



DESIGN STATEMENT
ESTUARY WAY, ST. MICHAEL'S DRIVE, MAHON, CORK
FOR CORK CITY COUNCIL

14TH OF AUGUST 2024

o'mahony pike

Project: Estuary Way
Location: St. Michael's Drive, Mahon, Cork
Client: Cork City Council
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1.0 SCHEDULE OF ACCOMMODATION

This design statement is prepared in support of a 38-unit modular housing scheme containing 34 no. Type 1A: 2 bed units (including provision for optional layouts Type 1B, 1C & 1D), 2 no. Type 2A: 2 bed accessible units (including provision for optional layout Type 2B), and 2 no. Type 1B: communal/office space units (including provision for optional layouts Type 1A, 1C & 1D) located on a 1.01ha site at Estuary Way, St. Michael's Drive, Mahon, Cork City.

Please refer to schedule opposite for a breakdown of unit types and floor areas.

GENERAL

Gross/Net Site Area	1.01Ha
Buildings footprint	2371m ²
Site Coverage	23%
Plot Ratio	1:0.2
Public Open Space	1378m ²
Communal Open Space	780m ²
Demolition Area	0m ²
Gross/Net Density	37.6 Units/Ha

MODULAR UNITS

Type	Area per unit	No. of units	Total area
Type 1A (1B/1C/1D)	53.6m ²	17	911.2m ²
Type 1Am (1Bm/1Cm/1Dm)	53.6m ²	17	911.2m ²
Type 1B (1A/1C/1D)	53.6m ²	1	53.6m ²
Type 1Bm (1Am/1Cm/1Dm)	53.6m ²	1	53.6m ²
Type 2A (2B)	53.6m ²	1	53.6m ²
Type 2Am (2Bm)	53.6m ²	1	53.6m ²
TOTAL	321.6m²	38	2036.8m²

PARKING

Standard car parking spaces	12
Accessible car parking spaces	2
Set-down spaces	2

Note: This schedule should be read in conjunction with the proposed site layout drawing and relevant drawings submitted as part of the subject application.

2.0 SITE

LOCATION AND SUITABILITY

The site is located on Saint Michael's Drive in Mahon, in the southeast suburbs of Cork. A commercial zone containing Mahon Point Shopping Centre, Mahon Retail Park and a variety of other commercial premises, including the Mater Private Hospital, is located just to the south of the site. A local convenience store is situated a few minutes' walk to the north, and an area containing local services, including Mahon Community Centre, a little further north again. Schools, both primary and secondary, are also available in the latter area, within walking distance of the site.

There are various leisure facilities in the vicinity, including pedestrian amenity routes and playing fields. The site is well served by various bus routes connecting to the City Centre, including to Kent Train Station. It is also close to the South Ring Road, which gives access to Cork Airport, the ferry terminal at Ringaskiddy and links to other cities.



2.0 SITE

CHARACTERISTICS & AERIAL PHOTOS

The site is bound to the north by light industrial uses, the east by single and two storey housing, the south by Saint Michael's Drive, Mahon Point Shopping Centre and other commercial buildings and the west by a four storey office building.

The site is generally relatively level with hardstanding throughout and is in use as parking/site compound. The area of the site is 1.01ha.

There are two bus stops serving Route No. 219 just to the east and west of the site, and many more bus stops are within walking distance as outlined on the previous page (Route Nos. 215/215A/212/202/202A as well as 219).

There is an existing temporary accommodation facility just to the west of the site, also on St. Michael's Drive.



3.0 SITE STRATEGY

SITE PLAN

The scheme is based around a central courtyard with a single entrance point from which all the units are accessed.

Off-site single-storey volumetric modular units are placed in pairs and line the site to the east, north and west, forming a communal courtyard space. This approach fosters a sense of community & security for the occupants, as well as securing boundaries with the existing rear gardens and commercial premises adjacent to the site by lining them with the units' private gardens. In addition, a metal fence and vehicular/pedestrian gates separate the housing from the public open space at St. Michael's Drive. Office/communal areas are provided adjacent to the gate, using standard modular units with internal layout amended to suit, located so as to provide security at the scheme entrance.

The internal roadway will be lightly trafficked and includes areas designed as a shared surface (with regard to DMURS principles), so traffic speeds will be low. 12 no. standard car parking spaces, a further 2 no. disabled parking spaces and 2 no. set down spaces (outside the gate) are to be provided. The access point to the site is located so that adequate sightlines are available for exiting vehicles.



3.0 SITE STRATEGY

POTENTIAL FUTURE SITE PLAN

The scheme layout has also been carefully considered to allow for the supporting infrastructure constructed as part of this proposed application to be strategically located and appropriate for the future long-term potential development of the site.

As shown opposite, it is intended that the set out and construction of both soakaways, ESB unit substation, site entrance and carriageway can be utilized and support the long-term potential of the site.



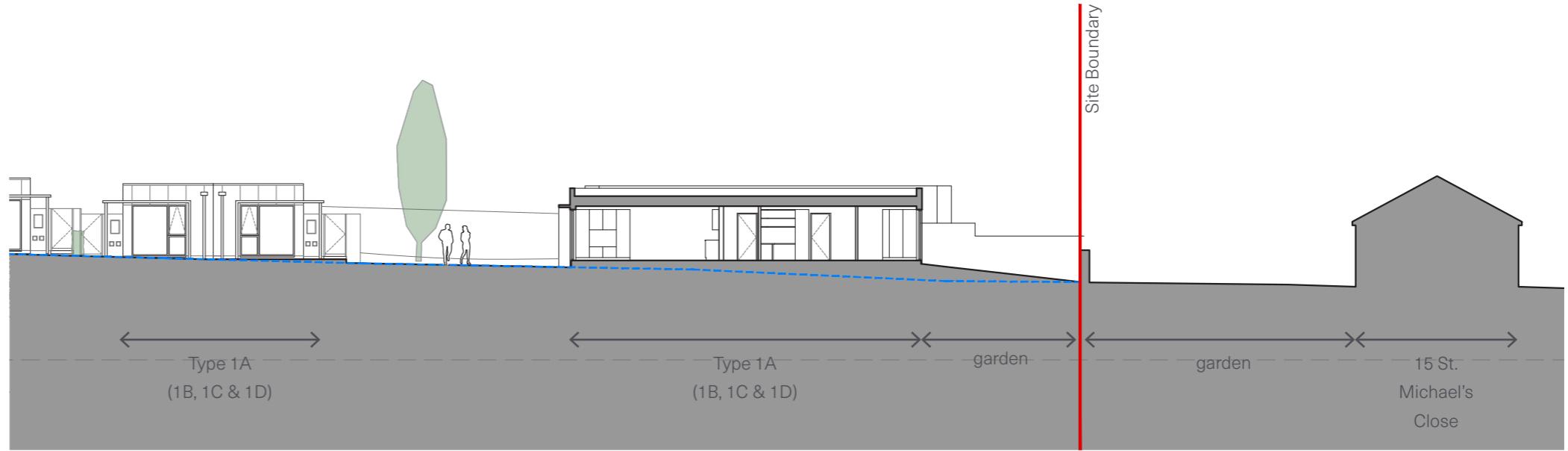
3.0 SITE STRATEGY

SITE SECTIONS

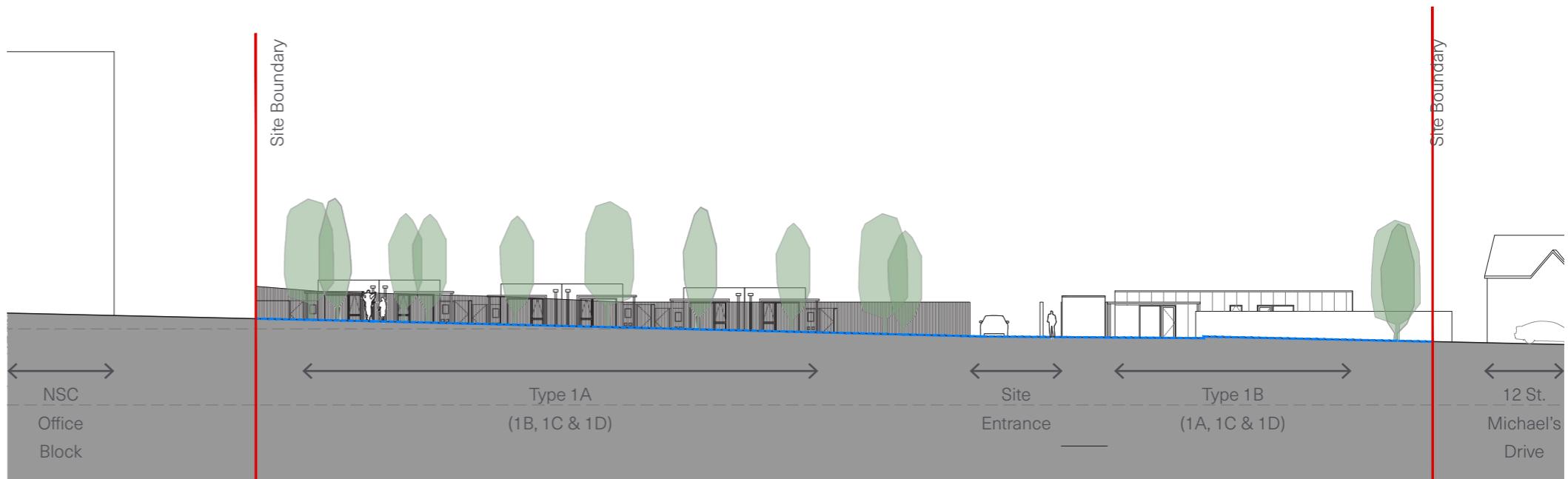
The units are all on one level and accessible directly from the courtyard.

The communal courtyard at the heart of the scheme creates a sense of place for residents and visitors alike, whilst providing operational benefit in terms of passive surveillance. The single-storey modular units along the eastern boundary mean that existing rear gardens are secured and not overlooked.

Elevations are simple and contemporary in expression, with a limited palette of robust materials - mainly cladding panels to walls with timber & metal pergola structures to entrances.



Section AA - East/West Site Section



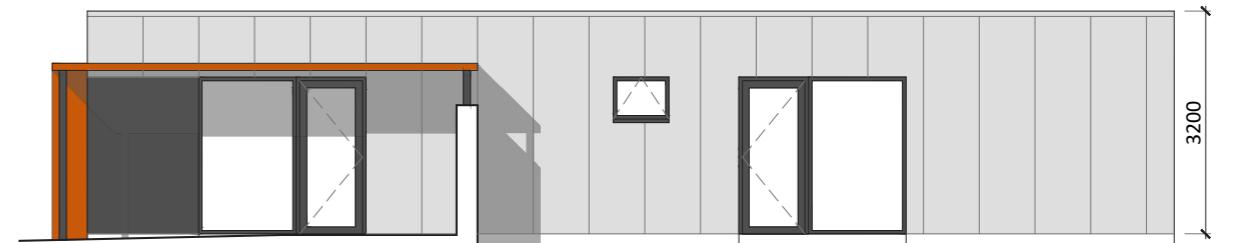
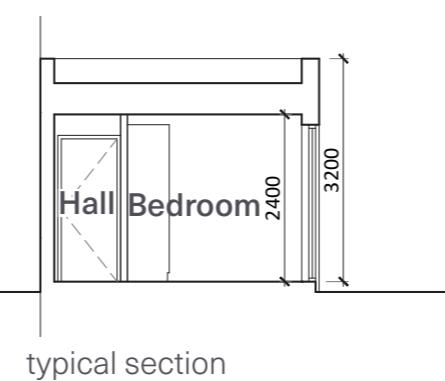
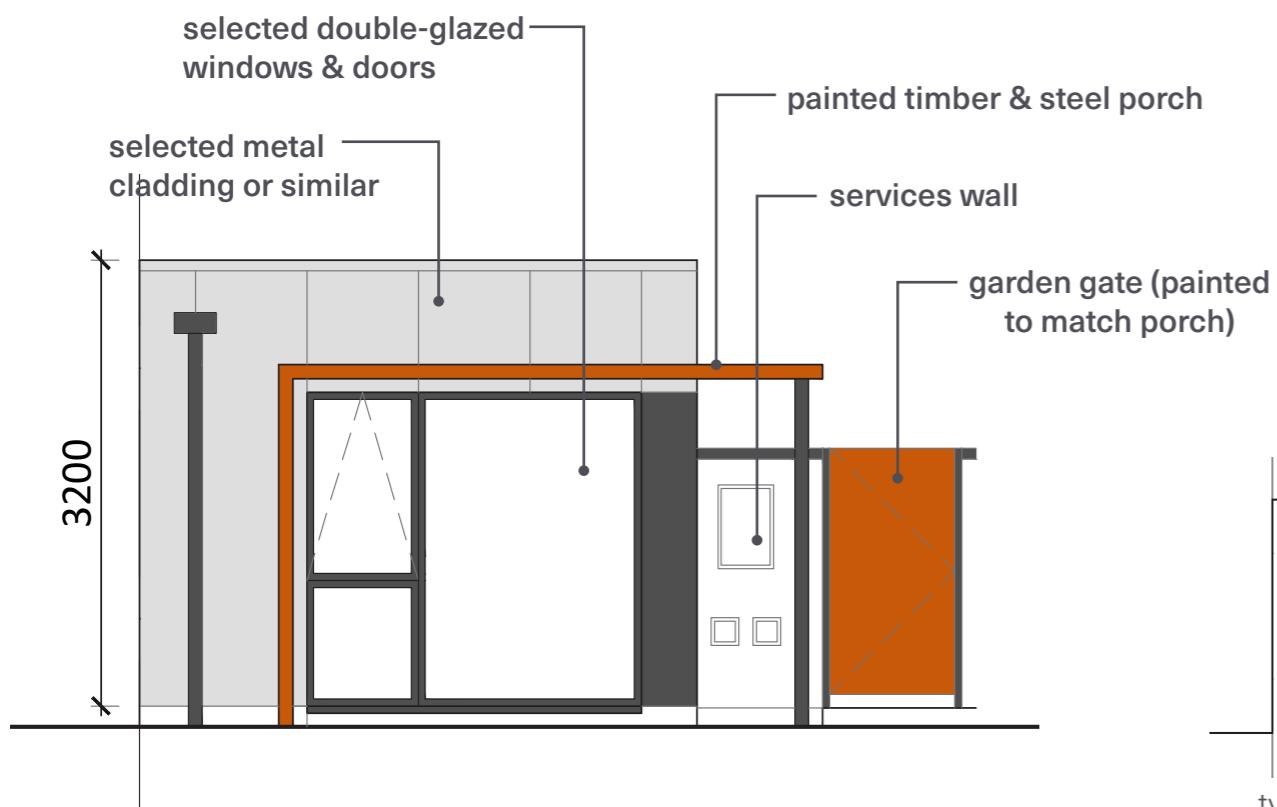
Section CC - Site Elevation to St. Michael's Drive

3.0 SITE STRATEGY

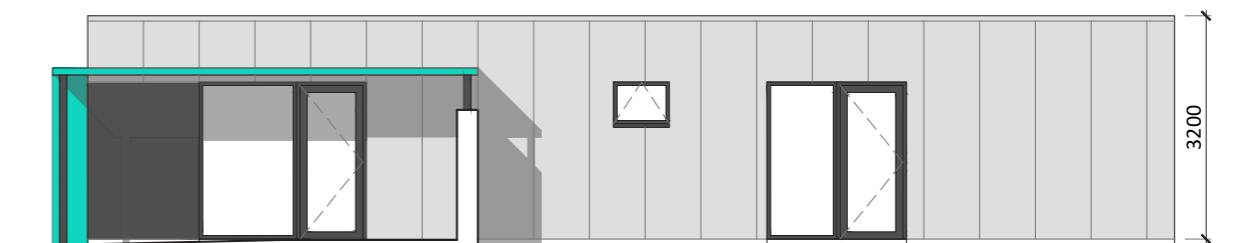
ELEVATIONS & MATERIALS

The building envelope, comprising selected metal cladding (or similar), selected double-glazed windows & doors and flat roof with membrane & parapet, will be complete and weatherproof on arrival to site. Units will be largely identical (apart from entrance elevation bedroom windows being placed to suit the internal configuration).

An external wall containing services such as the electricity meter box will be constructed to separate the house entrance area from the back garden. It is proposed to use simple timber and steel porches painted in a limited palette of colours, along with matching painted garden gates and unit number signage, to provide some differentiation between the units.



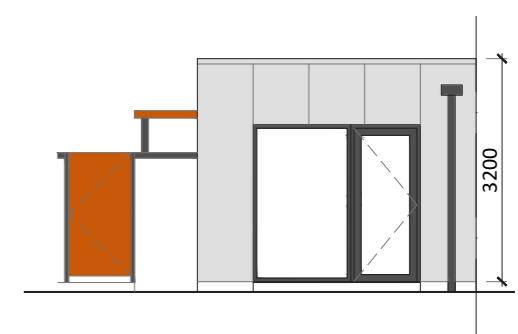
2-bed temporary unit / communal/meeting temporary unit (Type 1A/1B)
- entrance elevation



2-bed accessible temporary unit (Type 2A)
- entrance elevation



all units
- front and rear elevations



3.0 SITE STRATEGY

INDICATIVE 3D VIEWS: AERIAL
VIEW FROM SOUTHWEST



3.0 SITE STRATEGY

INDICATIVE 3D VIEWS: AERIAL
VIEW FROM NORTHEAST



3.0 SITE STRATEGY

INDICATIVE 3D VIEWS: VIEW FROM ST.
MICHAEL'S DRIVE LOOKING EAST



3.0 SITE STRATEGY

INDICATIVE 3D VIEWS: VIEW
LOOKING NORTH FROM ENTRANCE



3.0 SITE STRATEGY

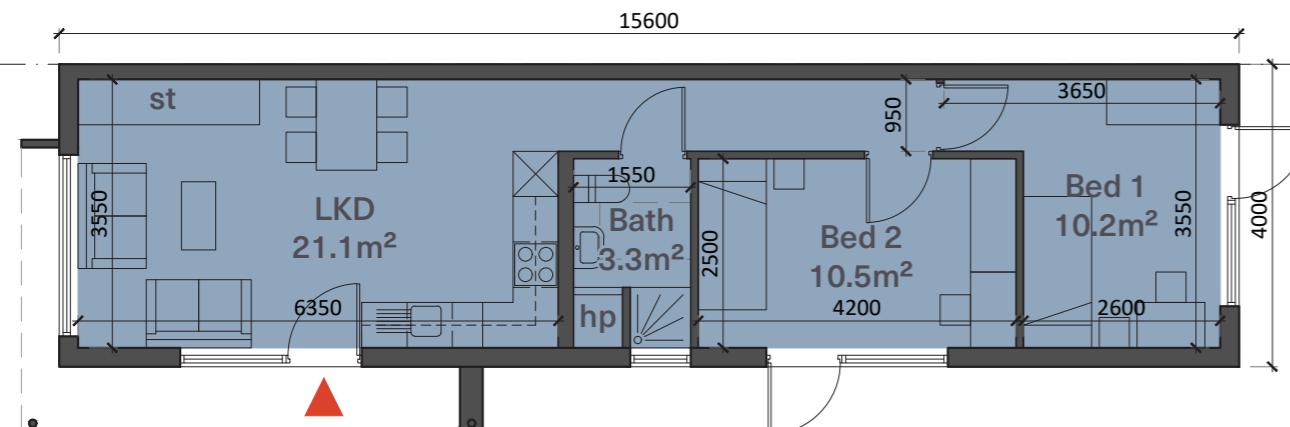
INDICATIVE 3D VIEWS: VIEW OF
CENTRAL OPEN SPACE



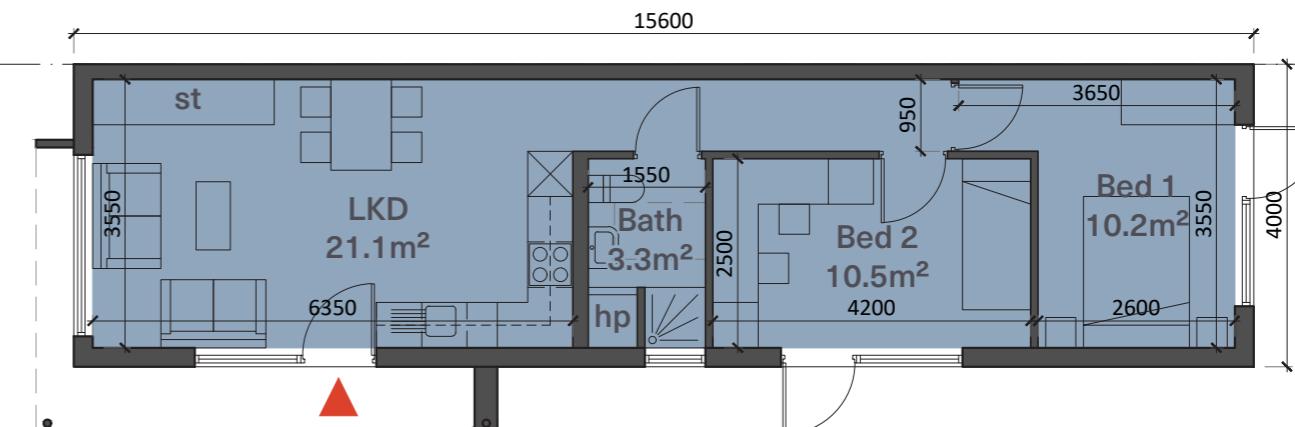
3.0 SITE STRATEGY

UNIT PLANS

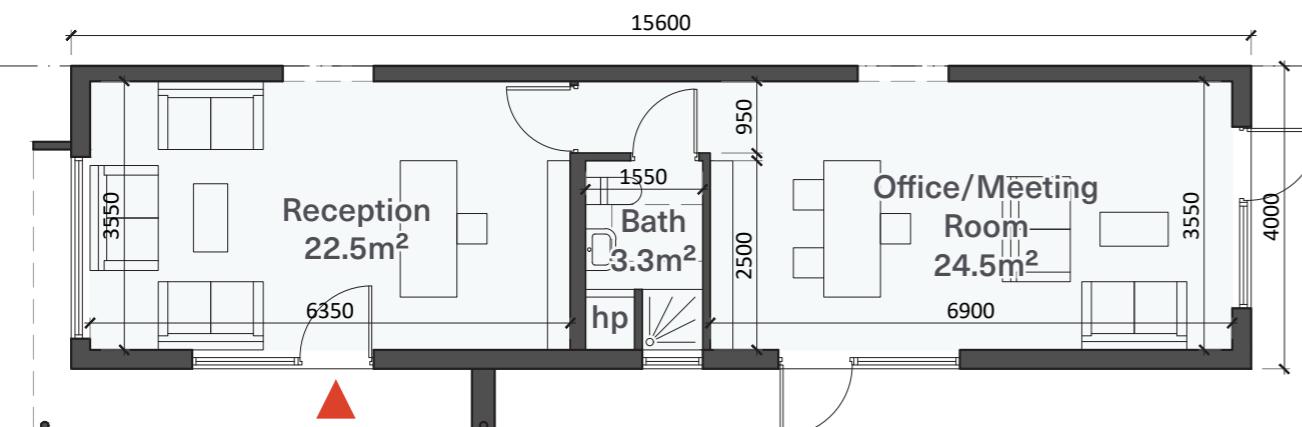
The proposed units are based on off-site 3D volumetric modular construction, with each unit contained within a single module and sized so that it can be transported by road unescorted. They are intended to be placed in pairs, with soft spots in the party walls to allow two units to be connected if required. Bedrooms provide a minimum of 5m² floor area per person when the standard Type 1 units are used to accommodate 4 people. The standard (Type 1) unit can accommodate up to 4 people, either in 2-bed or 3-bed configuration. An accessible 2-bed unit of the same dimensions (Type 2) provides an accessible bathroom and two single bedrooms. The standard (Type 1) unit can also be adapted for use as office/shared space as required.



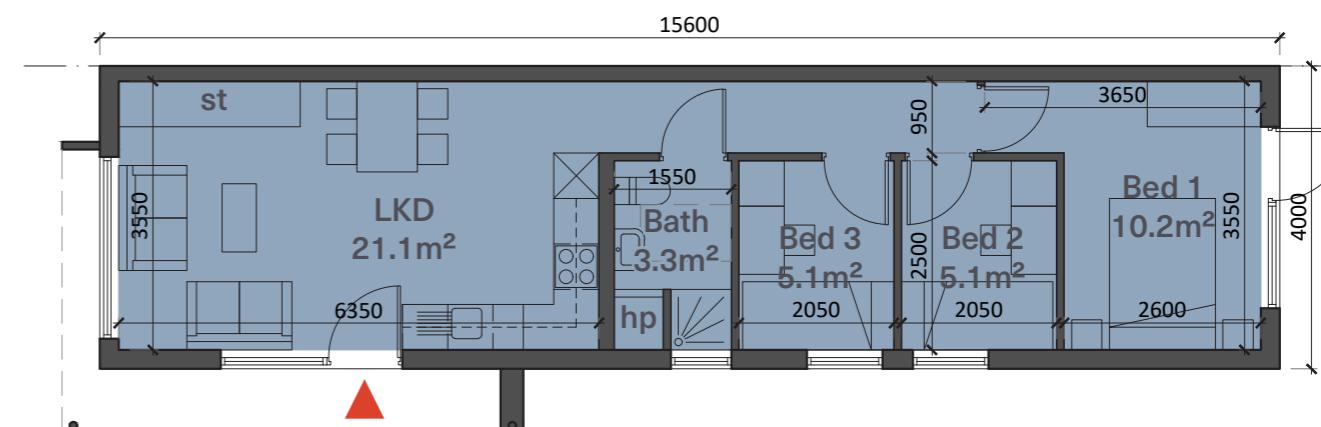
• TYPE 1A: 2-bed temporary unit (internal layout for two individuals with two single bedrooms with study area)
53.6m²



• TYPE 1A: 2-bed temporary unit (internal layout for family with one double and one twin bedroom with study area)
53.6m²



• TYPE 1B: Communal/Meeting temporary unit adapted from Type 1A
53.6m²

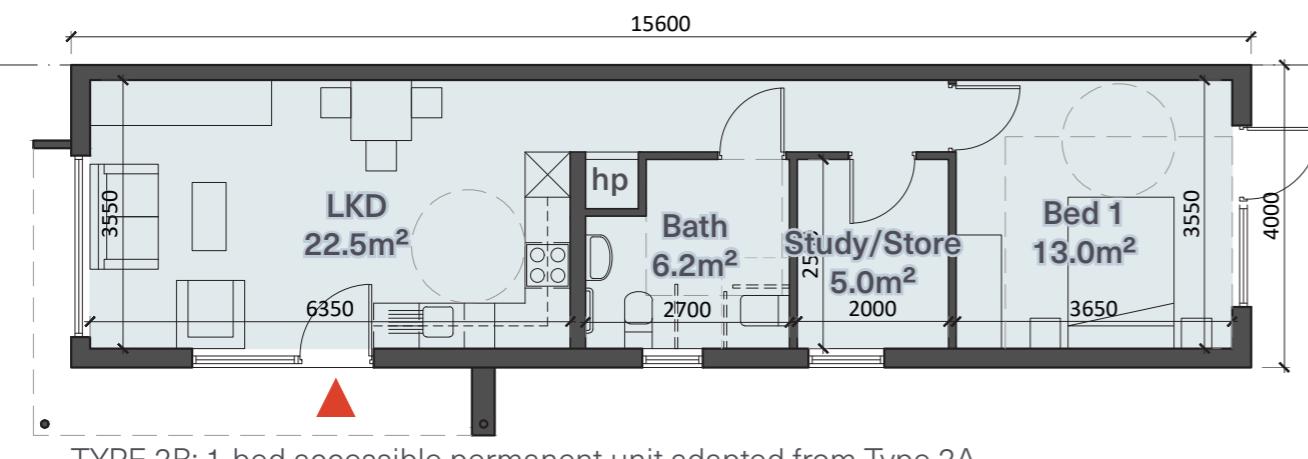
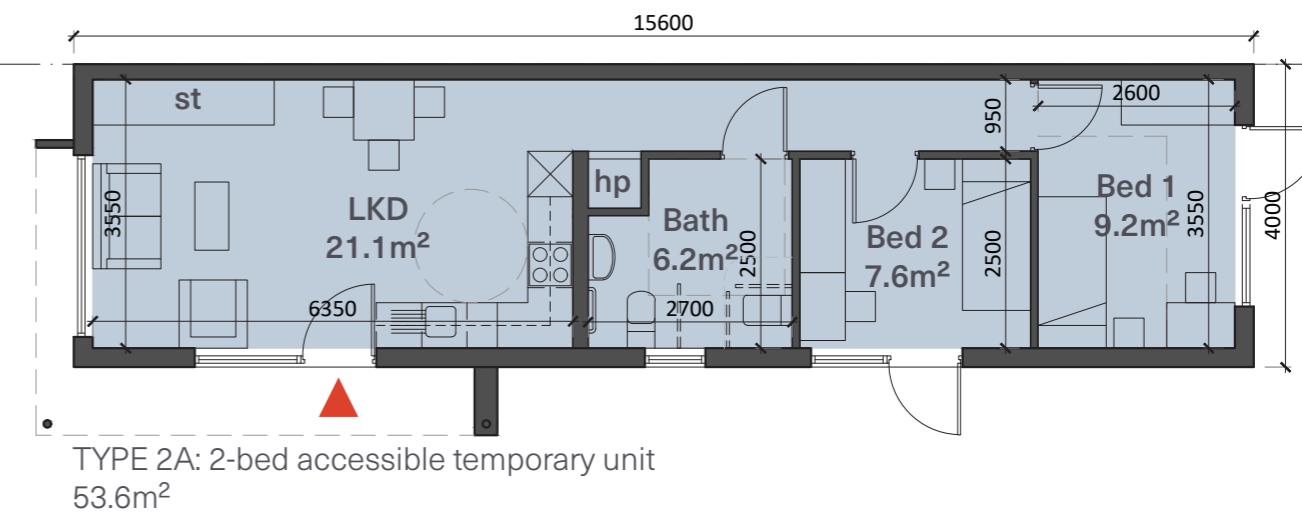
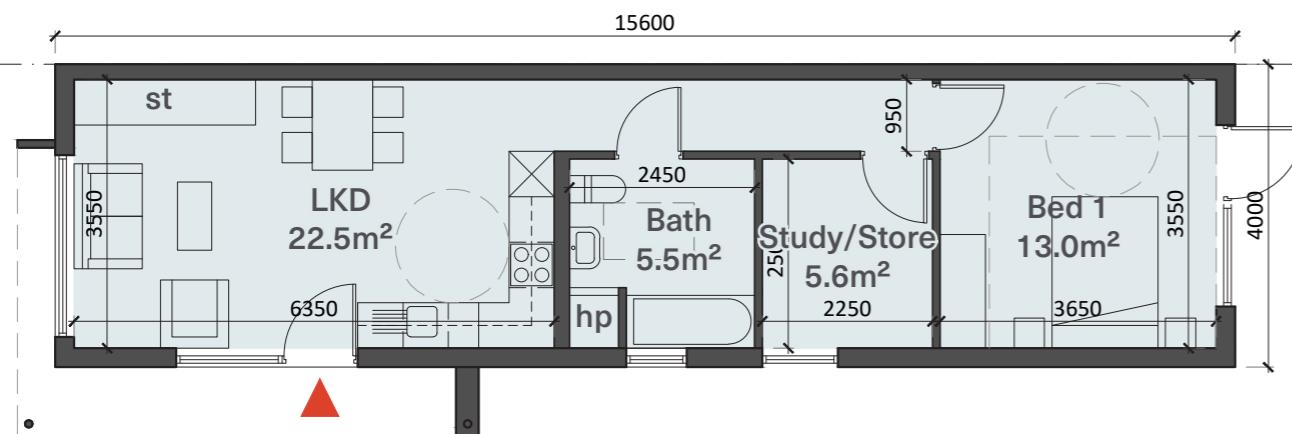


• TYPE 1C: 3-bed temporary unit adapted from Type 1A (layout for family with one double and two single bedrooms with study area)
53.6m²

3.0 SITE STRATEGY

UNIT PLANS

The units should be capable of being moved repeatedly, whether retained as temporary accommodation or repurposed as permanent housing. The temporary units can be adapted so that they become permanent 1-bed 2-person units suitable for right-sizing, with a universally designed (Type 1) or accessible (Type 2) bathroom, a 13m² bedroom and an additional space which can be used as a study/store.



	Living/Kitchen/Dining	Circulation	Bed 1	Bed 2	Bed 3	Shower/Bath	Store	Study/Store	Office/ Meeting	Reception
Type 1A	21.1m ²	4.8(m ²)	10.2m ²	10.5m ²	n/a	3.3m ²	1.4m ²	n/a	n/a	n/a
Type 1B	n/a	1.7m ²	n/a	n/a	n/a	3.3m ²	n/a	n/a	24.5m ²	22.5m ²
Type 1C	21.1m ²	4.8m ²	10.2m ²	5.1m ²	5.1m ²	3.3m ²	1.4m ²	n/a	n/a	n/a
Type 1D	22.5m ²	4.8(m ²)	13.0m ²	n/a	n/a	5.5m ²	1.4m ²	5.6m ²	n/a	n/a
Type 2A	21.1m ²	5.7m ²	9.2m ²	7.6m ²	n/a	6.2m ²	1.4m ²	n/a	n/a	n/a
Type 2B	22.5m ²	4.8(m ²)	13.0m ²	n/a	n/a	6.2m ²	1.4m ²	5.0m ²	n/a	n/a

4.0 DEVELOPMENT PLAN OBJECTIVES

Zoning

The site is zoned ZO 01, Sustainable Residential Neighbourhoods in the Cork City Development Plan 2022 - 2028. The zoning objective is: *"To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses."* Residential use is permitted in principle.

Building Height & Density

The site is located within a primary urban corridor in the CCDP Density and Building Height Spatial Strategy. This outlines a building height target of 4 storeys to 6 storeys and target density of 50 - 120 dph.



5.0 URBAN DESIGN CRITERIA

Context

The site lies within a residential area with commercial and health uses in close proximity. A temporary residential development such as the one proposed could therefore be integrated easily and successfully at this location. The design approach for this development is to maximise the residential potential of the site with regard to the need for providing temporary housing immediately, whilst facilitating the long term potential for the site and being respectful of the context. The design seeks to create a central courtyard formed by single storey volumetric modular units lining the edges of the site which secures boundaries with existing rear gardens and commercial uses.

Connections

The site is well-connected, in reach of local services and easily accessed by various modes of transport, including several bus routes.

Inclusivity

This flexible and modular scheme adds to diversification in terms of unit type & mix available in the locality, providing housing suitable for a range of occupiers to address an identified need for temporary accommodation in the city.

Variety

The scheme allows for internal variety, comprising a range of potential layouts that can be tailored to suit various occupiers based on their individual needs. Externally, the scheme is unified in expression, with a limited palette of robust materials - mainly cladding panels to walls - with timber & metal pergola structures to entrances painted in a variety of colours in order to provide some differentiation between units.

Efficiency

The development is proposed on an underutilised site in an established residential area with existing infrastructure. The use of this well-located site for temporary accommodation, whilst allowing for potential future development at a higher density in terms of infrastructure, is in accordance with sustainable design principles.

Distinctiveness

As the proposed units are of modular construction, the units will be largely identical (apart from entrance elevation bedroom windows being placed to suit the internal configuration). It is proposed to use simple timber and steel porches painted in a limited palette of colours, along with matching painted garden gates and unit number signage, to lend some distinctiveness to individual units.

Layout

The layout of the scheme is based around a central courtyard with a single entrance point from which all the units are accessed. These off-site single storey volumetric modular units are placed in pairs and line the site to the east, north and west and secure boundaries with the existing rear gardens and commercial premises.

The units are all on one level and accessible directly from the courtyard. This communal courtyard at the heart of the scheme creates a sense of place for residents and visitors alike, whilst providing operational benefit in terms of passive surveillance.

Public Realm

The central shared courtyard between the units is the primary communal open space in the scheme, and its single storey enclosing buildings ensure that it is a sunny and welcoming focus for the scheme. The setback of units from St. Michael's Drive allows for a frontage of public open space and associated screening for the residents.

Adaptability

The proposed units are based on off-site 3D volumetric modular construction, with each unit contained within a single module and sized so that it can be transported by road unescorted. They are intended to be placed in pairs, with soft spots in the circulation area party walls to allow two units to be connected if required. Bedrooms provide a minimum of 5m² floor area per person when used to accommodate 4 people. The standard unit can accommodate up to 4 people, either in 2-bed or 3-bed configuration. An accessible 2-bed unit of the same dimensions provides an accessible bathroom and two single bedrooms.

All standard units can also be adapted for use as office/shared space as required, and all units can be modified for permanent use as 1-bed universally designed or fully accessible houses if this need arose.

Privacy & Amenity

All units are triple aspect, with each unit having access to a small private outdoor space to the rear. The social and secure nature of the central courtyard enriches the experience of the residents. The single-storey modular units surrounding this space mean that rear gardens of surrounding houses are not overlooked.

Parking

The internal roadway will be lightly trafficked and includes areas designed as a shared surface (with regard to DMURS principles), so traffic speeds will be low. 12 no. standard car parking spaces with a further 2 no. disabled parking spaces and 2 no. set down spaces outside the entrance gate are also to be provided. The access point to the site is located so that adequate sightlines are available for exiting vehicles.

Detailed Design

The building envelope, comprising selected metal cladding (or similar), selected double-glazed windows & doors and flat roof with membrane & parapet, will be complete and weatherproof on arrival to site. An external wall containing services such as the electricity meter box will be constructed to separate the house entrance area from the back garden. It is proposed to use simple timber and steel porches painted in a limited palette of colours, along with matching painted garden gates and unit number signage, to provide some differentiation between the units.

6.0 SITE SERVICES

All mains services (water, foul & surface water sewers, electricity, gas, telecom) are available in the vicinity of the site - please refer to engineer's drawings and report.