



**PROPOSED DEVELOPMENT  
OLD MARKET PLACE,  
CORK**

**Design Statement**

**PROJECT NO.: 23120**

**FEBRUARY 2026**

prepared by:

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**Proposed Development  
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Cork**

## 1.0 Schedule

<b>SITE AREA</b>	0.0561 Ha		
<b>DENSITY</b>	249.5 Units/Ha (14/0.0561)		
<b>USABLE OPEN SPACE</b>	min 12%		
<b>SCHEDULE OF ACCOMMODATION</b>			
APARTMENT NO.	NO. OF BEDS	AREA	STORAGE
Ground Floor			
APARTMENT 1	1 BED (2P)	50.6 m <sup>2</sup>	3.2 m <sup>2</sup>
APARTMENT 2	1 BED (2P)	45.8 m <sup>2</sup>	3 m <sup>2</sup>
APARTMENT 3	1 BED (2P)	45.6 m <sup>2</sup>	3 m <sup>2</sup>
APARTMENT 4	1 BED (2P)	46.0 m <sup>2</sup>	3 m <sup>2</sup>
First Floor			
APARTMENT 5	1 BED (2P)	50.6 m <sup>2</sup>	3.2 m <sup>2</sup>
APARTMENT 6	1 BED (2P)	45.8 m <sup>2</sup>	3 m <sup>2</sup>
APARTMENT 7	1 BED (2P)	45.6 m <sup>2</sup>	3 m <sup>2</sup>
APARTMENT 8	1 BED (2P)	46.0 m <sup>2</sup>	3 m <sup>2</sup>
Second Floor			
APARTMENT 9	1 BED (2P)	50.6 m <sup>2</sup>	3.2 m <sup>2</sup>
APARTMENT 10	1 BED (2P)	45.8 m <sup>2</sup>	3 m <sup>2</sup>
APARTMENT 11	1 BED (2P)	45.6 m <sup>2</sup>	3 m <sup>2</sup>
APARTMENT 12	1 BED (2P)	46.0 m <sup>2</sup>	3 m <sup>2</sup>
Third Floor			
APARTMENT 13	2 BED (4P)	79 m <sup>2</sup>	6 m <sup>2</sup>
APARTMENT 14	2 BED (4P)	74.9 m <sup>2</sup>	6 m <sup>2</sup>



## 2.0 Brief

Providing exceptional new homes in a sustainable and commercially viable manner, in a well connected, desirable place to live, is the ultimate goal of this new development at Old Market Place, Cork.

The subject site is located less than 1 km to the north of Cork City Centre and is surrounded by a host of public amenities. On the path to building a successful new development we prioritise design, adhering to the guidelines set out in the Planning Design Standards for Apartments - Guidelines for Planning Authorities (2025), in the Sustainable Residential Development and Compact Settlements 2024, and in Cork City Development Plan 2022-2028.

It is envisaged to provide a mix of 1 & 2 bed apartments with outdoor private amenity spaces. This will contribute greatly to the quality of life of future residents with adequate bin and bike storage also provided.

This new building, which makes use of an abandoned site will help to reintegrate this site into community life once again. With the prominent location of the site on the corner of Glen Ryan Rd., Wolfe Tone St. and Cathedral Ave, the aim is to make this a new nodal point connecting the local community and to enhance the urban architecture and social cohesion of the area.



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## 2.1 Sustainable Residential Development and Compact Settlements Guidelines

The 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' was introduced in 2024 which included a number of additional items to consider when developing a scheme, including some key indicators of quality design and placemaking.

These new guidelines focus mainly on sustainable residential developments and the creation of compact settlements through innovative designs and higher quality public and private amenity spaces. These guidelines consider the renewal of existing settlements and the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The key indicators below, along with the updated density and private amenity policies ensure that a new scheme will be developed to a high standard and in line with existing and future Government policies.

### SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles such as;

- A **permeable and legible urban environment** focusing on sustainable modes of transport,
- Connections to wider urban street and transport networks for **improved connections between communities**,
- The prioritising of **active travel and traffic calming** measures, and,
- The **minimising of car parking** throughout a development,

Will ensure that settlements are vibrant, and will allow vulnerable users to freely travel, and access services both within and around the scheme with ease.

### MIX AND DISTRIBUTION OF USES

Key principles such as;

- Planning for the **activation of outdoor spaces and the public realm** to promote more liveable cities and town centres,
- The uses should **cater for public transport, services, and amenities** around a hierarchy of local centres that support residential communities, and,
- The implementation of a **diverse mix of housing and a variety of housing densities** across settlements, with the introduction of innovative housing types that can facilitate compact growth and to cater for a range of users,

Need to be implemented to reduce the need for travel and to create more vibrant and active spaces.

### GREEN AND BLUE INFRASTRUCTURE

Key principles such as;

- A plan for the **protection, restoration, and enhancement of natural features**, biodiversity and landscape,
- An integrated network of **multifunctional and interlinked urban green spaces**, and,
- The promotion of Urban Greening and **Nature based Solutions (SuDS)**,

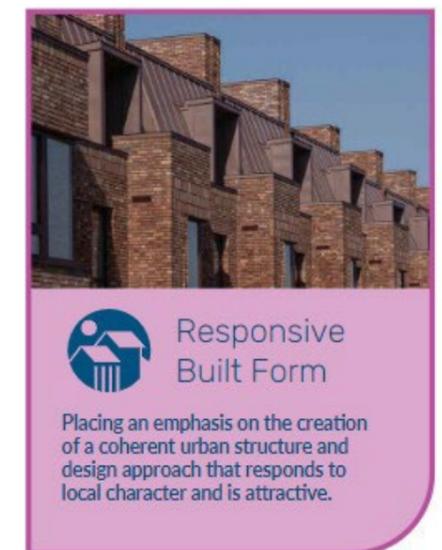
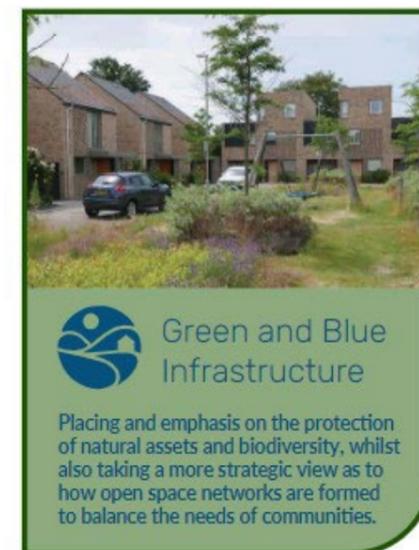
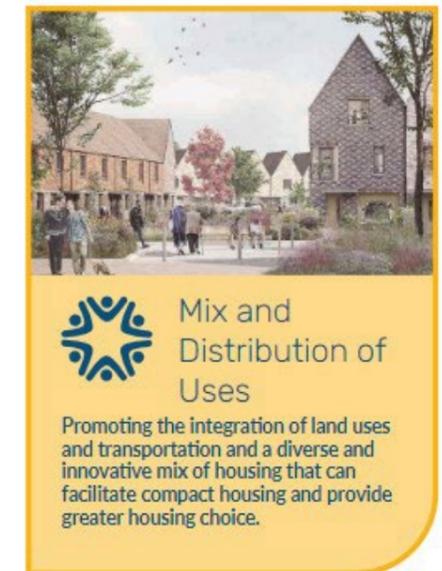
Will deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places.

### RESPONSIVE BUILT FORM

Key principles such as;

- The formation of a legible and coherent urban structure with **landmark buildings and focal points**,
- The establishment of a pattern of development regarding **height, scale, and massing** to positively enhance the area with well **defined built edges and well-overlooked open spaces**,
- The strengthening of the overall urban structure with the **opportunities for new linkages**, and
- The embracing of **modern architecture and urban design** that is innovative and varied, and made of **high quality and durable materials**.

Will need to be addressed to ensure the creation of attractive and well-design settlements.



## 2.2 Site Context

The subject site is located in the central suburbs of Cork, just outside the Cork City Docklands boundary. Access is provided from Glen Ryan Road, and the site is well served by nearby bus stops, shops, and other local facilities. The site extends to approximately 0.056 hectares and contains an existing exposed steel structure. Glen Ryan Road and Wolfe Tone Road bounds the site to the south and east, with residential development along the remaining boundaries.

Cork City Centre is approximately a 10-minute walk from the site, which is also in close proximity to a range of public amenities, including retail shops, supermarkets, and public parks.

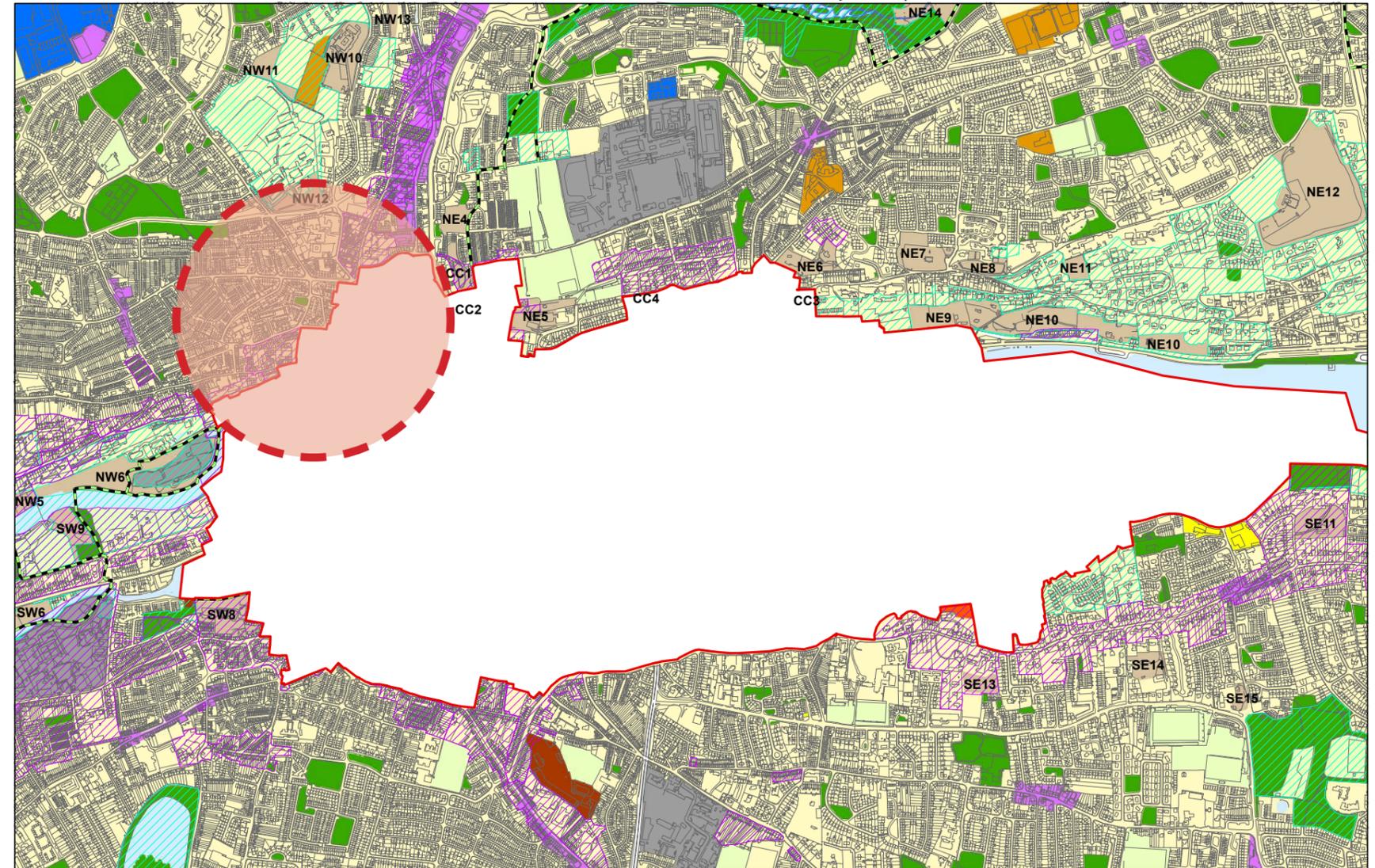
The design approach responds to the distinctive character of the surrounding area and the existing site features. A strategic response to the site's characteristics and boundary conditions ensures the distinctiveness and connectivity of the proposed apartment scheme.

The site is zoned "Sustainable Residential Neighbourhoods" (ZO 01) under the Cork City Development Plan 2022–2028.

MAP 03 Central-Suburbs

Cork City Development Plan 2022 - 2028

Base map © OSI, all rights reserved.

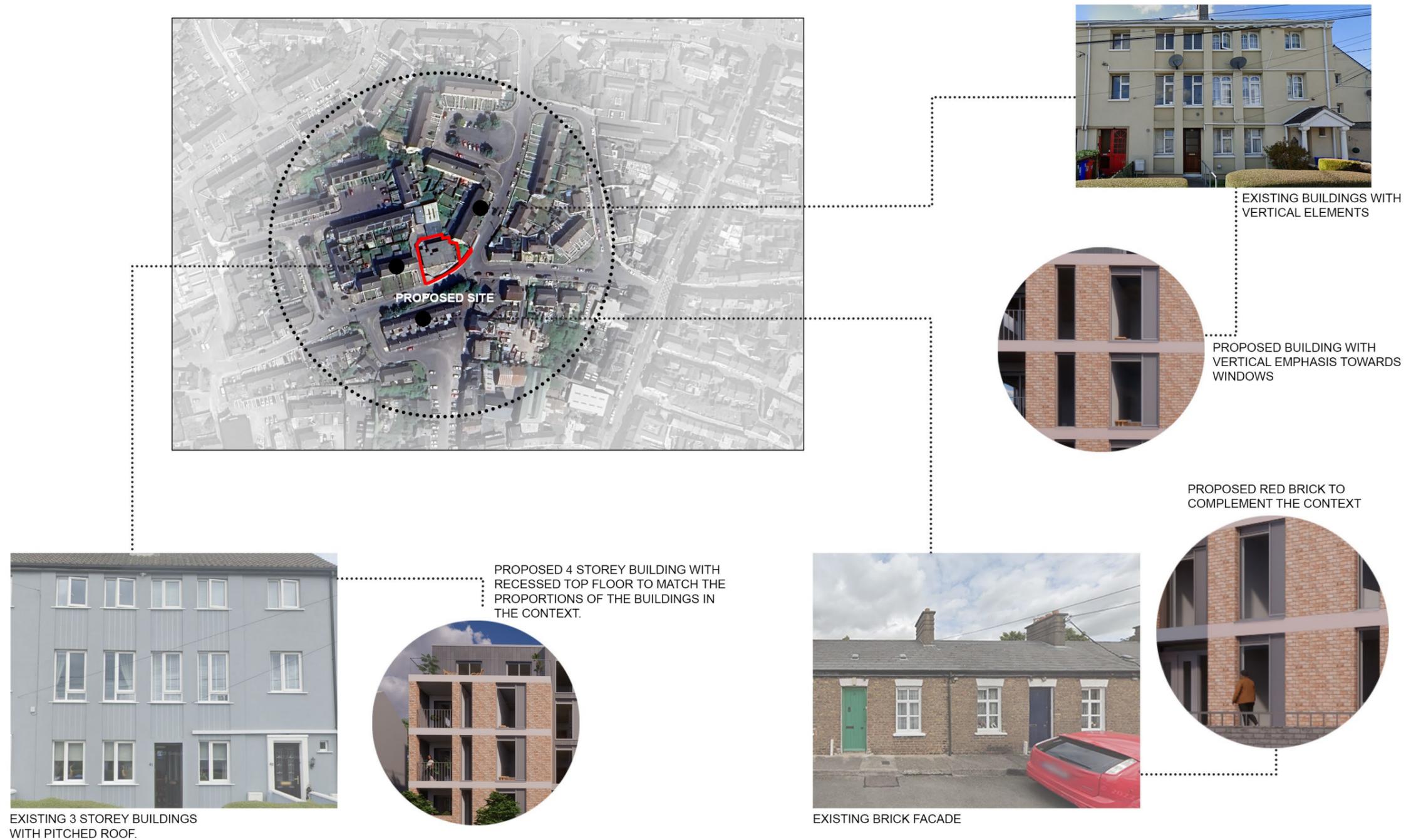


## 2.2 Site Context



## 2.3 Context Analysis

A review of the surrounding local architectural context and of the landscape of the area has been carried out. This has influenced the final proposal which blends into its context while bringing a new identity and a recognisable character. There are a number of pocket public spaces around the site which are surrounded by mainly residential buildings. These buildings are characterised by the use of render with different colours and by the use of brick. Some of these buildings are 3 storeys with a vertical emphasis to the windows.



## 2.4 Site Constraints

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

There is an existing steel structure on site that is to be demolished. Since the site is roughly 1.5m above the level of Glen Ryan Road, the proposed finished ground floor level is at +33.17m. The public footpath to the south of the site, where we propose to enter the site, is at a level of +32.00m.

This leaves a level difference of 1.17m between the public footpath and finished floor level. We intend to provide a Part M compliant ramp access along with ambulant stair access to get up to this finished floor level from the public footpath.

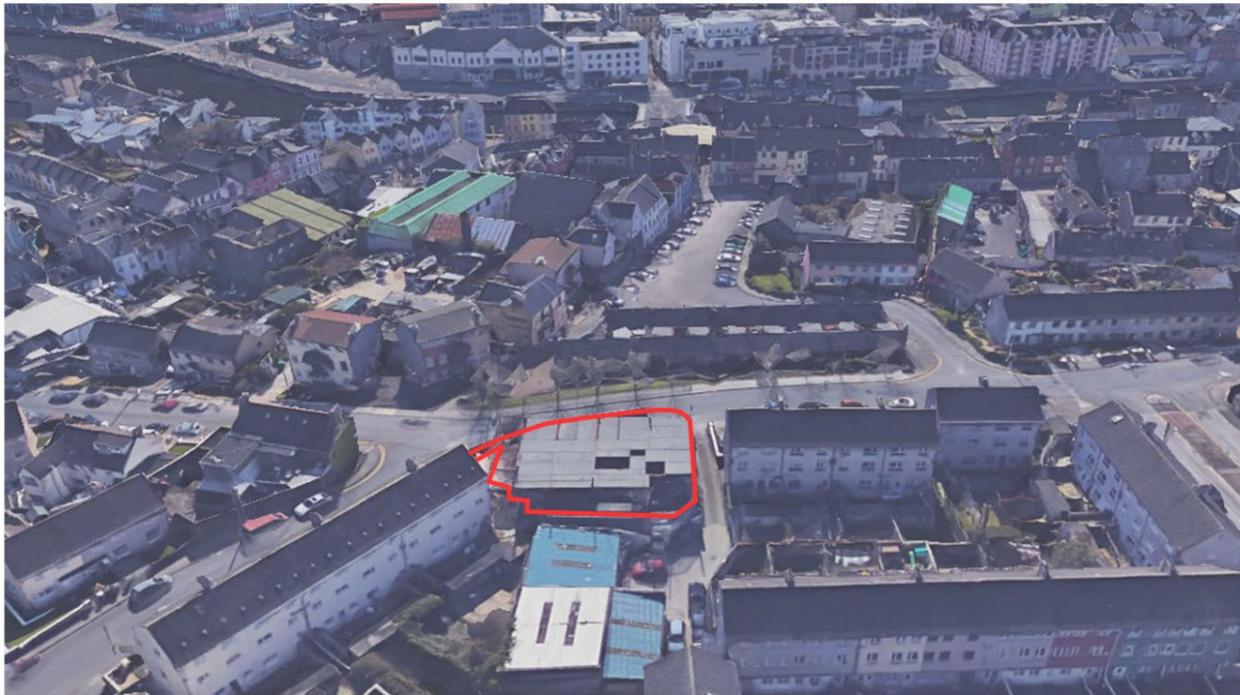


### 3.0 Introduction

The development site, measuring approximately 0.0561 hectares, is located on Glen Ryan Road at Old Market Place, which is to the north of Cork City Centre. It is currently a derelict site with an existing exposed steel structure on site. Providing housing in place of the disused hoarded site will enhance the character of the area and promote a social cohesion in the community whilst also aiming to reduce the amount of anti-social behaviour in the area. The area hosts a large number of public amenities such as parks, commercial areas and a number of schools which are in close proximity to the site. The nearest supermarket is less than a 2 minute walk away from the proposed site with Cork City Centre a 10 minute walk away.

Our experienced design team prepared the design together in order to facilitate part 8 application on behalf of the applicant. Deady Gahan Architects developed this scheme based on the relevant planning policy documents at national and local levels, and ensured that every apartment exceeds the minimum standard guidelines.

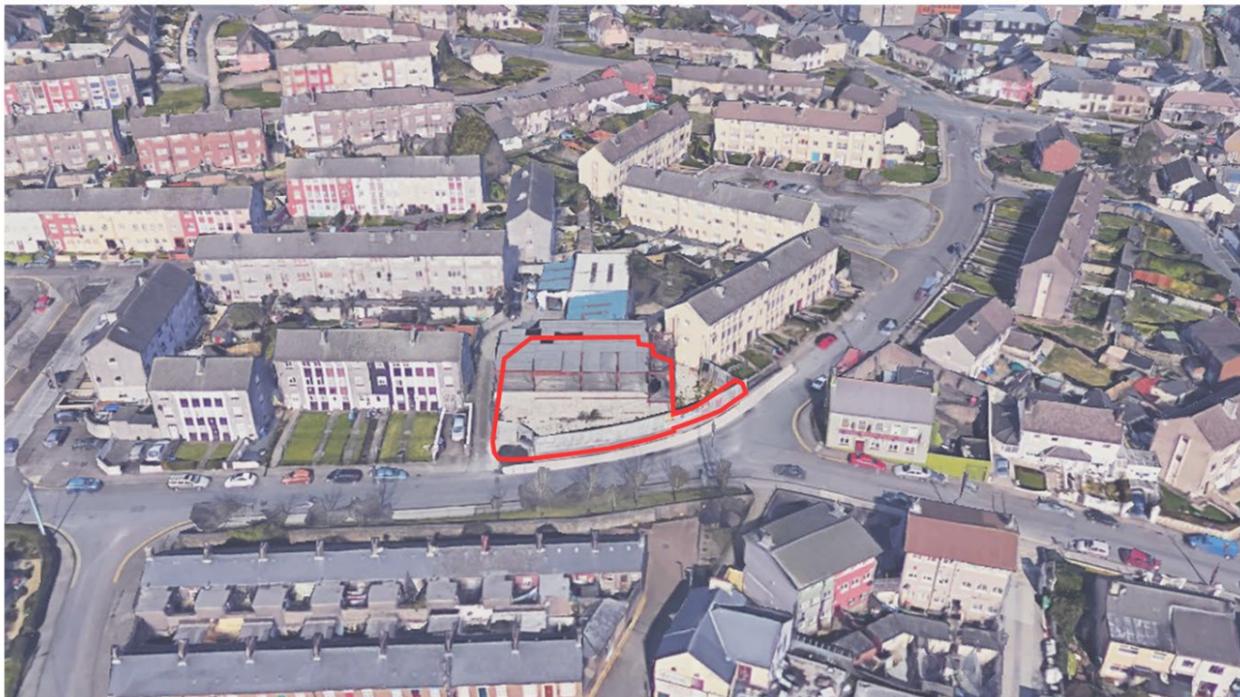




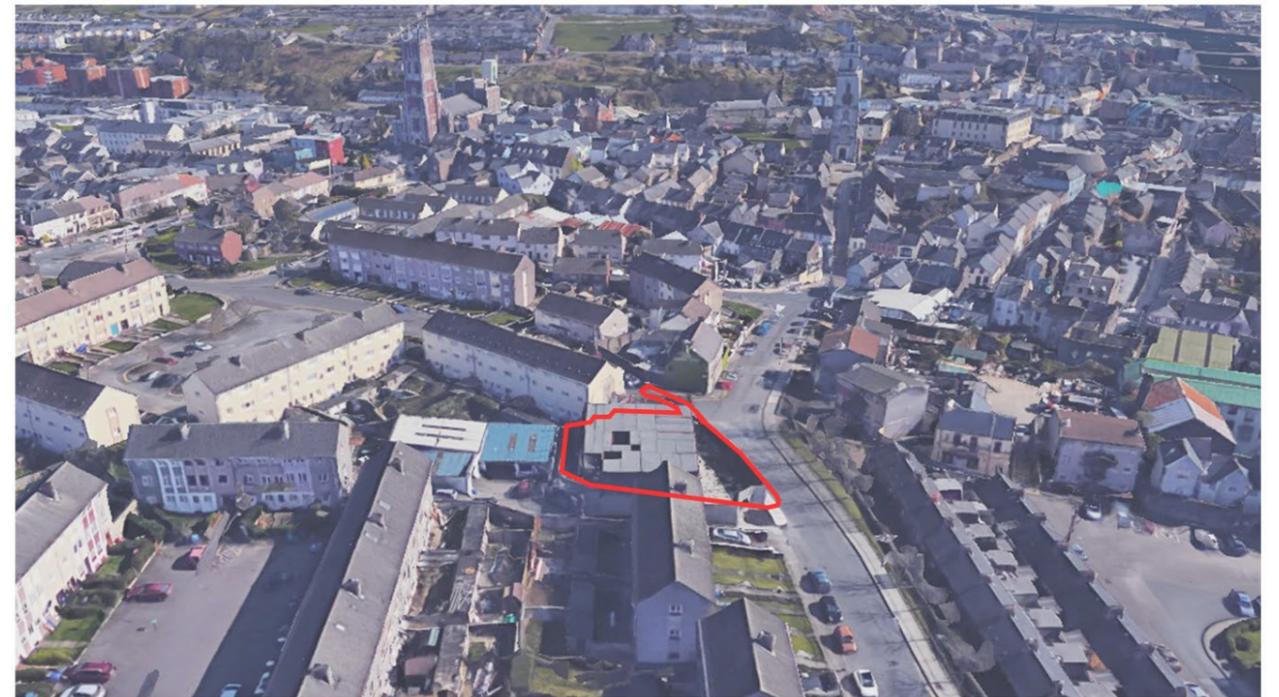
Ariel View of Site From the North



Ariel View of Site From the East



Ariel View of Site From the South



Ariel View of Site From the West

## 4.0 Site Context / Analysis

Our design aims to define the distinctive character of the urban landscape and the existing features of the respective site and its vicinity.

Currently there is an existing steel structure on the site. The east and west of the site is bounded by dwellings, there is a garage bordering the plot to the north and the south of the site is bounded by the Glen Ryan Road. The site is accessed via Glen Ryan Road and is situated in close proximity to a range of public amenities such as retail shops, supermarkets and public parks.

The proposed building will greatly improve the visual quality of the neighbourhood. It will solidify the urban edge of Glen Ryan Road and enhance the overall urban architecture and social cohesion of the area.



### Site Topography

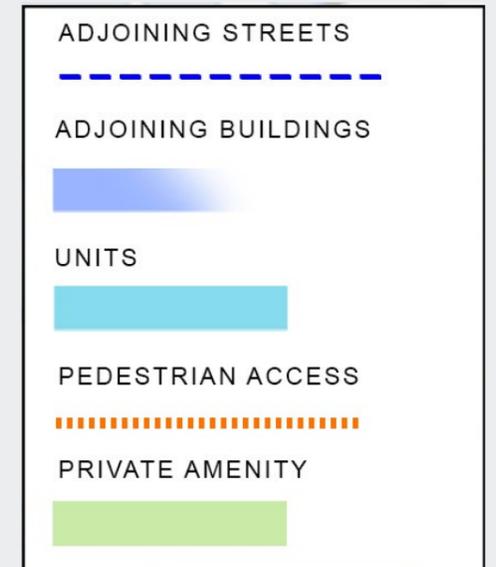
The site is roughly 1.5m above the level of Glen Ryan Road / the existing footpath.

In response to the level difference that exists, we have introduced a sloped approach for ease of access through the urban plaza. A more direct access is also included in the form of steps.

In addition to this, step-free access to the refuse and bike area with a gated access is possible through the footpath along the eastern boundary of the site.



## 5.0 Scheme



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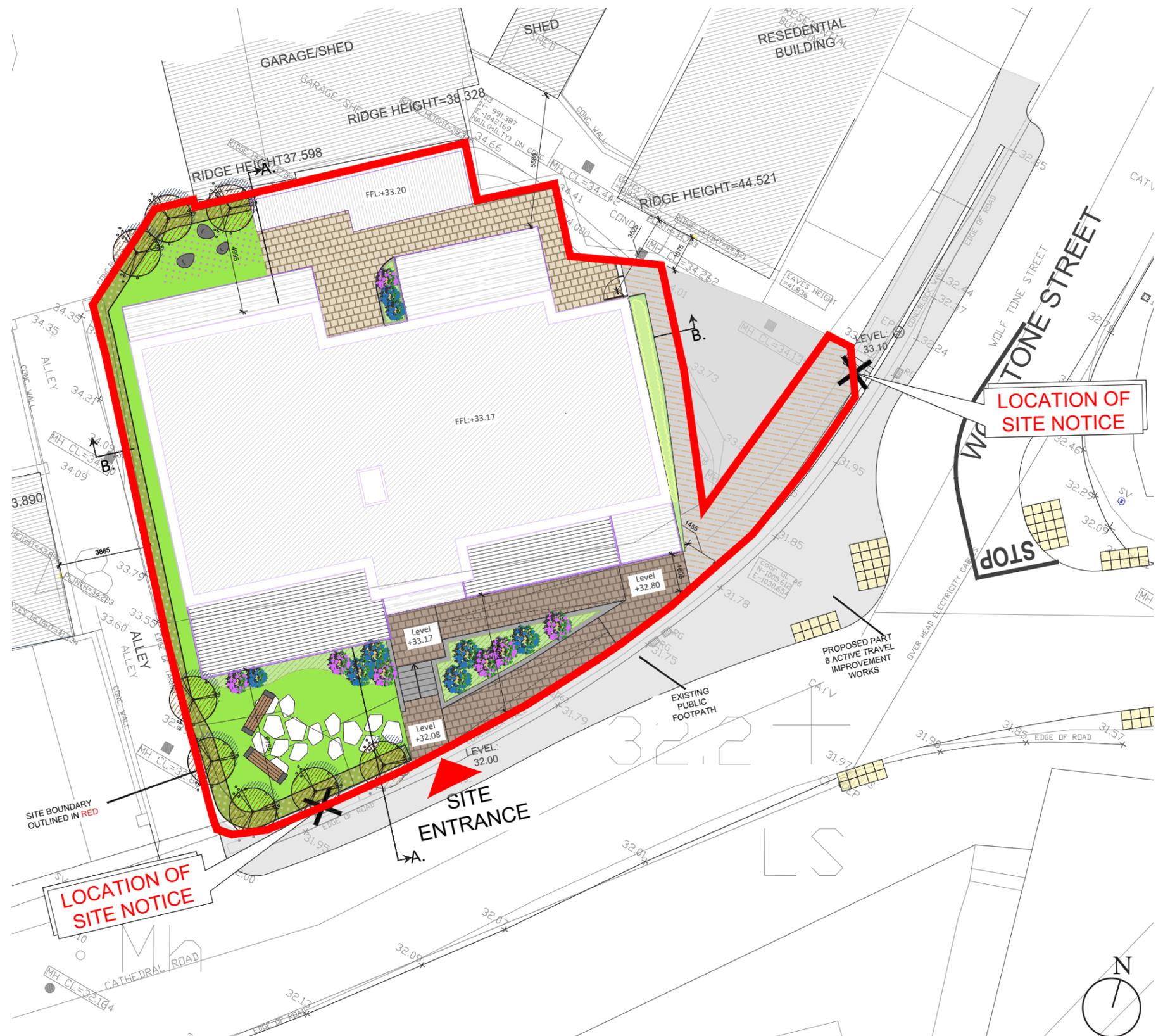
## 5.1 Layout

The proposed development provides a total of 14 no. residential units (consisting of 1 & 2-bedroom apartments).

The proposed development has been designed as a direct response to the grain of development in the surrounding area and the constraints of the existing structure on the site. The arrangement and design of the scheme has been carefully considered to benefit from natural light throughout the day while also ensuring that the privacy and amenity of neighbouring properties is retained.

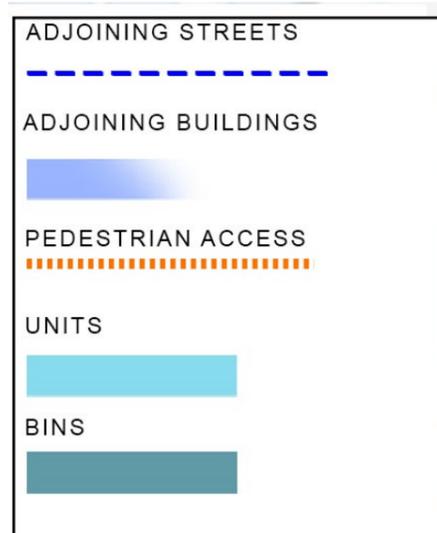
The external materials of the building make a positive contribution to the locality. A proposed mix of brick, render and pressed metal will provide for a modern development whilst respecting the existing buildings adjacent to the site. These materials are articulated in a contemporary language which is compatible with the immediate context. This will help to re-integrate this abandoned site into the local community in a cohesive manner.

The proposed layout considers the existing properties surrounding the site along with the surrounding amenities to provide the most efficient approach to developing the site. The design efficiently reuses the area of the existing site to maximise usability and to provide the best possible orientation for the units helping to create a cohesive social community life balance.



## 6.0 Amenity - Privacy - Adaptability - Parking

Each unit has access to a generous private amenity space in the form of balconies. All private balconies provided are consistent with the minimum standards set out in the “Planning Design Standards for Apartments - Guidelines for Planning Authorities (2025)” guidelines.



Each apartment will have access to the communal bike and bin storage provided. All apartments will be constructed to prevent acoustic transfer.

The close proximity of the site to Cork city centre promotes cycling, walking and the use of public transport. This helps in creating an attractive community life in the area.

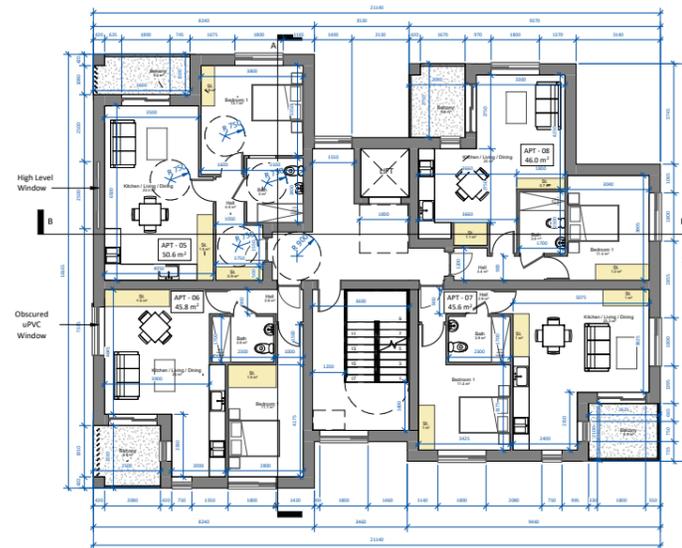
## 7.0 Detailed Design

The design of the proposal has been considered in order to enhance the urban architecture within the locality. The use of durable materials will ensure the overall efficiency of the design and aid in the general upkeep of the proposal.

During the design process, the improvement of the social cohesion and community life in the area was taken into account. The proposal is situated in a developed area with a general mix of residential, retail and industrial buildings located nearby. The proposed building on site has been designed to enhance the social cohesion within the community, by respecting the scale of the adjoining units to the east, north and west. By ensuring all apartments have access to amenities, a sense of connection and community will be established and aid in creating a coherent scheme.

The external materials of the dwellings make a positive contribution to the locality. A proposed mix of render, brick and pressed metal elements will provide for a contemporary development while respecting the existing buildings adjacent to the site. The placement of the materials within the elevation treatment has been designed to give a distinctiveness to the scheme.

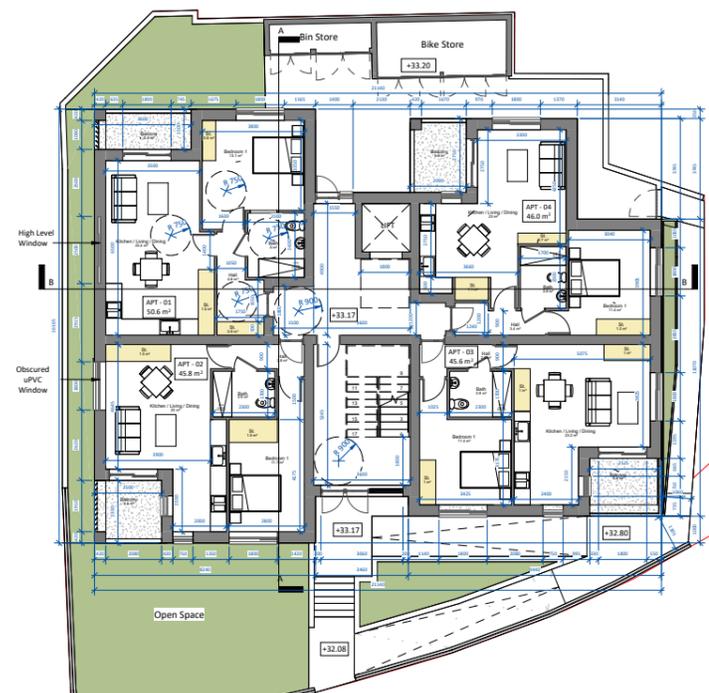
The proposed development has been designed to provide high quality residential units that will contribute positively to Cork City and provide much needed housing to Metropolitan Cork. The proposed site layout focuses on providing a feature 4 storey building acting as a nodal point in the locality and creating an urban edge along Glen Ryan Road.



First & Second Floor Plan



Third Floor Plan



Ground Floor Plan



3D - Render

## 7.1 Urban Architecture, Social Cohesion and Community Life

The development site is currently a derelict site with an existing exposed steel structure on site.

The design of the proposal has also been considered in order to enhance the urban architecture within the locality. The use of durable materials will ensure the overall efficiency of the design and aid in the general upkeep of the proposal.

This new building, which makes use of an abandoned site will help to reintegrate this site into community life once again. With the prominent location of the site on the corner of Glen Ryan Rd., Wolfe Tone St. and Cathedral Ave, the aim is to make this a new nodal point connecting the local community and to enhance the urban architecture and social cohesion of the area.

This well connected and carefully considered urban development will provide high quality living spaces and community integrated homes for future residents to enjoy contributing to the revitalisation of this area, reducing the amount of anti-social behaviour and creating a nodal point once again in this strategic location.



EXISTING STRUCTURE



PROPOSED DEVELOPMENT

## 7.2 Approach to Building

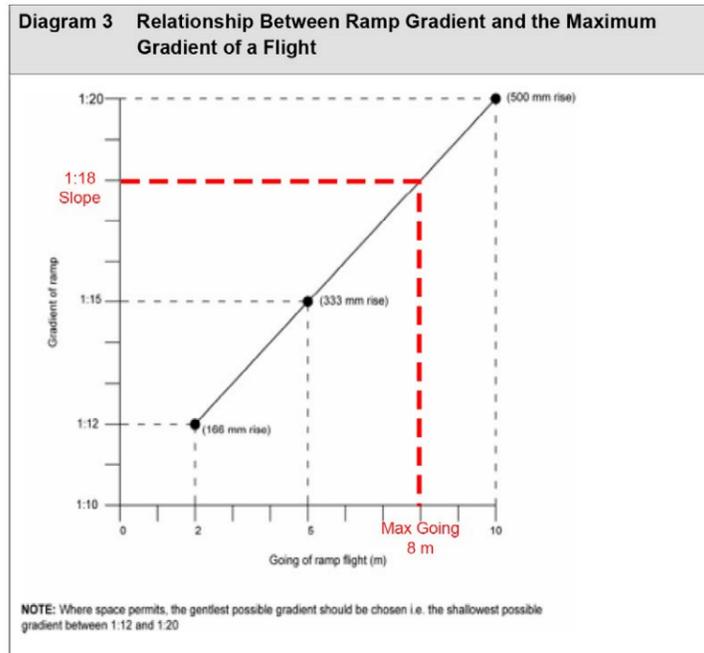
Due to the height difference within the site and the public footpath it is important to ensure access to the building is possible for all. This principle is facilitated and supported by Part M compliant access within the scheme.

The building is accessed from the public footpath via ambulant stairs and a ramp at various slopes as outlined in the below table from TGD Document Part M (2022) regarding ramp compliance.

The bin and bike store areas to the rear of the building, which is protected by a gate, are accessed through eastern side of the building.

Maximum Going of a Flight	Maximum Gradient	Maximum Rise
Not exceeding 10 m	1:20	500 mm
Not exceeding 5 m	1:15	333 mm
Not exceeding 2 m	1:12	166 mm

**NOTE:** For goings between 2 m and 10 m, it is acceptable to interpolate between the maximum gradients (refer to Diagram 3).



## 7.3 Materiality

The materiality of the buildings is considered a vital opportunity to create an unmistakable identity for distinctive areas within the new development. The location of materials on the respective units is also subject to their durability and visual aesthetic qualities. The Apartment design has been carefully considered to incorporate:

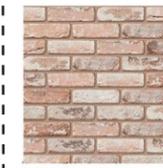
- Robust and modern material selection for exteriors plus feature elements
- Simple material and colour palette finished to a high standard to create a modern aesthetic



ALUMINIUM  
LOUVRES



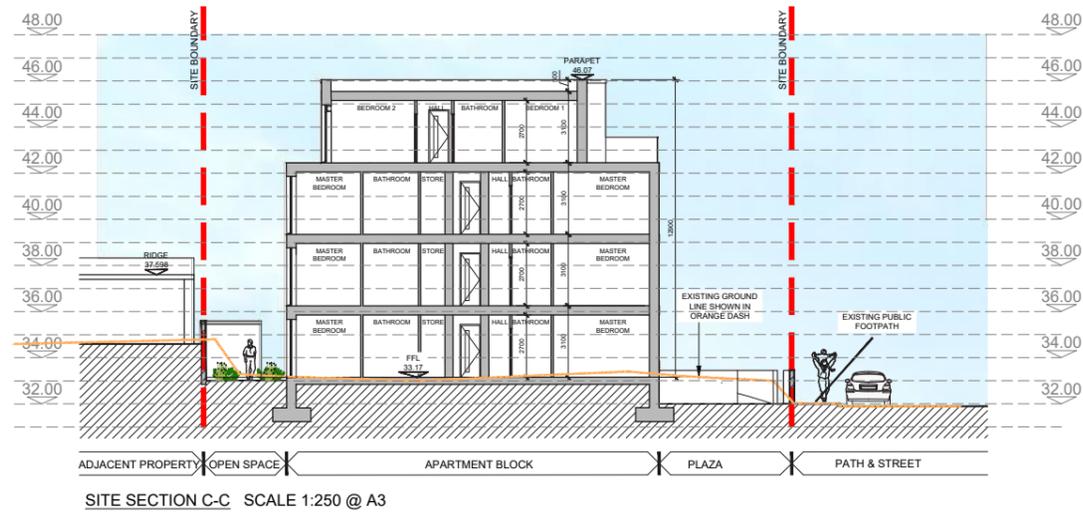
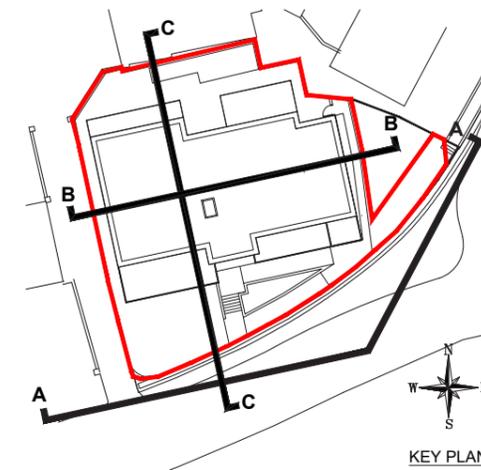
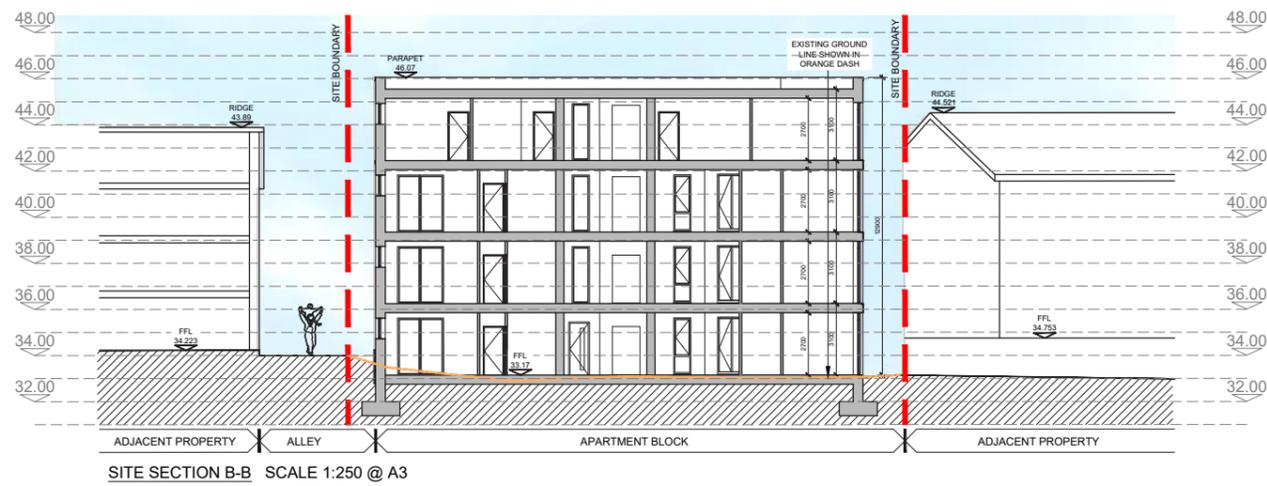
GREY RENDER WITH  
FEATURE LINES



SELECTED RED BRICK



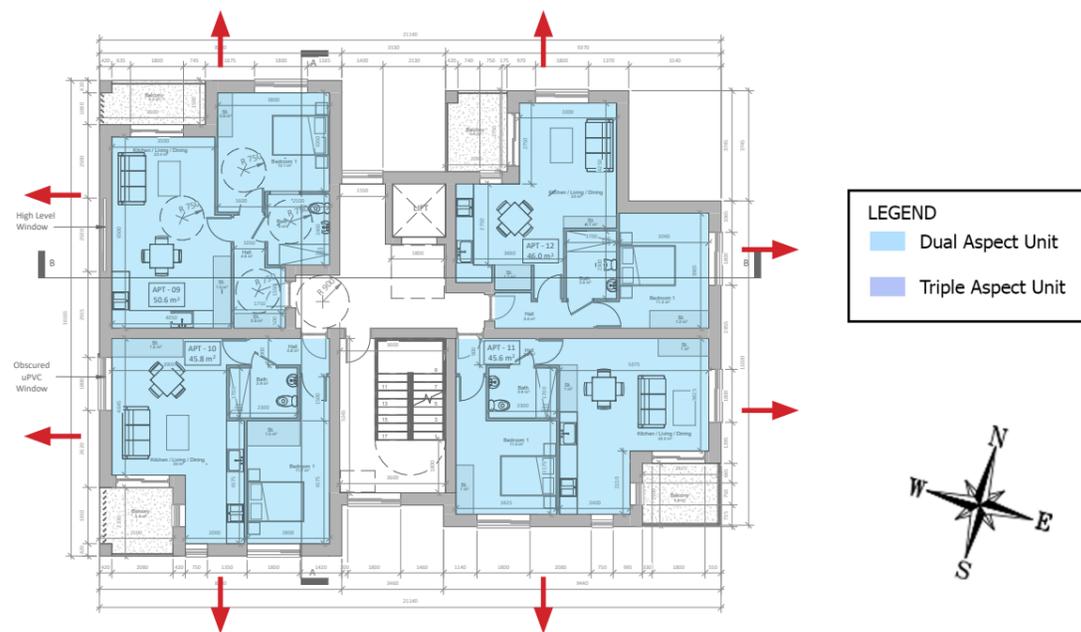
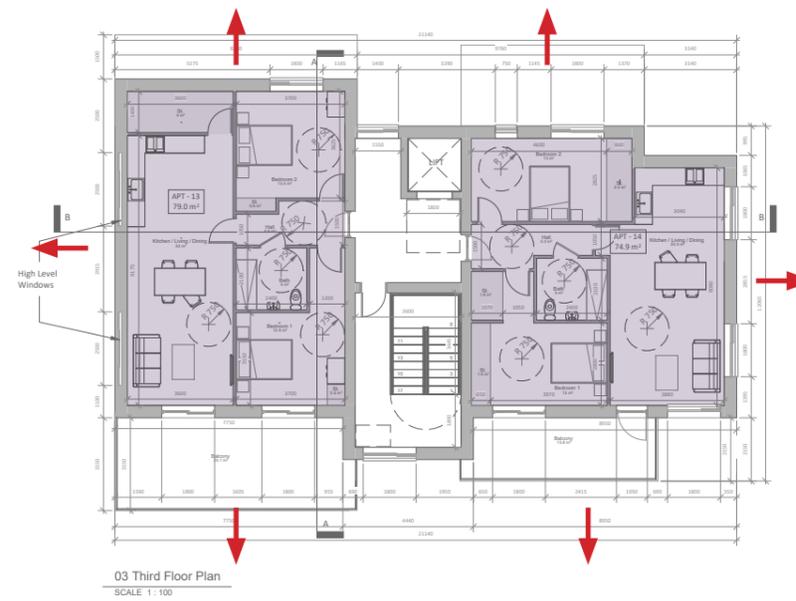
# 7.4 Proposed Site Sections



## 7.5 Dual Aspect Units

The proposed layout considers the existing properties surrounding the site along with the surrounding amenities to provide the most efficient approach to developing the site.

All of the apartments are provided with adequate daylight and also benefit from a dual or triple aspect orientation.

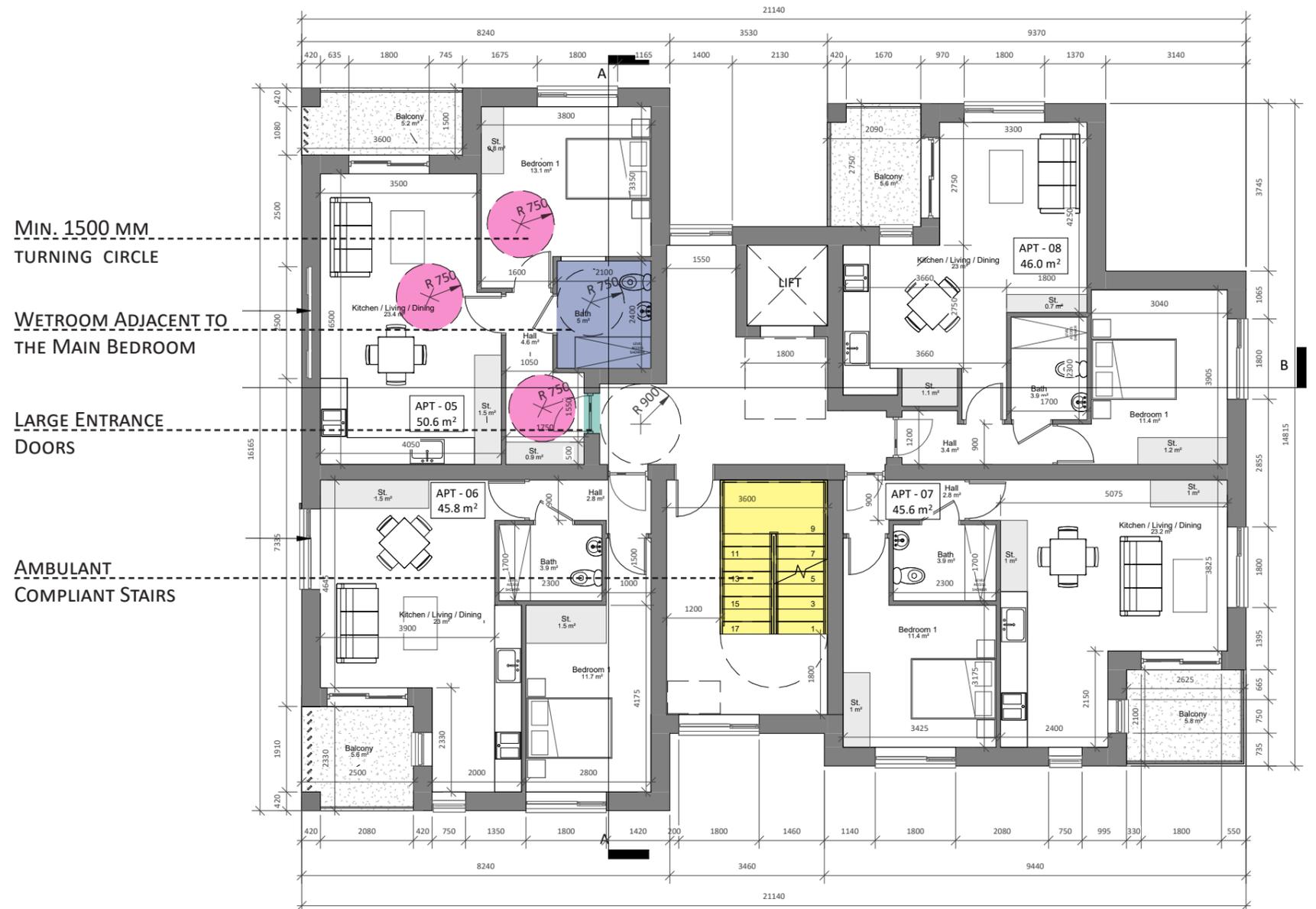


## 7.6 Universal Access Design

While we have ensured Part M compliance throughout the building's approach, we have also included 5 universal design units- one on each of the ground, first, and second floors, and two on the third floor.

These 5 units have been developed with a particular focus on homes that contain internal spaces that can cater for people with mobility issues. Ample space within bedrooms/bathrooms and living areas ensures that the usability of these spaces is at the forefront of the design, with areas for turning within corridors/hallways also considered to ensure ease of movement for residents within the dwelling. In response to Council feedback, wet-rooms with accessible showers have been incorporated to all units.

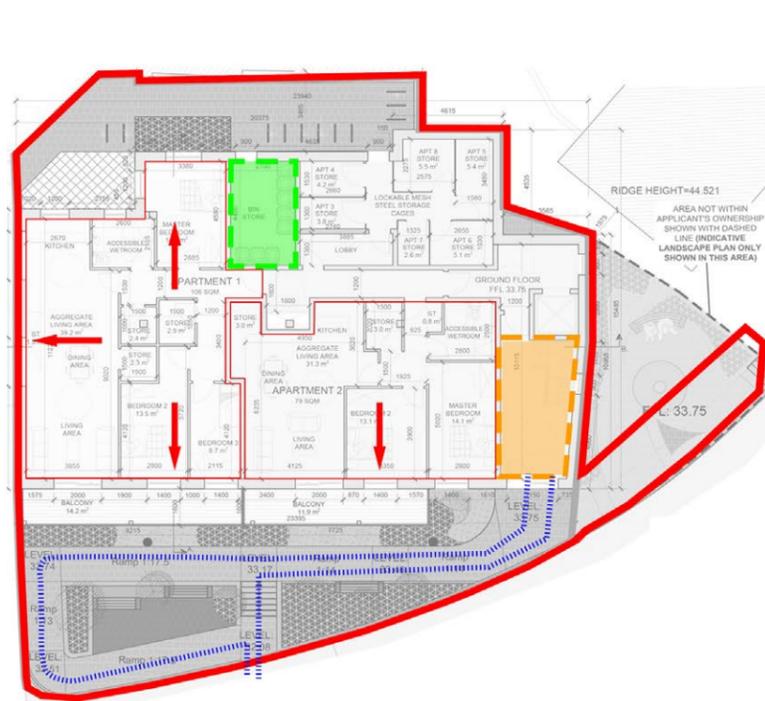
The Design Criteria in which these units have been developed has been taken from the 'Planning Design Standards for Apartments - Guidelines for Planning Authorities (2025)' and 'Universal Design Guidelines for Homes in Ireland' documents.



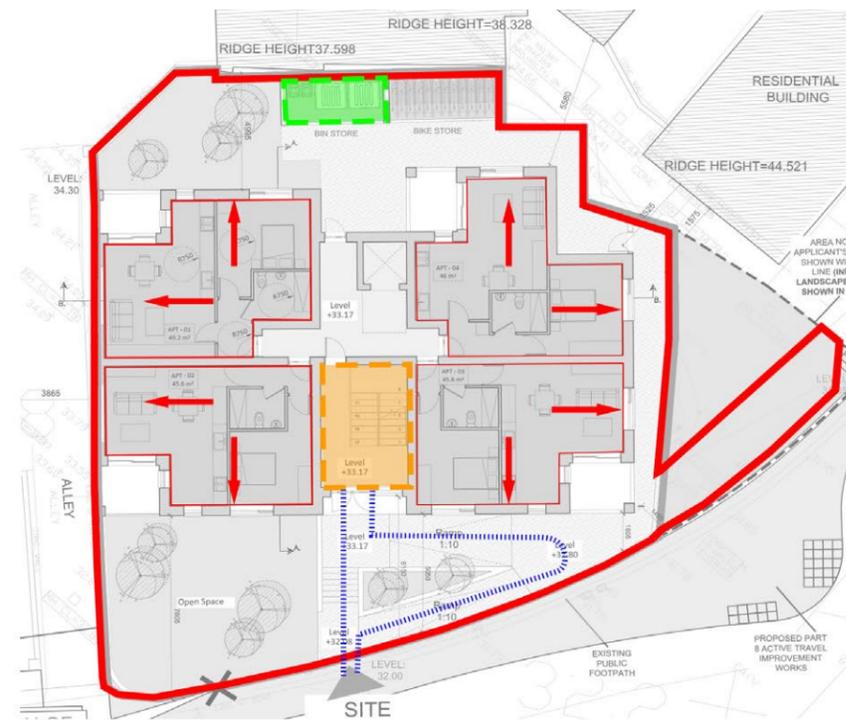
## 8.0 Council Feedback (Dated July 2025)

After receiving feedback from Cork City Council, a number of changes to the site layout and building have been made to better reflect the context of the site. These changes are as follows:

- The ground floor layout has been revised to provide four single-bedroom, dual-aspect apartments.
- The lobby has been redesigned and relocated to the center of the building to improve layout efficiency and accessibility (highlighted in Orange).
- The refuse area has been moved outside the building (highlighted in green).
- The initially proposed ramp to the main entrance has been redesigned, with a more efficient access ramp now incorporated into the building's approach (highlighted in blue).
- A 1.2-metre setback has been provided from the western boundary.



INITIALLY PROPOSED GROUND FLOOR PLAN



PREVIOUSLY PROPOSED GROUND FLOOR PLAN



CURRENTLY PROPOSED GROUND FLOOR PLAN

**LEGEND**

- Refuse/ Bin Store Location
- Lobby Area
- Apartment outline
- Access



## 9.0 Summary

This new project will be an aesthetically pleasing and highly efficient new development providing much needed high-quality housing in Cork.

By adding purpose to this prominent site, this proposal will also complement and enhance the visual experience of the area.

This well connected and carefully considered urban development will provide high quality living spaces and community integrated homes for future residents to enjoy.

The proposal aligns with the Cork City Development Plan (CCDP) 2022, which prioritises compact and livable growth in strategic locations through regeneration, consolidation, and intensification in suitable areas. The project also aims to contribute to the revitalisation of this area, reducing the amount of anti-social behaviour and creating a nodal point once again in this strategic location, enhancing the urban architecture and social cohesion of the area.

## 10.0 Site Services

Please refer to the accompanying report by MMOS Engineers for all information relating to site services.

DEADY GAHAN  
**DG**  
ARCHITECTS

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