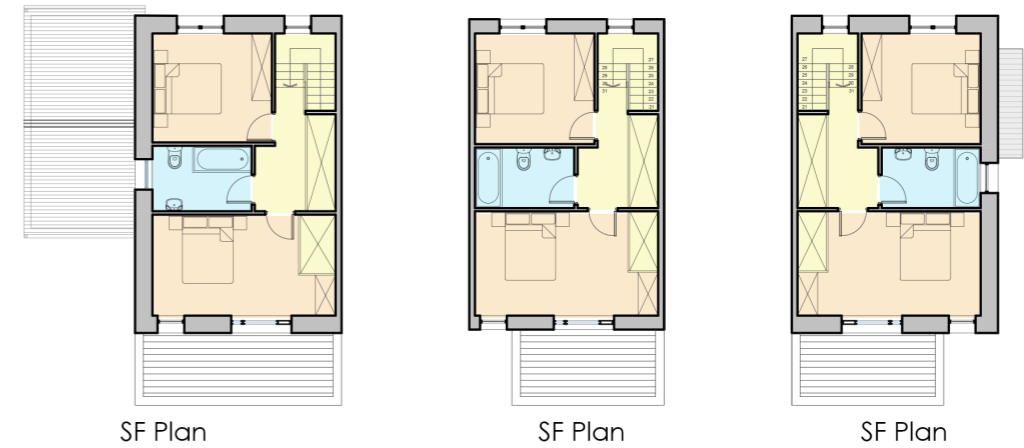
Duplex Block 05 is positioned to the north of the wooded area that is located at the residential entrance. It forms a node point along the primary local street/ pedestrian route heading northwards. Its distinctive architectural treatment and feature corner elements will aid residents/visitors to the site by providing an orientation cue for logical wayfinding.

The block is 3 storeys in height and contains 12no apartments in total (5no 1 beds & 7no 2 beds).

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



View of the southern elevation



End unit - 2 bed GF apartment with 2 bed duplex over

Typical central unit - 1 bed GF apartment with 2 bed duplex over

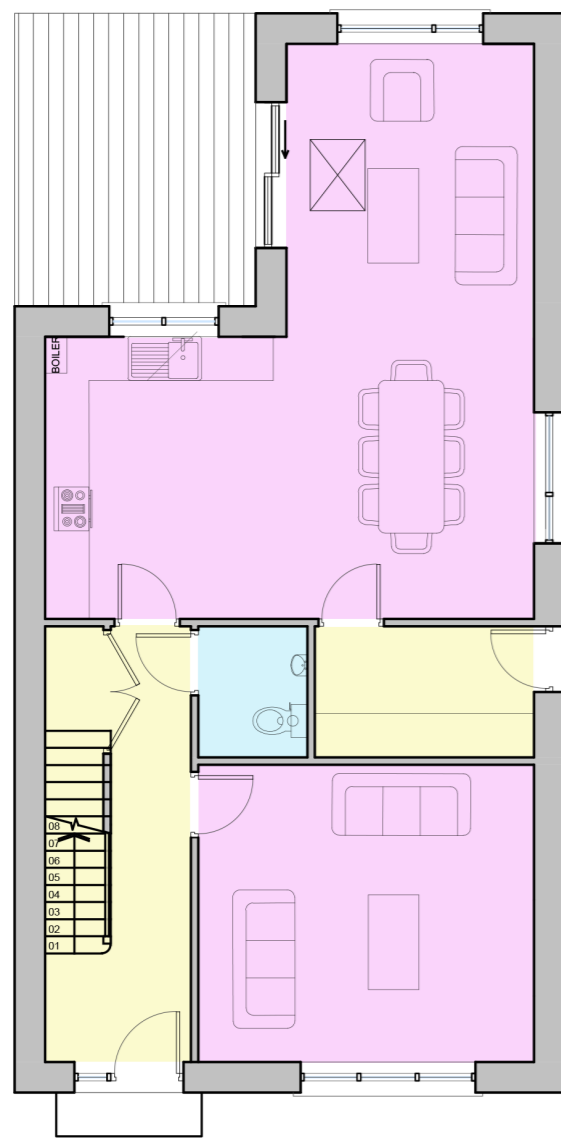
End unit - 1 bed GF apartment with 2 bed duplex over

# 4.0 Proposed Design

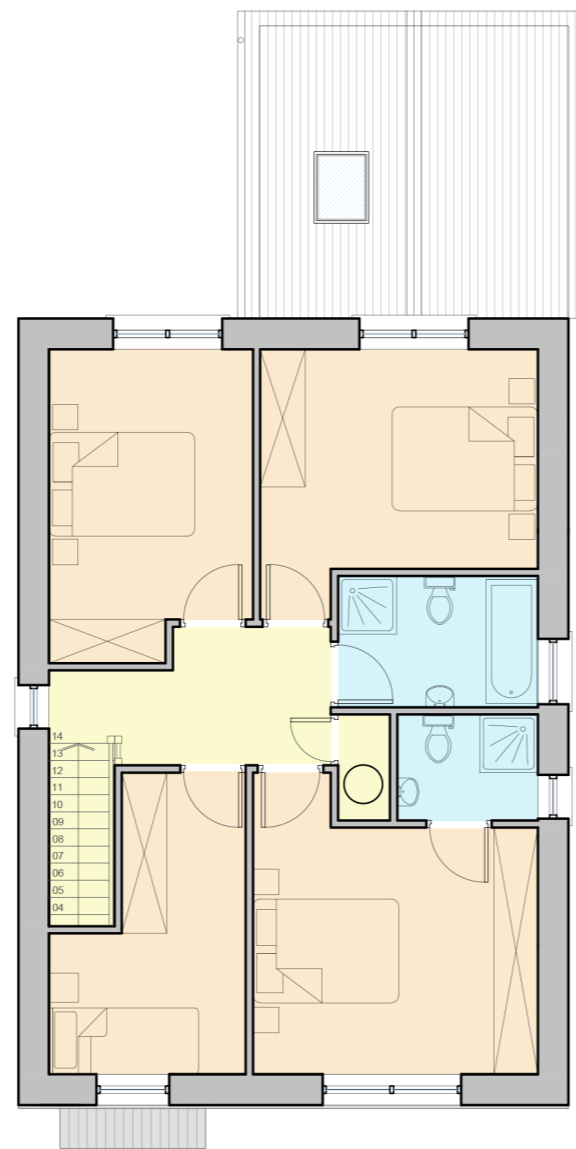
## 4.12 Typical House Type Examples (Type A2)

House type A2 is a contemporary 2 storey 4 bedroom detached dwelling with a mix of brick and render finish. This unit type is located on the northern part of the site and includes generous glazing proportions which ensure that the south facing views are fully utilised from within the ample living + bedroom accommodation.

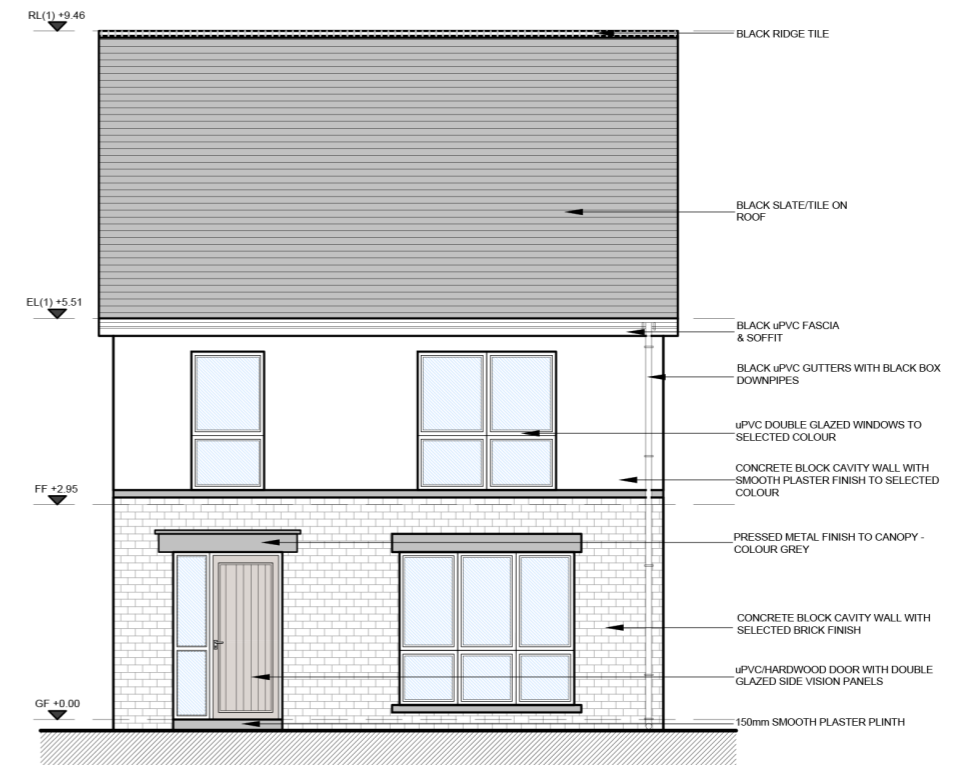
- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



Ground Floor Plan  
Unit Type A2



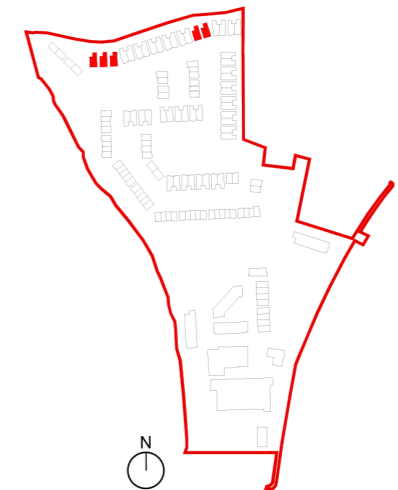
First Floor Plan  
Unit Type A2



Front elevation

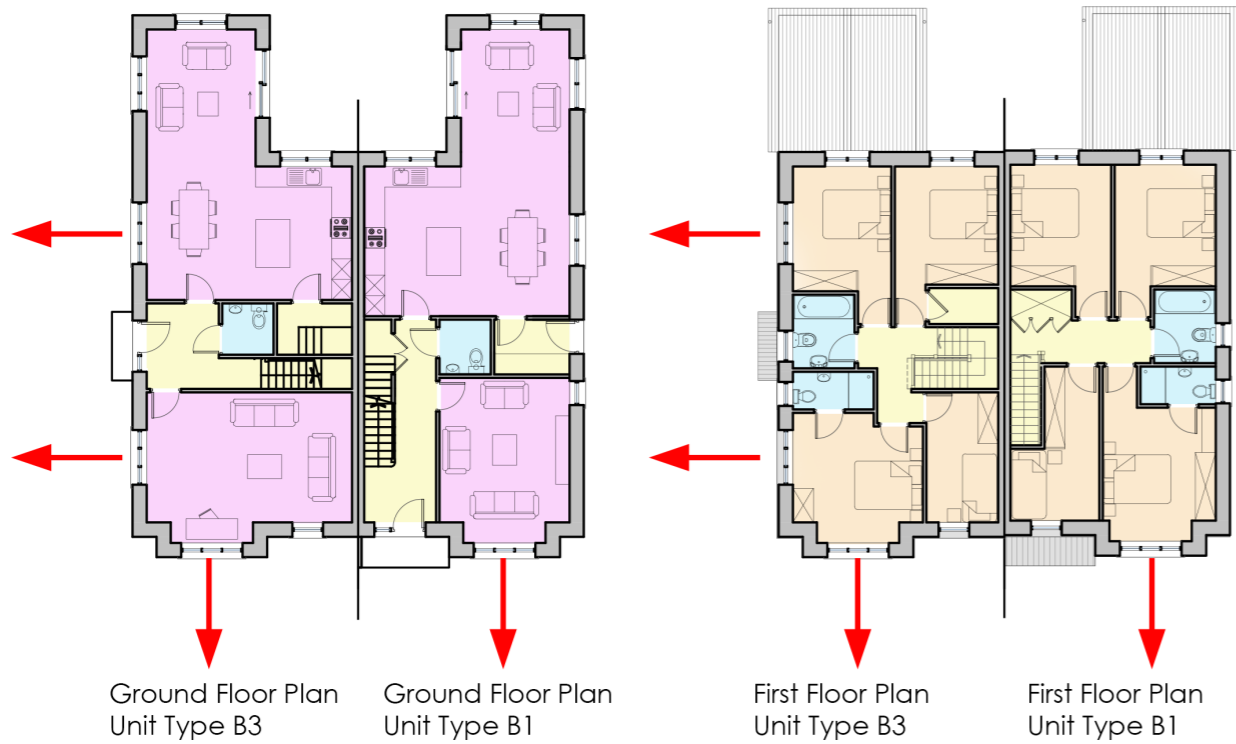


CGI View



# 4.0 Proposed Design

## 4.12 Typical House Type Examples (Type B1 + B3)



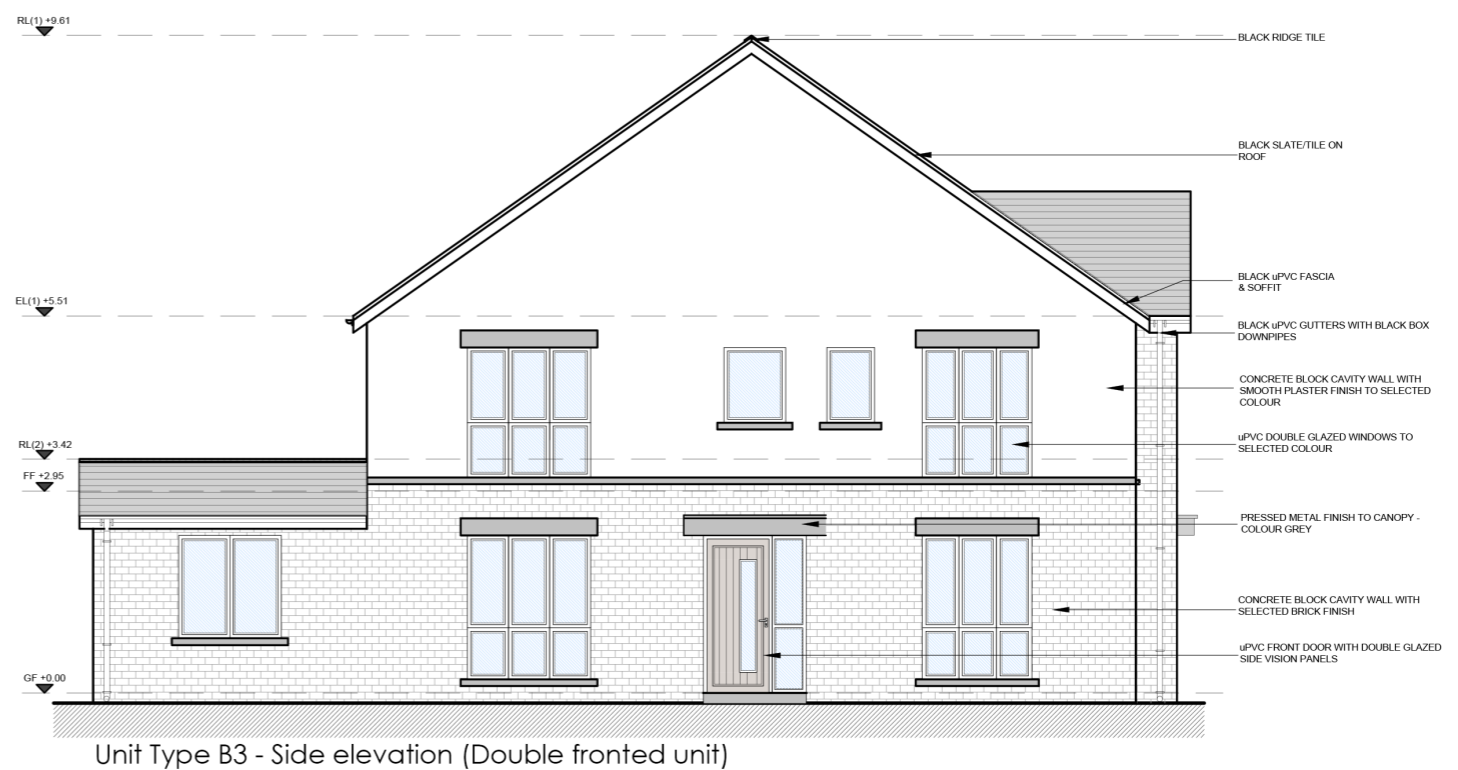
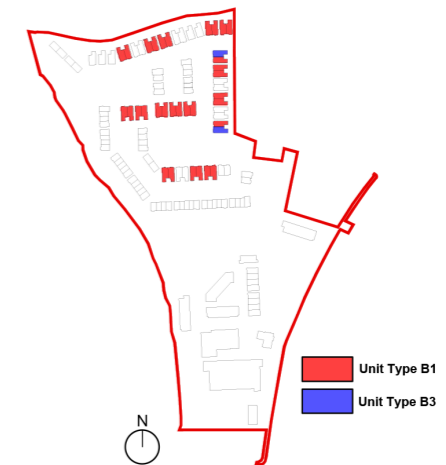
- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom

B Type units are 4 bed semi-detached units that are located on the northern part of the site.

On prominent corners, feature dual aspect units (type B3) have been positioned to act as node points and to provide passive surveillance of open spaces and internal streets to create a safe environment for residents



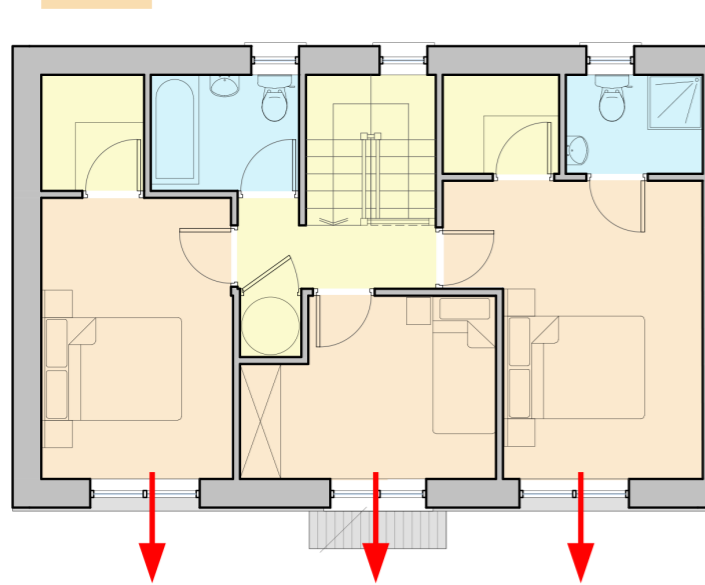
CGI View



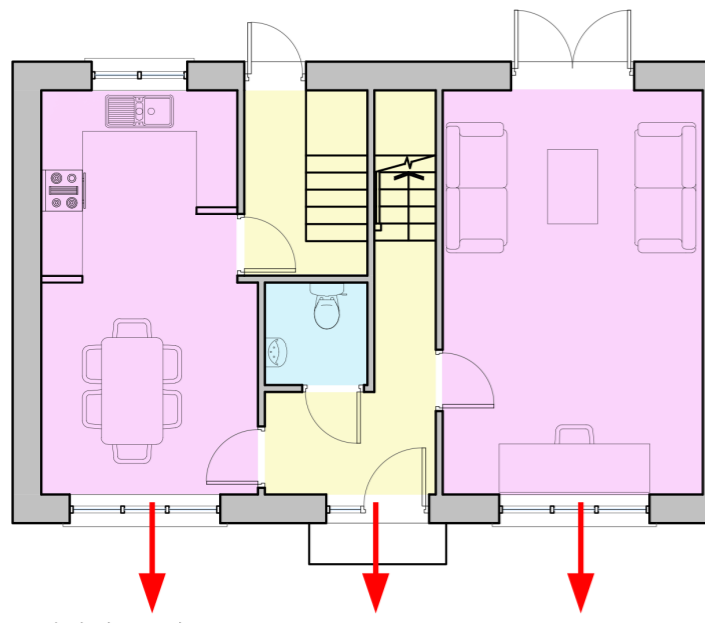
# 4.0 Proposed Design

## 4.12 Typical House Type Examples (Type C4)

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



Ground Floor Plan  
Unit Type C4



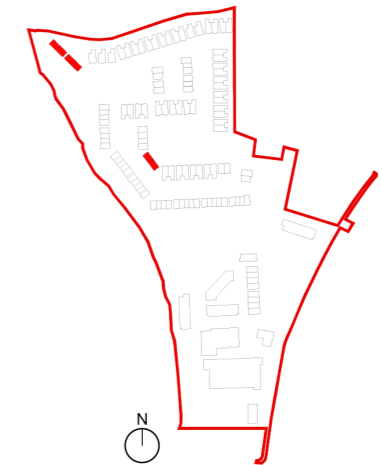
First Floor Plan  
Unit Type C4

C Type units are 3 bed semi-detached units that are located on the northern part of the site.

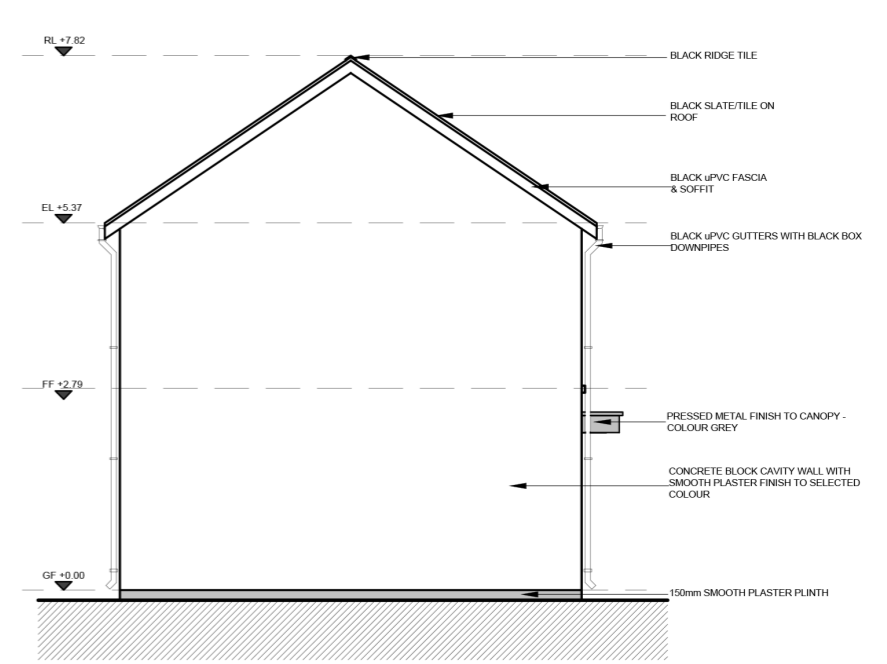
In areas of the site where reduced back to back distances exist, alternative units (type C4) have been introduced. Habitable rooms are located to the front of this dwelling type which allows the rear garden depths to reduce. The required garden areas are still achieved given the wider footprint for this unit type



CGI View



Unit Type C4 - Front elevation



Unit Type C4 - Side elevation

# 4.0 Proposed Design

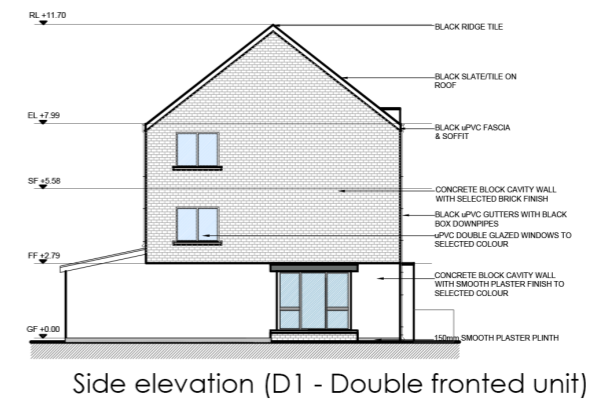
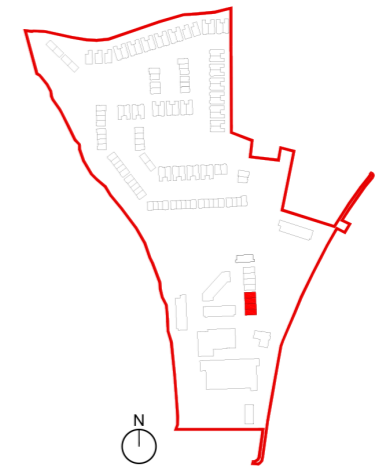
## 4.12 Typical House Type Examples (Type D1-D3)



CGI View

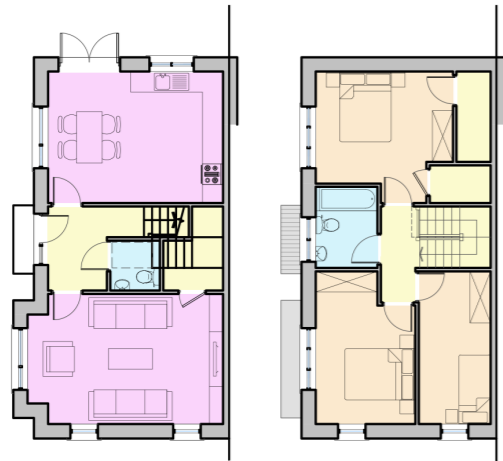
Located within character area 1 near the residential site entrance, D Type units are 4 bed (3 storey) townhouses. These units are positioned along the primary local street and are a continuation of the urban edge that has been created along the existing R617.

A feature dual aspect unit (Type D1) is located on the corner as you enter the site and overlooks both the primary local street and the secondary local street heading westwards. The aesthetic for the D unit types is modern with an off-white render base and brick upper floors. A pop-up detail has been incorporated on the top floor to break up the eaves line and to create an interesting architectural feature on these prominent units.



# 4.0 Proposed Design

## 4.12 Typical House Type Examples (Type E1 + F2)



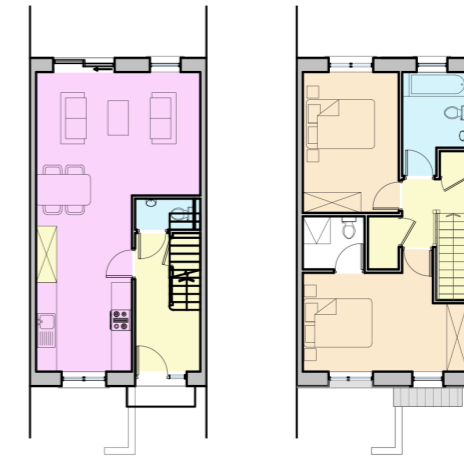
Ground Floor Plan (Type E1)

First Floor Plan (Type E1)

Located within character areas 1 and 3 the E Type units are 3 bed townhouses. These units take the form of central/end and corner units.

Feature dual aspect units (Type E1) are located on the prominent corners throughout the site and act as node points and create wayfinding cues for residents and visitors.

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



Ground Floor Plan (Type F2)

First Floor Plan (Type F2)



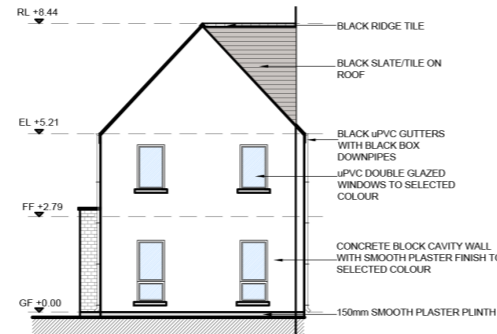
CGI View (Type E1)



CGI View (Type F2)

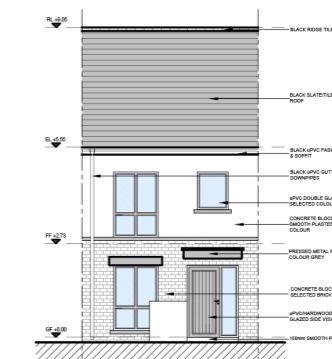


Front/Side elevation (Type E1)



Front elevation (Type E1)

Located within character areas 1 + 3 the F Type units are 2 bed central townhouses. These smaller more efficient units will create a vibrant mix of unit types and help meet the varying requirements for future occupants



Front elevation (Type F2)

# 4.0 Proposed Design

## 4.13 Crèche

The design and location of the crèche has been carefully considered in relation to how it fits within the proposed development in order to create a feature building that is in close proximity to the residential site entrance. It forms part of the urban edge along the existing R617 and overlooks a plaza that creates an animated threshold between the existing public road and proposed scheme.

By locating the crèche in a place that is easily accessible to both the future residents of the scheme as well as the existing residents in the immediate vicinity of the site, this ensures that it will be fully utilised by those living within the development as well as the wider communities within Cloghroe and Tower.

The 404.9m<sup>2</sup> crèche has been designed to accommodate 42no children in total and contains 3no generous playrooms that can accommodate the following mix:

- Baby Room - 9no children
- Toddler Room - 13no children
- Pre-School Room - 20no children

The crèche has access to a generous outside space (180m<sup>2</sup>) along with bike/vehicle parking for staff and visitors.



## 5.0 Visualisations (G-NET)





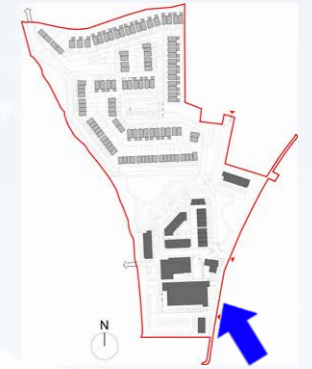
## 5.0 Visualisations (G-NET)

### 5.1 3 storey townhouse units at residential site entrance



# 5.0 Visualisations (G-NET)

## 5.2 Urban edge - retail food store, cafe + crèche along the R617



# 5.0 Visualisations (G-NET)

## 5.3 Quadrangle terraced amenity



# 5.0 Visualisations (G-NET)

## 5.4 Central parkland area

