



DESIGN STATEMENT

MAY 2022

WESTSIDE SOCIAL HOUSING
MODEL FARM ROAD, CORK
CORK CITY COUNCIL

o'mahony pike

Project: Westside Social Housing

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Client: Cork City Council

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INTRODUCTION

This document is prepared in support of a Part 8 planning application for a residential development on a brownfield site on Model Farm Road in Cork's southwestern suburbs.

The scheme consists of 43 no. apartments in a single 4-5 storey L-shaped block fronting onto both Model Farm Road and the access road to Parchment Square student accommodation, enclosing a courtyard amenity space.

It is intended that the construction of the development will be off-site rapid-build modular (3D volumetric or 2D panelised system), and this factor has been a major influence on the design of the scheme.



01 | SCHEDULE

SCHEDULE OF ACCOMMODATION

GENERAL

Gross Site Area (including area required for connection to services)	0.7251Ha
Net Site Area	0.2445Ha
Building footprint	904m ²
Site Coverage	37%
Plot Ratio	1:1.6
Communal Open Space	298m ²
Demolition Area	705m ²
Dual Aspect %	53.5%
Density	175.9 Units/Ha

258m² required

APARTMENT NUMBERS

	1-Bed Person Apt	2-Bed Apt	3-Person Apt	2-Bed 4-Person Apt	Total
Level 00	3	2	3		8
Level 01	4	2	4		10
Level 02	4	2	4		10
Level 03	4	2	4		10
Level 04	2	1	2		5
TOTAL	17	9	17	43	
RESIDENTIAL MIX	39.5%	21%	39.5%		100.0%

RESIDENTIAL AREAS

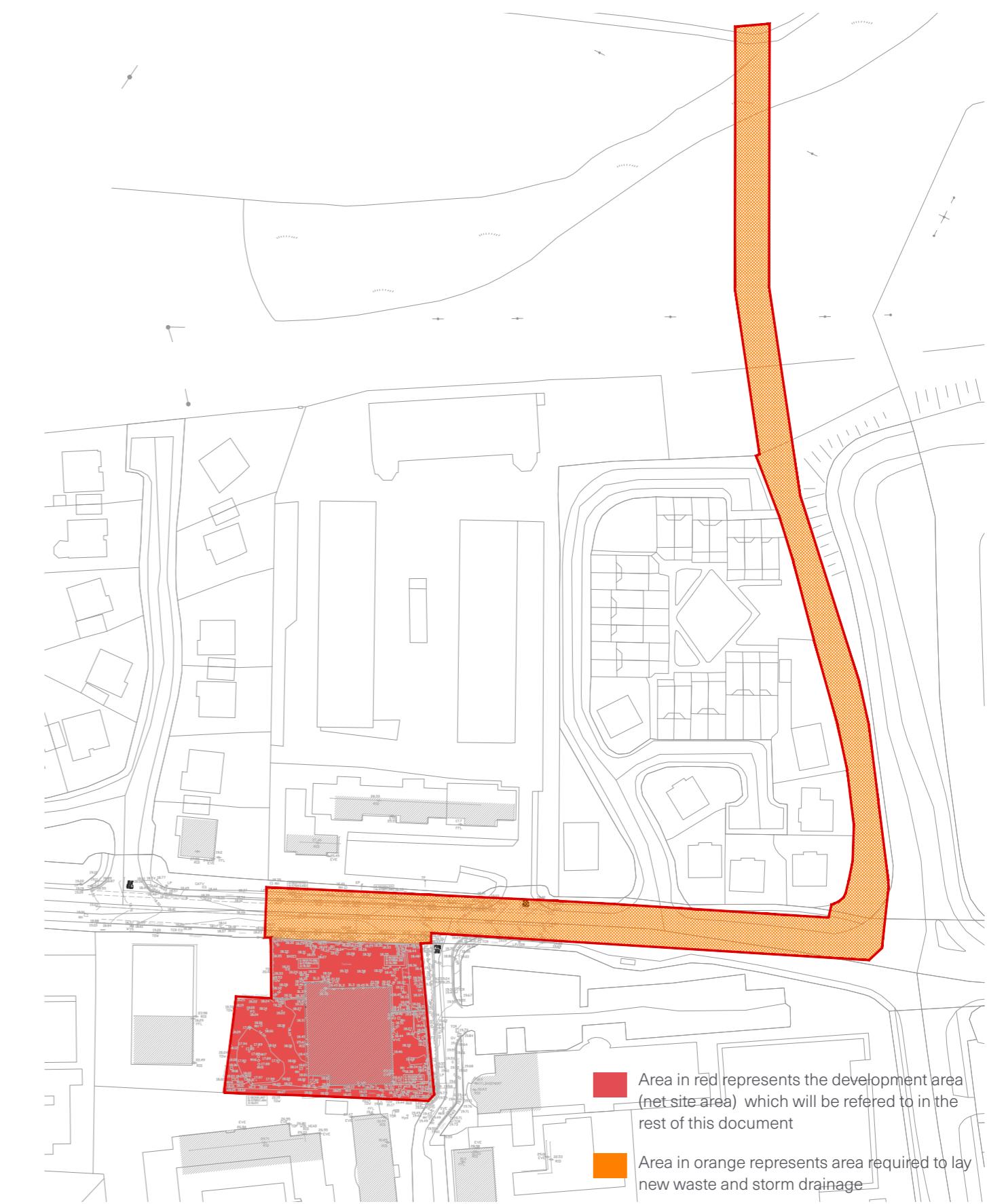
	GIA	NIA
Level 00	847.5m ²	9122.4ft ²
Level 01	837.1m ²	9010.5ft ²
Level 02	837.1m ²	9010.5ft ²
Level 03	837.1m ²	9010.5ft ²
Level 04	495.8m ²	5336.7ft ²
TOTAL	3854.6m²	41490.6ft²
		2854.8m²
		30728.8ft²

CAR PARKING

NUMBER OF SPACES	13
CAR PARKING RATIO	0.30

BICYCLE PARKING

Resident	70
Visitor	22
NUMBER OF SPACES	92



Site Location Map

02 | SITE CONTEXT

SITE CONTEXT

LOCATION

The site is located on Model Farm Road, in the southwestern suburbs of Cork.

It has good public transport links, being on the route of the 205 and the 220 buses from the city centre. The 220 bus also continues on to Ballincollig to the west.

Cork Institute of Technology is located to the south of the site and there are several schools in the area including Mount Mercy College, Coláiste an Spioraid Naoimh, St. Catherine's National School and Bishopstown Community School.

Business and technology uses are also widespread in the area, potentially providing employment opportunities for future residents of the scheme.



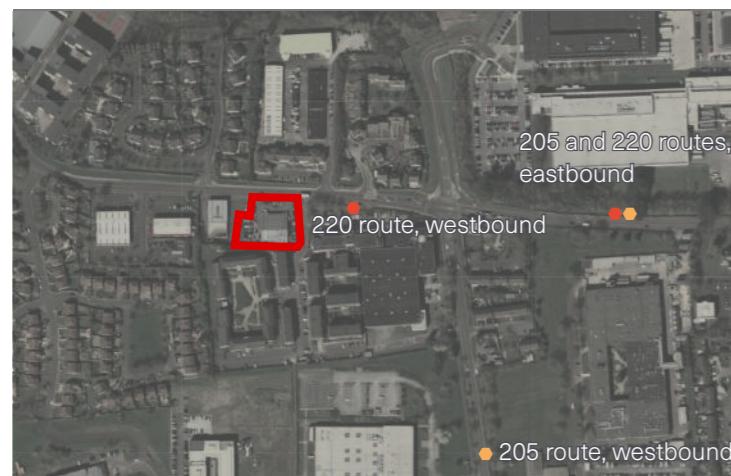
SITE CONTEXT

TRANSPORT LINKS

The site is connected to the city centre by two bus routes.

The 220 bus route (Carrigaline - city centre - Ballincollig - city centre - Carrigaline) runs every 15 minutes and stops on Model Farm Road.

The 205 bus route (Kent Station - city centre - Cork Institute of Technology - city centre - Kent Station) also runs every 15 minutes and stops on Model Farm Road and Rossa Avenue. All bus stops are within a few minutes walk of the site.



SITE CONTEXT

LOCAL CONTEXT

The site is surrounded by a variety of uses including commercial, educational, civic and residential.

A service station containing a shop bounds the site to the west.

The residential estates of The Manor & Melbourne Court to the north and Rossbrook to the southwest consist of two storey detached and semi-detached houses, while the student accommodation schemes of Abbeyville and Parchment Square take the form of 3-4 storey apartment blocks.

Melbourne Business Park and Westside Centre house a variety of businesses in one storey buildings, while the County Council Motor Tax Office is housed in the adjacent office building to the east.

Stryker NeuroVascular and Boston Scientific provide employment opportunities in their large scale facilities to the east of the site.



SITE CONTEXT

CHARACTERISTICS

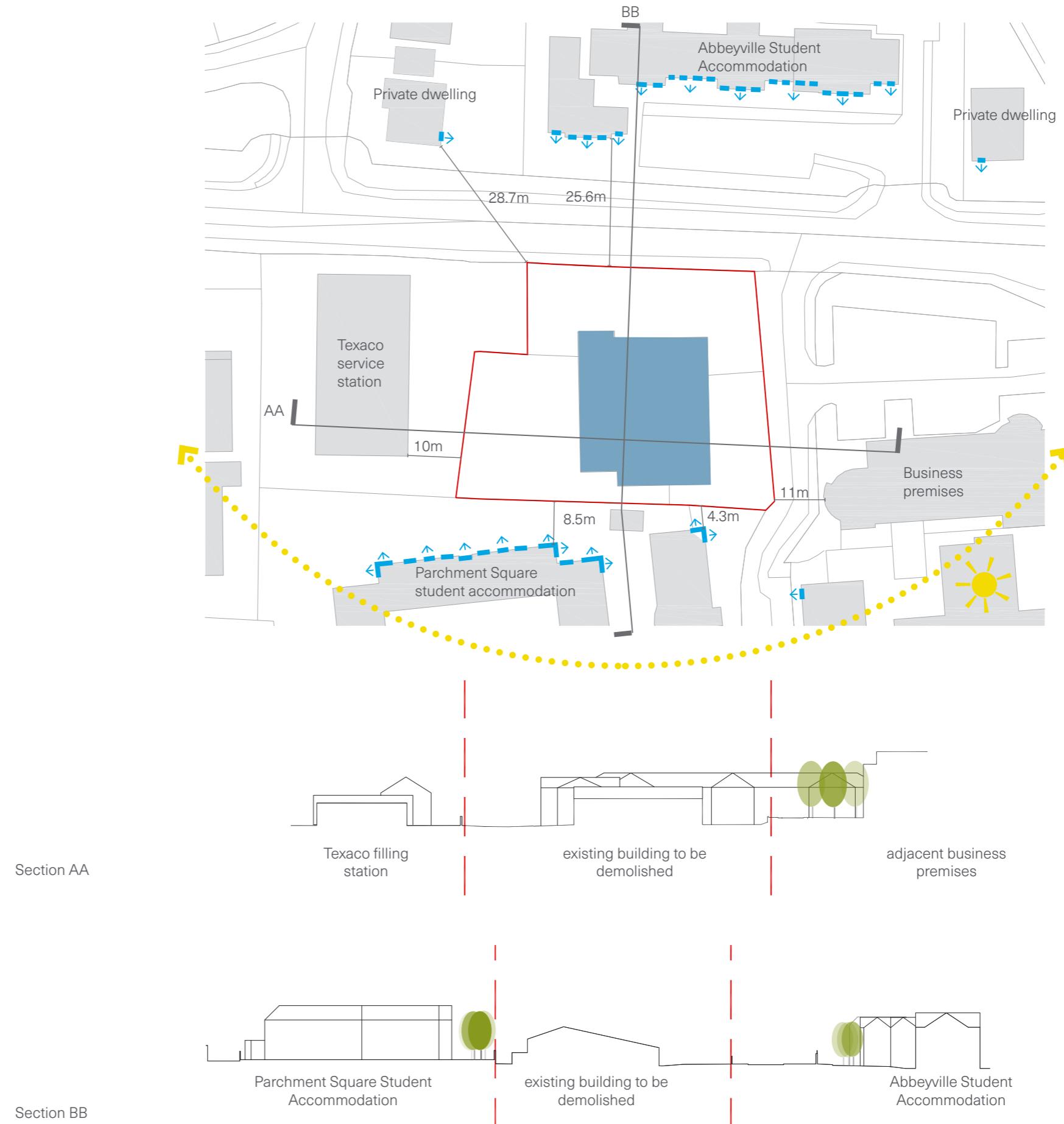
The site measures c. 2.45ha and contains an existing single storey business premises, a former car showroom, which is to be demolished. It is relatively flat

Business premises are adjacent to the site to the east and the west, while Parchment Square student accommodation adjoins the southern boundary. There is a planted buffer on the grounds of Parchment Square.

Directly across Model Farm Road is Abbeyville Student Accommodation and to either side of this there are mature residential estates.

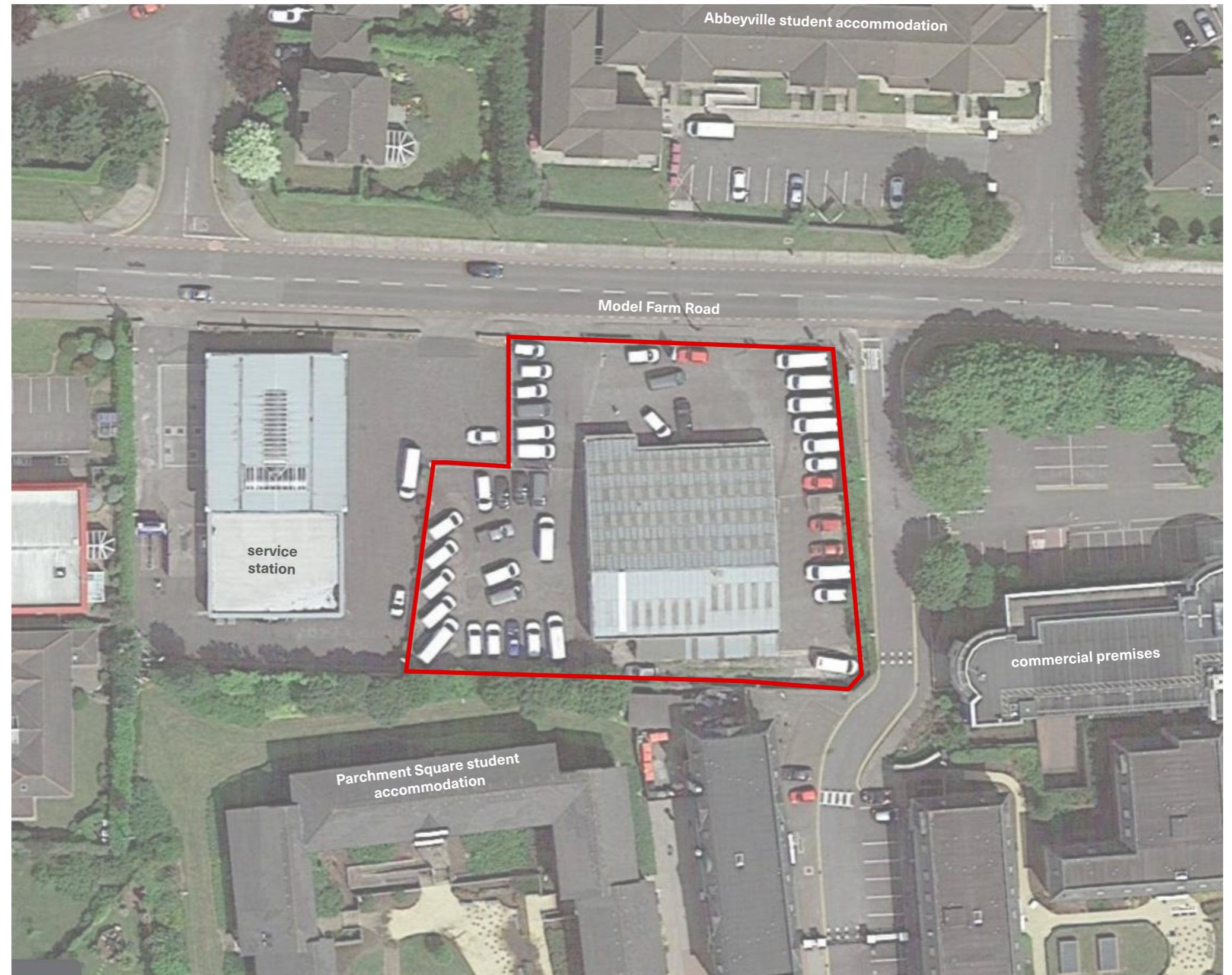
The properties to the north of the site are across the busy and wide Model Farm Road and have a generous separation of no less than 25.6m from the site boundary.

The gable of the closest student accommodation block to the south is 4.3m from the site boundary at the closest point.



SITE CONTEXT

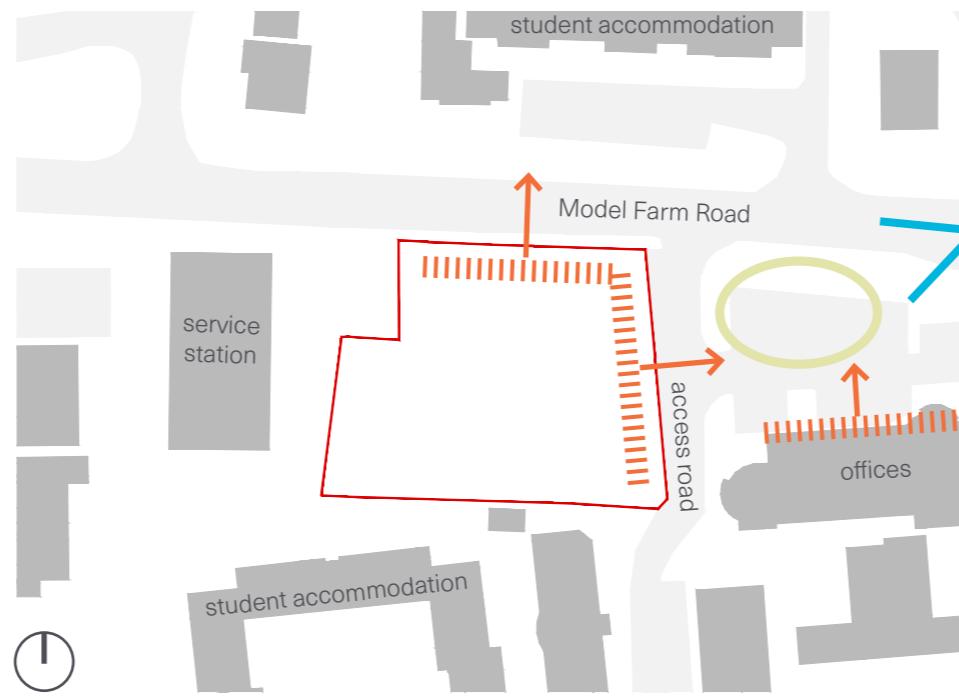
AERIAL VIEW



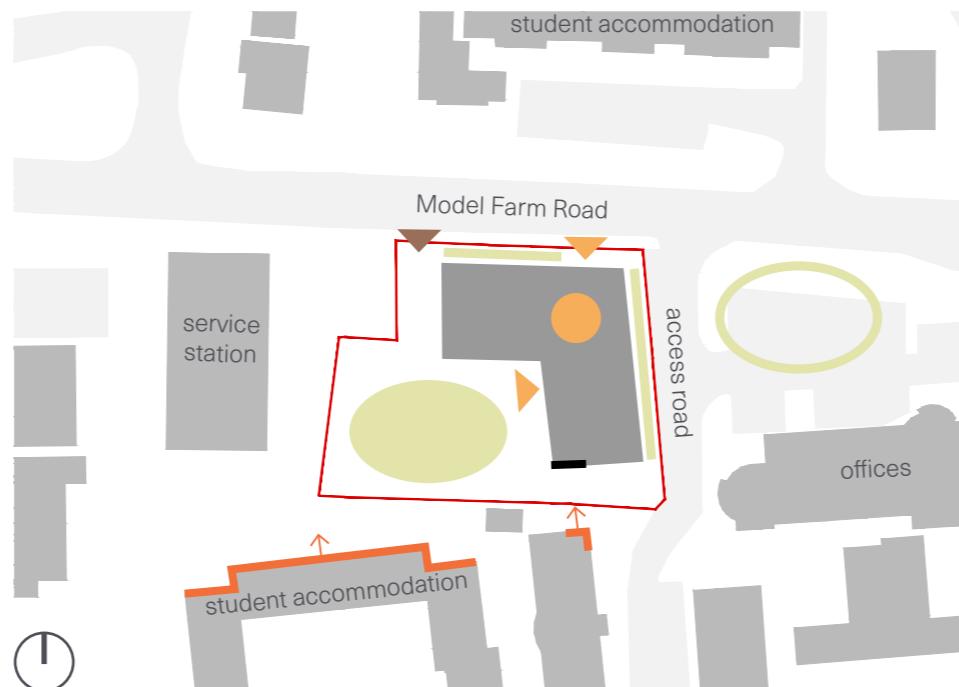
03 | SITE STRATEGY

SITE STRATEGY

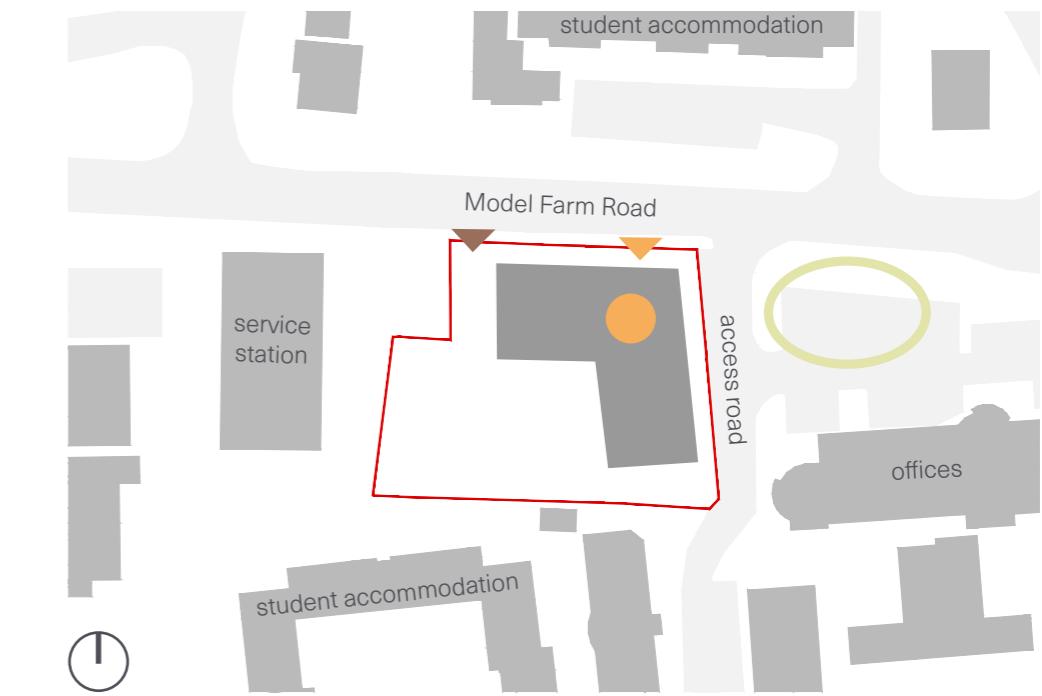
CONCEPT



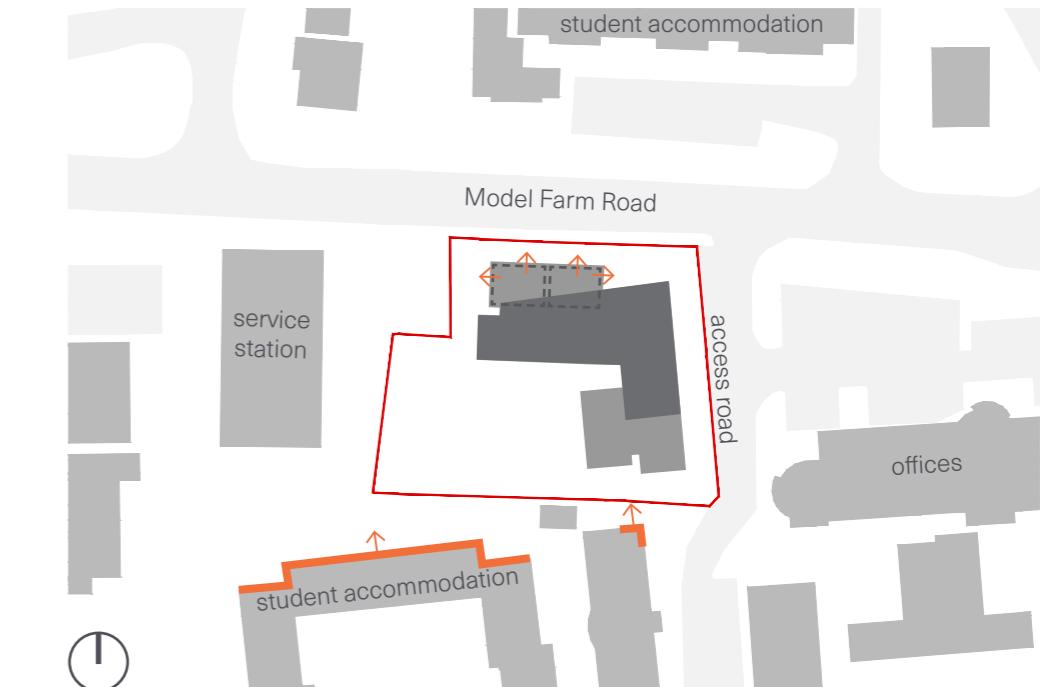
1. An L-shaped building fronting onto both Model Farm Road and the access road to the east is proposed, providing active frontages to and passive supervision of these streets. The building terminates the view across the open area in front of the adjacent offices to the east, forming an edge to it.



3. The building encloses a south/west facing courtyard accessible from the core, providing a sunny amenity space for residents. The L-shaped form of the building, with significant setbacks from the boundary to the main south-facing elevation, affords privacy to Parchment Square to the south.



2. Vehicular access is provided off Model Farm Road, due to level differences between access road to east and site. Main building entrance is at the junction of two streets, so that the single core is centrally located in the building.



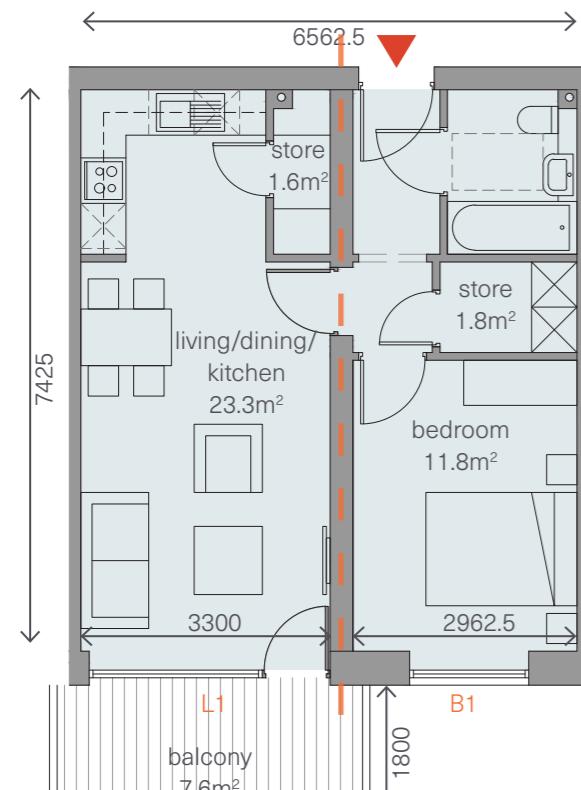
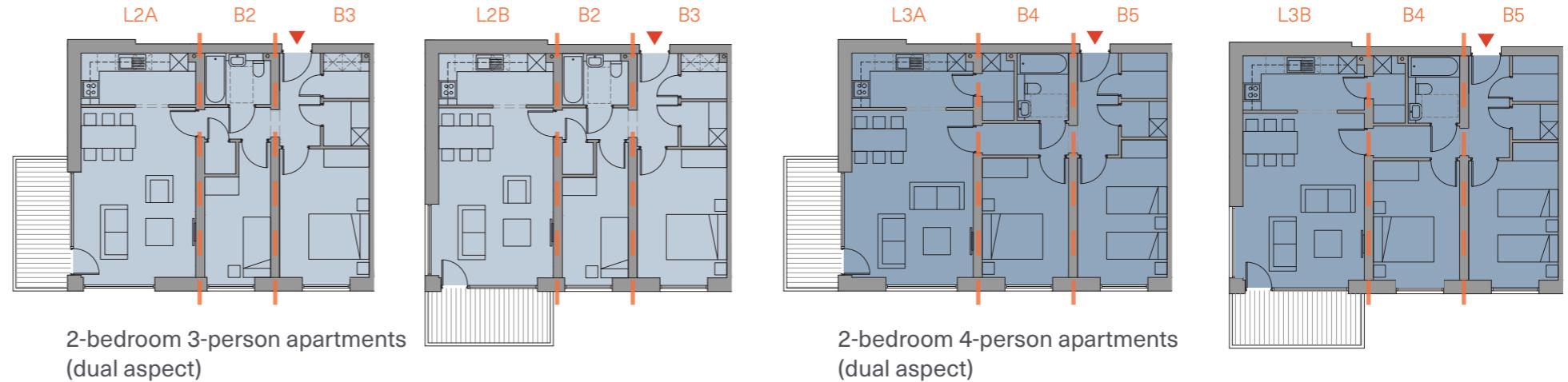
The building is further modelled to allow for a limited palette of modular apartment layouts, avoiding any single aspect north-facing apartments. Setbacks at upper levels are then introduced to break down massing and reduce effect on daylight to adjacent student accommodation at Parchment Square to the south and to Abbeyville to the north.

SITE STRATEGY

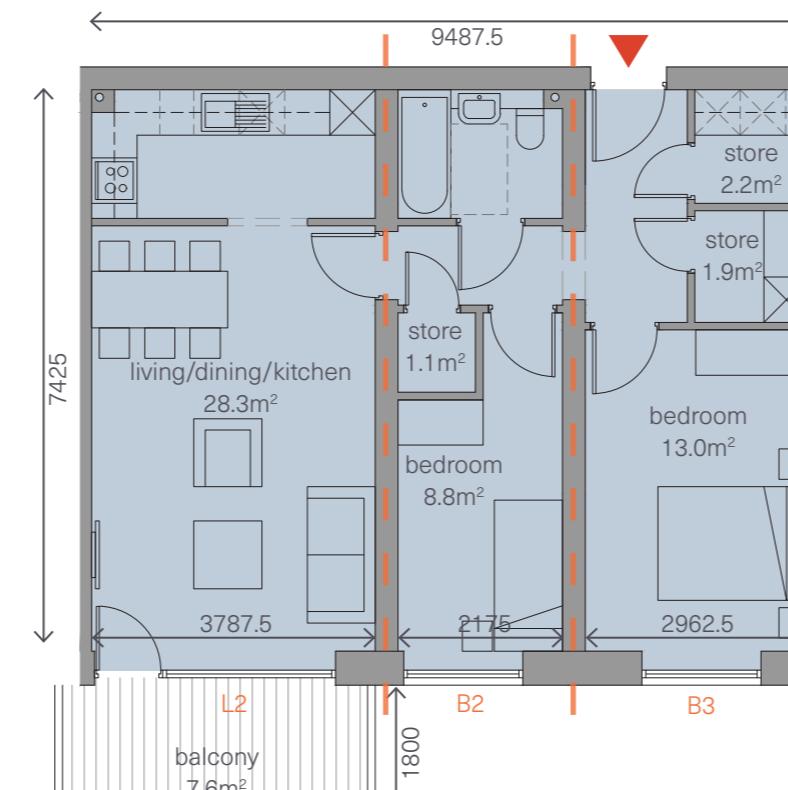
MODULAR CONSTRUCTION

Apartment layouts are designed so that they could be delivered as 3D modules if required (2 no. modules for 1-bed apartments & 3 no. modules for 2-bed apartments), as well as part of a 2D panelised system; extra internal wall thickness is included to accommodate this. The aim has been to minimise the number of different apartment types/potential modules so that the scheme can be delivered efficiently and cost effectively.

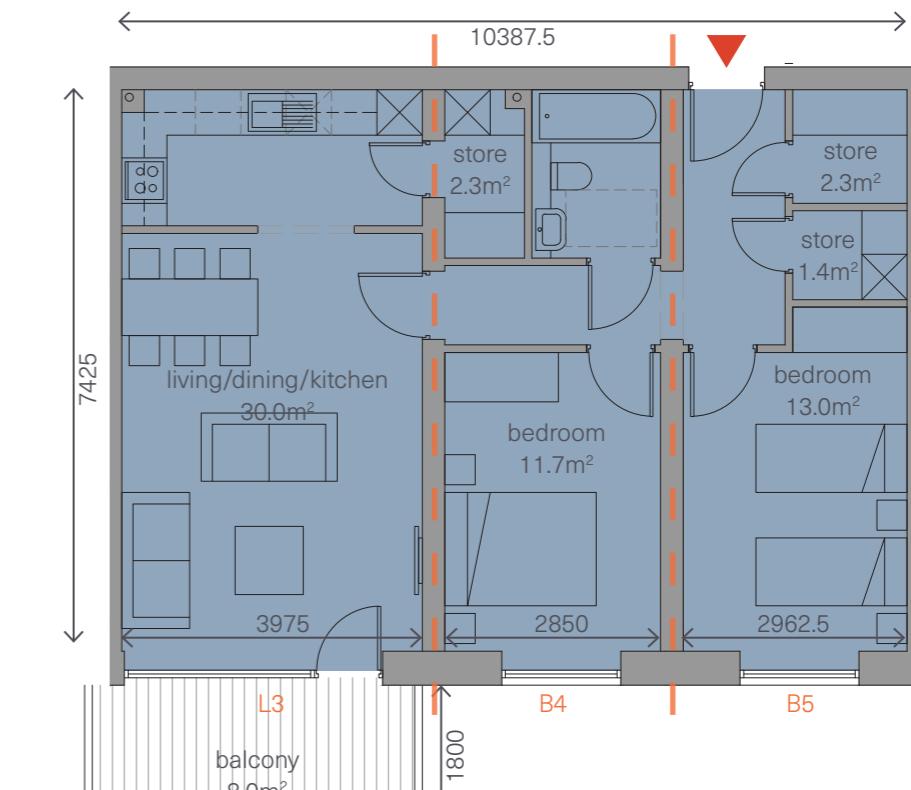
The scheme provides a mix of 1-bedroom 2-person (39.5%), 2-bedroom 3-person (21%) & 2-bedroom 4-person (39.5%) apartments.



1-bedroom 2-person apartment
(single aspect)



2-bedroom 3-person apartment
(single aspect)



2-bedroom 4-person apartment
(single aspect)

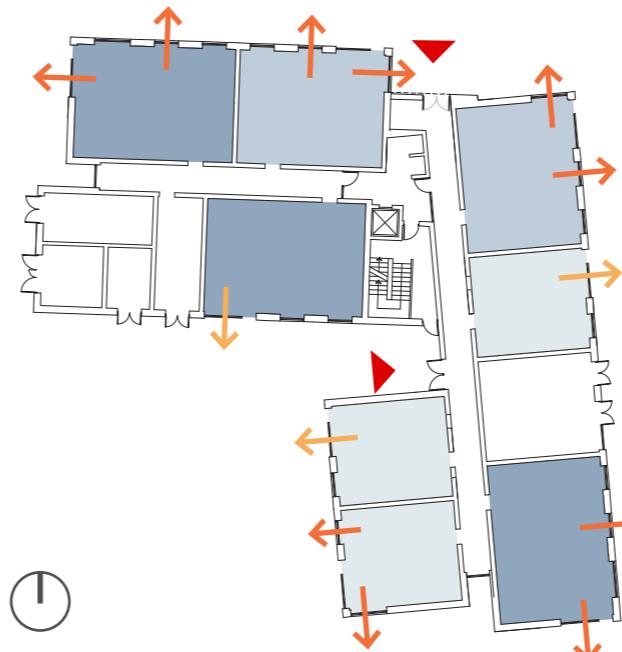
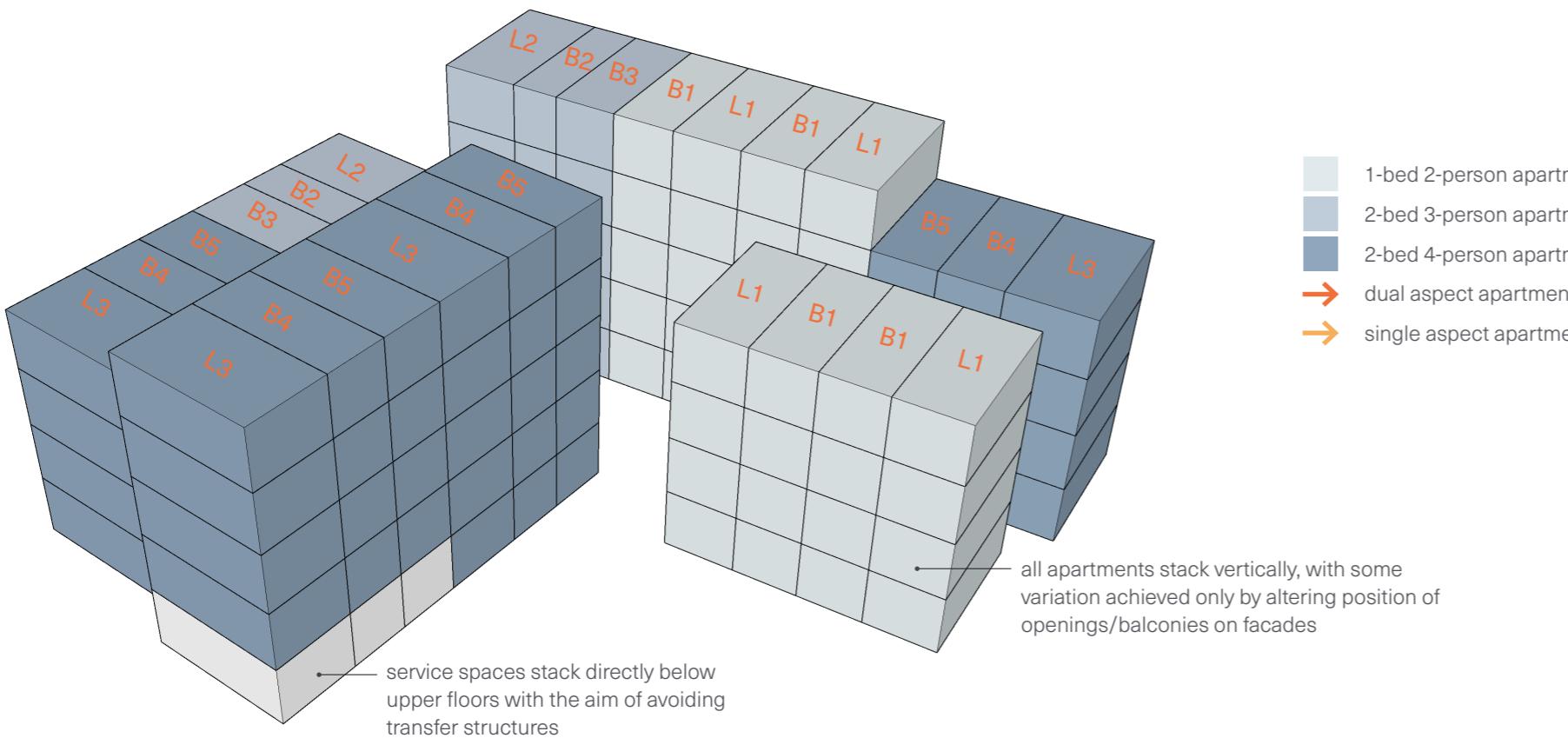
SITE STRATEGY

MODULAR CONSTRUCTION & QUALITY

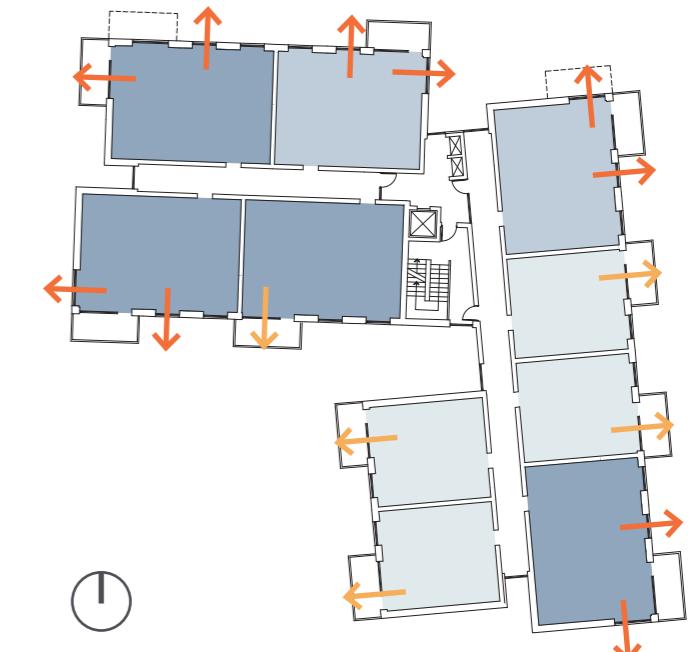
All apartments are stacked vertically, including at ground floor, in order to avoid transfer structures, with service spaces at ground floor also sized to fit under the potential modules overhead.

The block design derives from having all apartments accessible from a single, central core. Installation of a residential sprinkler system (LGS construction over 10m) allows travel distances from core to furthest apartment door to be a maximum of 15m (rather than 7.5m if the buildings were unsprinklered). The layout allows this core to be accessed directly from both Model Farm Road and the shared courtyard garden. Overall there are 53.5% dual aspect apartments. The modelling of the L-shaped block ensures that there are no single aspect north facing apartments.

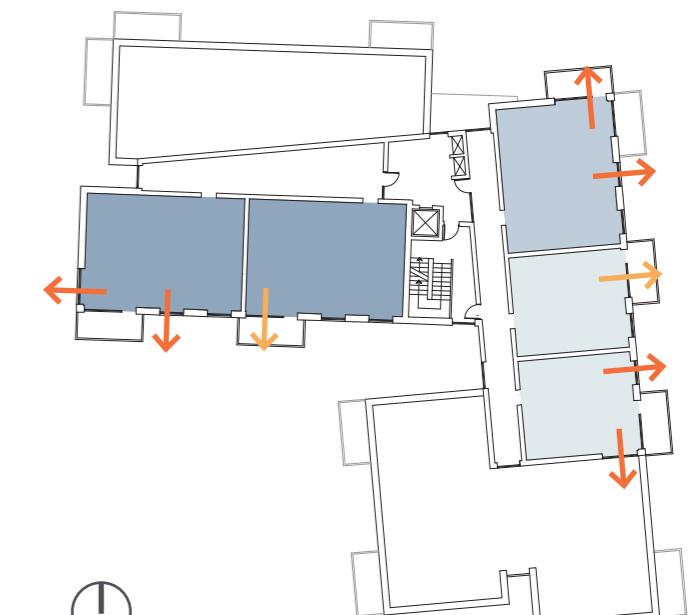
Corridors are double-loaded and vertical circulation kept to a minimum, and the building form manipulated so that any north-facing apartments become dual aspect.



Ground floor
- 5 no. 2-bed apartments
- 3 no. 1-bed apartments



First/second/third floor
- 6 no. 2-bed apartments
- 4 no. 1-bed apartments



Fourth floor
- 3 no. 2-bed apartments
- 2 no. 1-bed apartments

SITE STRATEGY

SITE LAYOUT PLAN

The scheme has a strong street frontage to Model Farm Road and to the east, with a south west facing shared courtyard to the rear, which affords privacy to the adjacent Parchment Square Student Accommodation.

Vehicular access runs along the western edge of the building at ground level, through to the parking area, which houses 0.30 spaces per unit. A set down area is provided here also.

The apartments are arranged around a single core, which can be accessed from both the courtyard and directly from Model Farm Road.



Main entrance to apartment block from Model Farm Road



SITE STRATEGY

HEIGHT

The proposed development ranges from 4-5 storeys, with the top floor being set back.

The surrounding buildings range from two storey dwellings on the other side of Model Farm Road, to a mix of 3 and 4 storey dwellings and businesses to the south and east of the site.



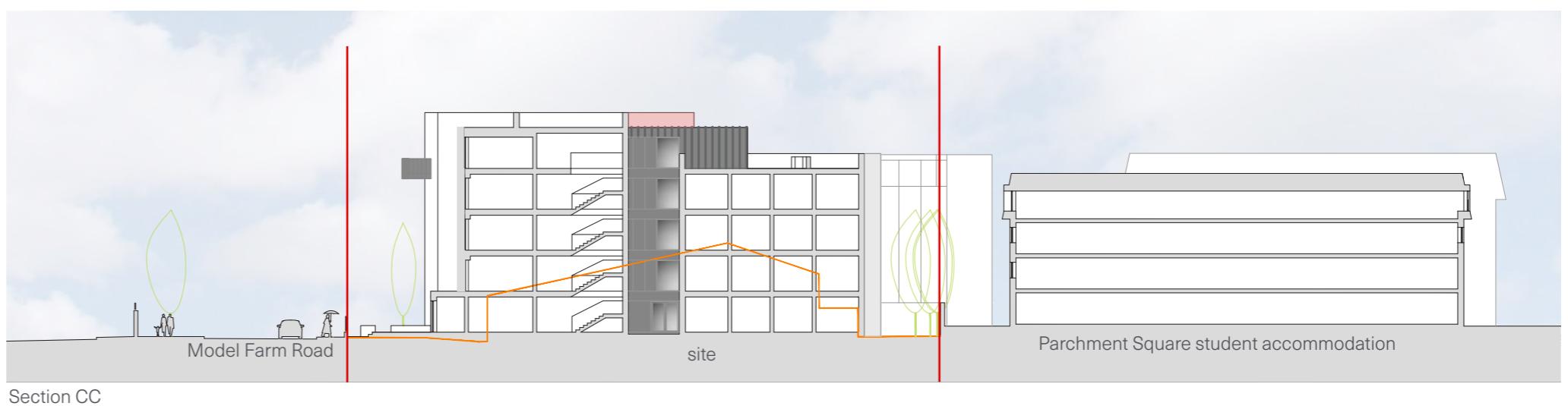
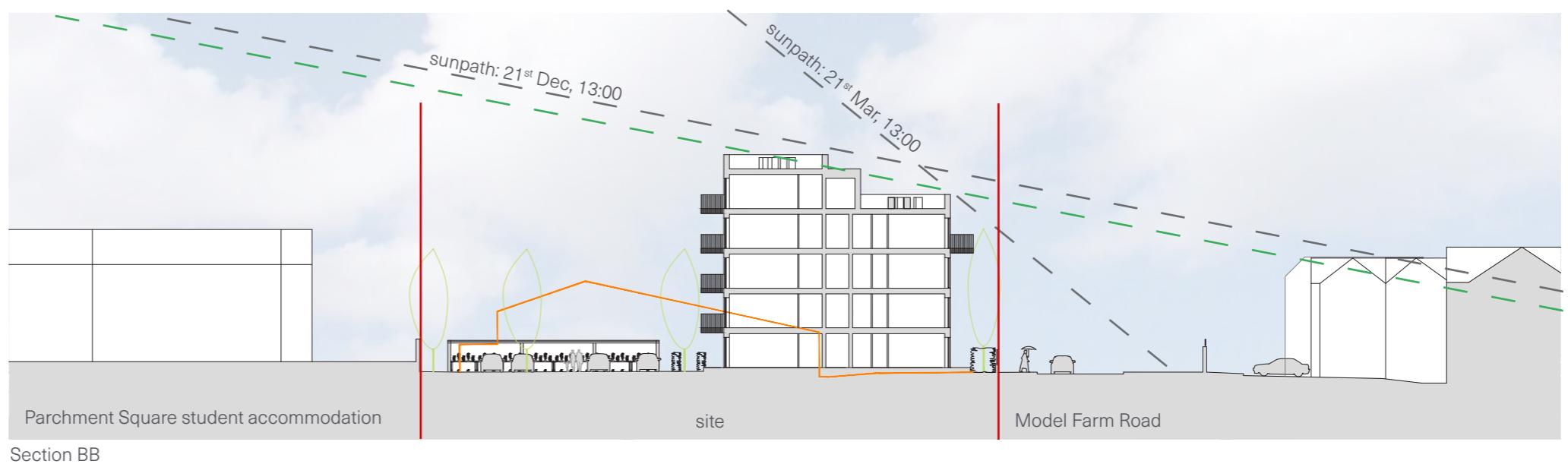
- 2-storey residential
- 3-storey residential
- 4-storey residential
- 5-storey residential



SITE STRATEGY

HEIGHT

Although the development has a strong street frontage to Model Farm Road, the set back of the fifth floor means that the impact of overshadowing is only slightly more than it would be if the development were four storeys (Section BB, green line).



— Site boundary

— Existing building to be demolished

SITE STRATEGY

HEIGHT

The proposed development offers a visual presence along Model Farm Road on a currently unused site. It forms a transition from the large office block to the east to the low scale business park to the west by stepping down in heights from 5 to 4 storeys.



- Site boundary
- Existing building to be demolished

SITE STRATEGY

ELEVATION & MATERIALITY



Grey fibre cement panels used in residential architecture (reference image)



Contrast colour fibre cement cladding used in apartment block (reference image)



Proposed north elevation showing pedestrian main entrance from Model Farm Road - a panelised facade (fibre cement or similar) is proposed in keeping with the modularity of the units



SITE STRATEGY

ELEVATION & MATERIALITY

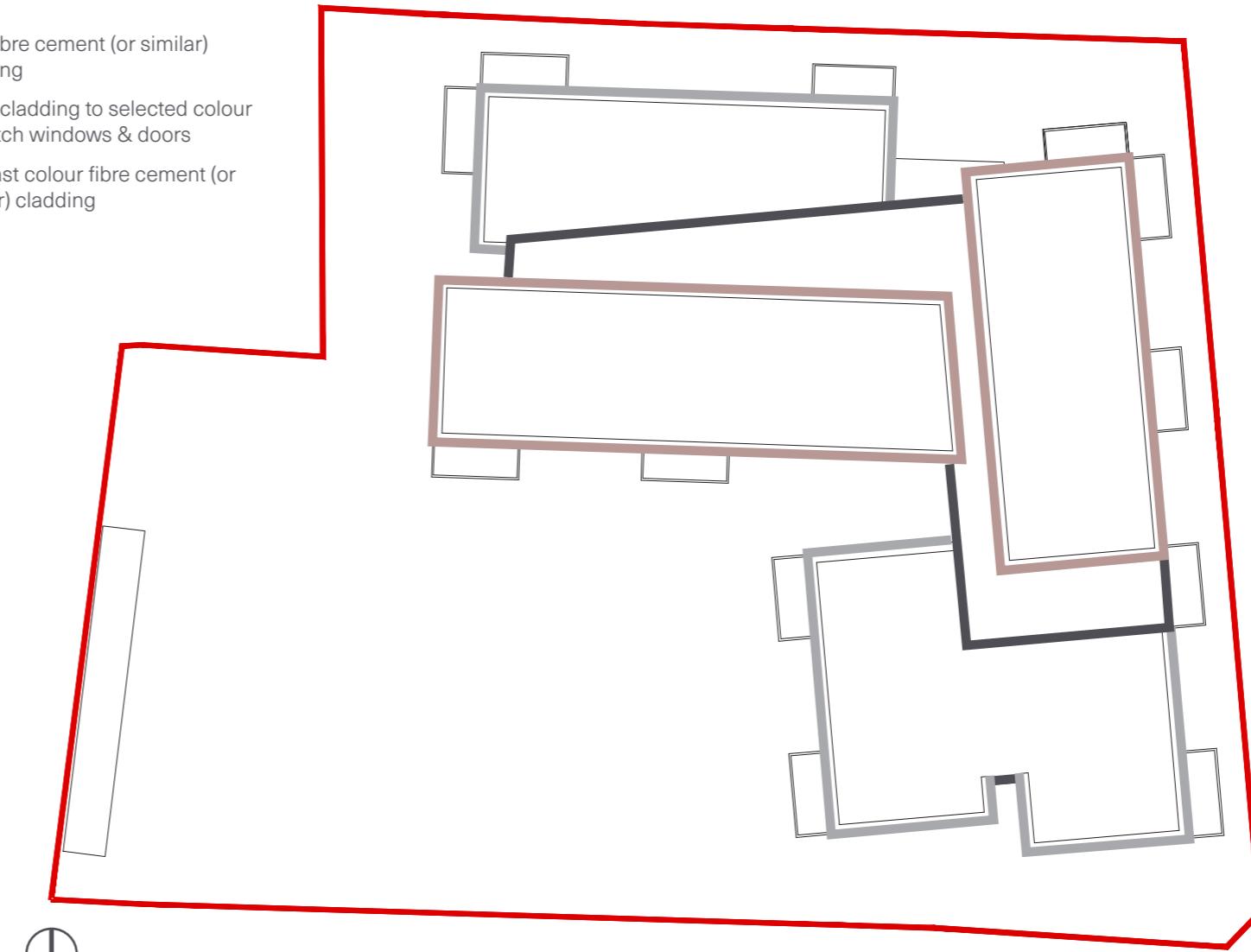


Contrasting fibre cement panels used in residential courtyard (reference image)



View of building from courtyard showing contrasting panelised facades

- grey fibre cement (or similar) cladding
- metal cladding to selected colour to match windows & doors
- contrast colour fibre cement (or similar) cladding



Proposed panelised elevation echos those of adjacent non-residential buildings such as the adjacent motor tax office building



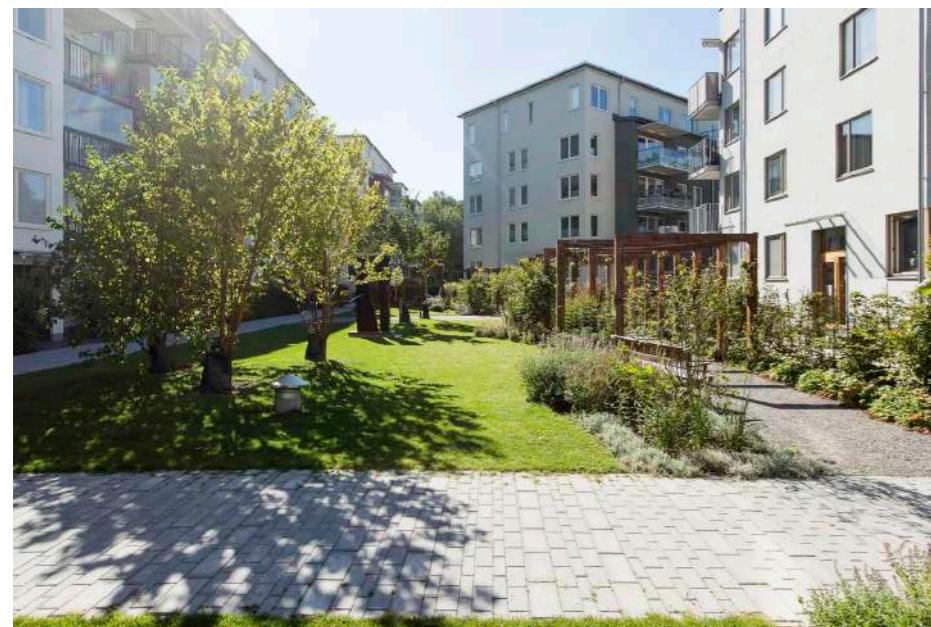
Proposed colour palette references surrounding residential building facades of red brick and grey render

SITE STRATEGY

OPEN SPACE - COMMUNAL AMENITY



Communal open space and entrance from parking area overlooked by apartment balconies on south and west elevations.



Apartment blocks enclose communal amenity space (reference image)



Ground floor patios with railings/
screen planting to public open space
(reference image)



Landscape plan

Communal amenity space: 297.9m² (258m² required) - 12.2% site area

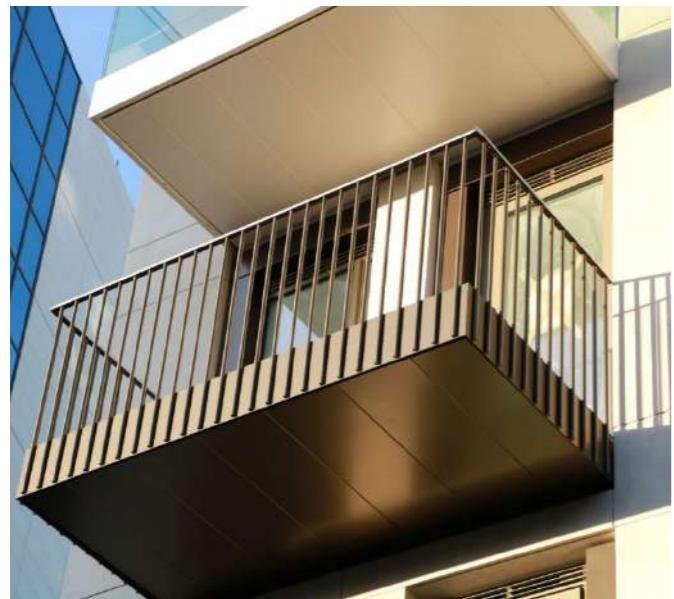
SITE STRATEGY

OPEN SPACE - PRIVATE AMENITY

Along with the shared communal courtyard, each apartment has access to a private amenity space.



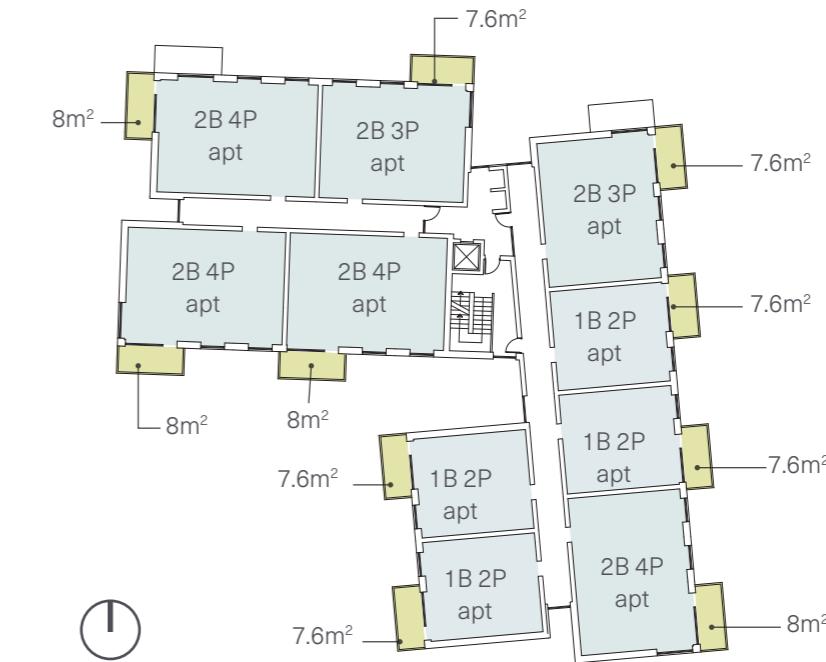
Ground floor patios with railings/screen planting to courtyard & upper level balconies



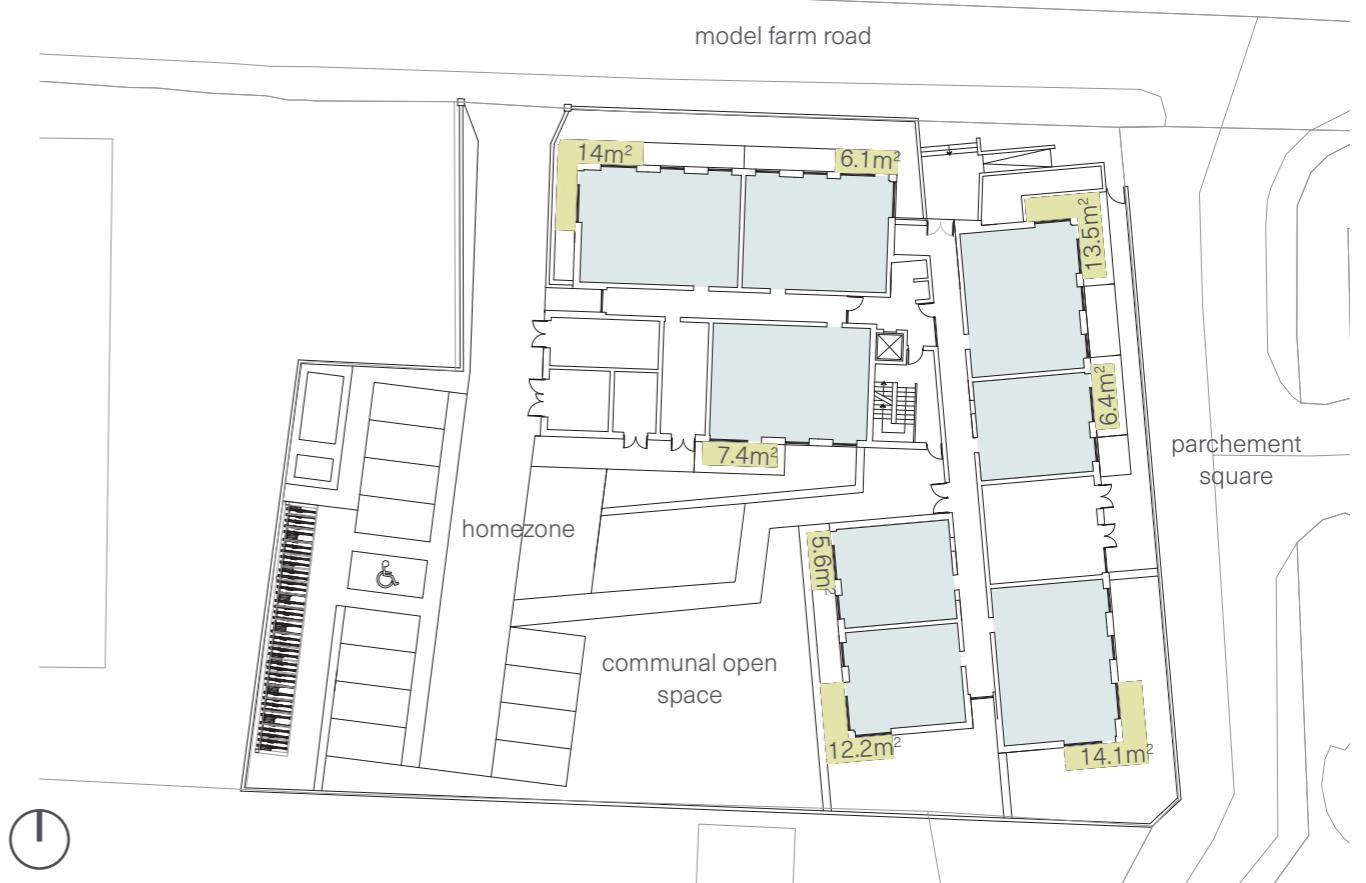
Upper level balconies (reference image)



Ground floor patios with railings/screen planting to public/communal open space (reference image)



Private amenity space - upper floor apartment balconies: all balconies exceed minimum standards as set out in 2020 Design Standards for New Apartments



Private amenity space - ground floor apartment patios: all patios exceed minimum standards as set out in 2020 Design Standards for New Apartments, and extend the full width of the apartment. 4 of 8 patios wrap around two elevations. Railings/screen planting provides privacy and security.

SITE STRATEGY

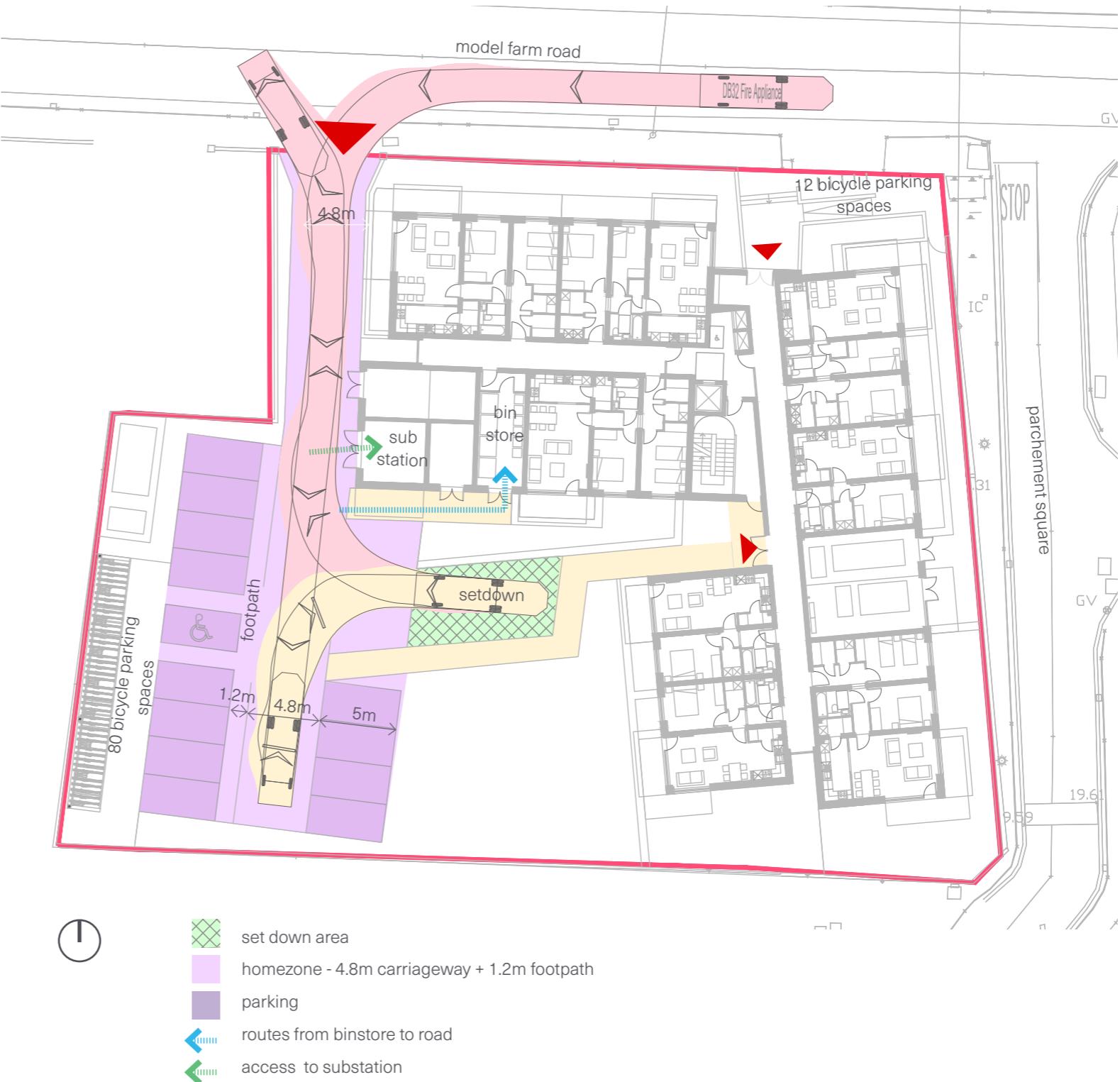
ACCESS AND SERVICING



Along the western boundary a total of 80 no. of covered bicycle spaces will be provided for the residents & visitors (70 no. residents, 10 no. visitors) using covered two tier racks for space efficiency.



At the main entrance along Model Farm road 12 no. of visitor bicycle parking spaces are provided using Sheffield stands.



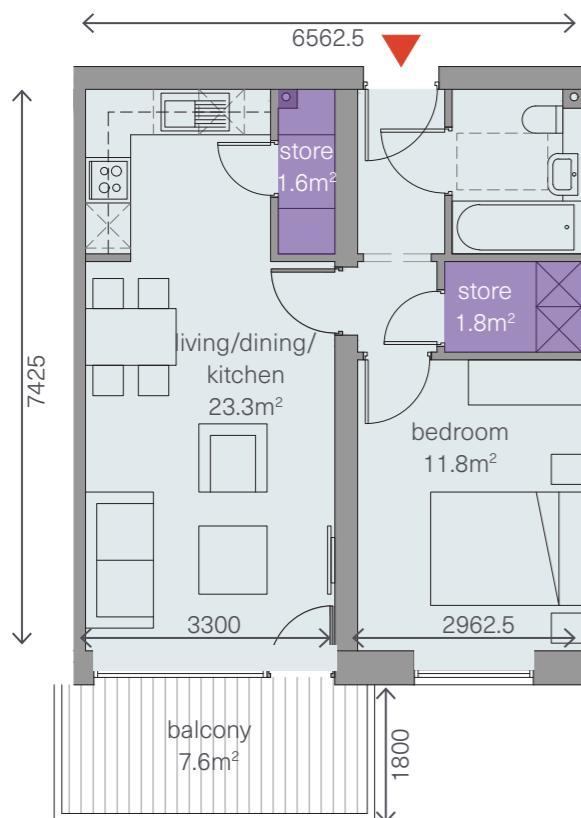
SITE STRATEGY

APARTMENT LAYOUTS

All apartment types in the scheme meet overall area and room area and width standards as set out in the 2020 Design Standards for New Apartments. Large full height windows are provided in each room. The living room is connected to a balcony spanning its width, and all apartments have easy access to the shared courtyard garden via the central core. Each 1-bed apartment contains two storage/utility rooms and each 2-bed apartment contains three, which meet storage area requirements as set out in the Guidelines.

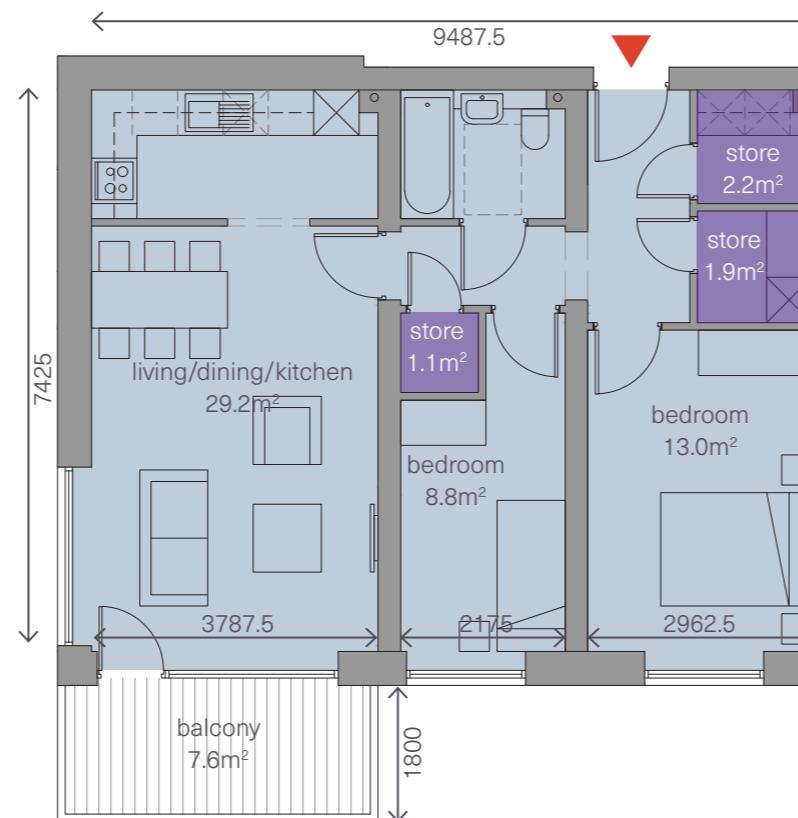


Full height glazed screen with door gives access from living room to balcony (reference image)



1-bedroom 2-person apartment
(single aspect)

floor area (including window reveals - solid blue hatch) 49.9m² (45m² + 10.9%)



2-bedroom 3-person apartment
(dual aspect)

floor area (including window reveals - solid blue hatch) 72.9m² (63m² + 15.7%)



2-bedroom 4-person apartment
(single aspect)

floor area (including window reveals - solid blue hatch) 78.8m² (73m² + 7.9%)

04 | DEVELOPMENT PLAN

PROJECT IRELAND 2040: NATIONAL PLANNING FRAMEWORK

The National Planning Framework outlines the policies and objectives for development in Ireland up to 2040 given the expected population growth of 1 million people. The Framework is underlined by a number of strategic outcomes including compact growth, sustainable mobility and the transition to a low carbon and climate resilient society. The purpose of the NPF is outlined as:

In terms of future growth enablers for Cork, the Plan outlines the need to identify infill and regeneration opportunities to intensify housing development in inner city and inner suburban areas, supported by public realm and urban amenity projects.

National Policy Objective 2a

- A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs¹⁵.

National Policy Objective 3b

Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints¹⁶.

SOUTHERN REGIONAL ASSEMBLY REGIONAL SPATIAL AND ECONOMIC STRATEGY

The Regional Spatial and Economic Strategy (RSES) was adopted on January 31st 2020 and sets out a 12-year strategic development framework for the Southern Region. It establishes a broad framework for development and the way in which our society, environment, economy and the use of land should evolve and works towards a broad vision of the Region's future, identifying key priorities for investment. The RSES also identifies the overall framework for development including; Metropolitan Area Strategic Plans (MASPs) for the Cork, Limerick – Shannon and Waterford metropolitan areas, Key Towns, smaller towns, villages and rural areas.



CORK METROPOLITAN AREA STRATEGIC PLAN (MASP)

The MASP refers to Cork as being an existing critical mass and an emerging international centre of scale driven by the State's second city of Cork at the core supported by a network of metropolitan towns and strategic employment locations. Metropolitan Cork is a national primary driver and engine of economic and population growth and the principle complementary location to Dublin. Strengthened regional connectivity will enhance integration of the Cork Metropolitan Area with the Atlantic Economic Corridor.

The Plan identifies that sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Critically the plan states that "Sustainable higher densities must be delivered" especially at public transport nodal points.



CORK CITY DEVELOPMENT PLAN 2015 - 2021

VARIATION NO. 7

At the Council Meeting of 23rd March 2020, the Elected Members of Cork City Council adopted a resolution under Section 13 of the Planning and Development Act 2000 (as amended) to make Variation No. 7.

This Variation changed the zoning of the proposed site from '7 - Business and Technology' (as below) to '4 - Residential, Local Services, and Institutional Uses'.



Adopted Variation No. 7 of the Cork City Development Plan 2015 - 2021

Cork City Development Plan 2015 - 2021

05 | URBAN DESIGN CRITERIA

URBAN DESIGN CRITERIA

ASSESSMENT

Context

The application site is located in an area containing a mix of uses, including mature housing estates and student accommodation apartment blocks, along with business, technology, educational & civic uses. The addition of the proposed apartment block is appropriate to this context.

Connections

The site is well connected, being on an important arterial route connecting Cork city centre to the west. Two frequent bus services link the site to the city centre and other locations such as Ballincollig and Carrigaline, and there are educational & employment opportunities within easy walking distance.

Inclusivity

The apartments are all arranged on a single level, accessed via a lift, and would be suited to a wide range of occupants. They are easily accessed by public transport or on foot/bicycle.

Variety

The provision of 1 & 2 bed apartments for general occupation add to the variety of accommodation available in this area of the city, which currently contains mainly larger single dwelling houses or student accommodation options.

Efficiency

The provision of an apartment block ensures that efficient use is made of this well-connected brownfield site.

Distinctiveness

Located in an area containing a mix of uses and scales, the development uses an architectural language which gives it its own distinct identity. The simple flat-roofed forms have precedent in the area, particularly the adjacent motor tax office, but the proposed scheme's facade has a more vertical emphasis, similar to that of the surrounding residential buildings. The proposed panelised facade contrasts with the red brick and render of the surrounding student apartment buildings and houses, but the colour palette does relate.

Layout

The proposed scheme is organised so that it fronts onto both Model Farm Road and the access road to Parchment Square, with living spaces and balconies providing passive supervision of both. The L-shaped building then encloses a southwest facing courtyard to the rear, providing a sunny communal amenity space. Locating the building entrance at the junction of the two streets means that it is centred in the block, allowing a single core to serve all apartments, maximising efficiency.

Public Realm

The enclosed landscaped courtyard is the main open space in the scheme, and its orientation ensures that its amenity value is maximised. A play area for young children is provided, as well as seating.

Adaptability

All of the proposed apartments are on a single level, accessible by lift, with large open plan living/dining/kitchen area, allowing for adaptability in use.

Privacy and Amenity

All apartments in the scheme have a private amenity space (balcony or terrace) linked to the main living room in compliance with relevant standards. Those at ground floor are screened by hedging as well as a metal railing. More than half of the apartments are dual aspect, and there are no single aspect north-facing units. All apartments have easy access to the communal courtard via the single central core.

Parking

Car parkiing in the scheme is provided at a rate of 0.3 spaces per apartment, given its accessible suburban location on two frequent bus routes. A set-down area is located in the communal courtyard, with easy access to the building core. Bicycle parking provision is generous however, provided at a rate of 1 no. resident space per bedroom and 0.5 no. visitor space per apartment.

Detailed Design

The proposed panelised fibre-cement (or similar) facade, metal cladding, aluminium/aluclad windows and robust metal balconies are intended to minimise building maintenance over time, whilst referring to their surroundings in terms of form (business/civic) and colour palette (residential buildings). The parking/vehicular access areas of the courtyard are paved so that they visually form part of the amenity space rather than appearing as standard roads.

06 | SITE SERVICES

SITE SERVICES

REPORT

All mains services (water, foul & surface water sewers, electricity, telecoms) are available in the vicinity of the site, although a significant length of new foul & surface water sewer will be required to be laid and the ground floor of the building slightly raised over the natural ground level in order to provide sufficient falls. Please refer to engineer's drawings and report.