



SHELTERED HOUSING - DESIGN STATEMENT

COONEY'S LANE, GRANGE, CORK

JUNE 2025

o'mahony pike

Project: Sheltered Housing
Location: Cooney's Lane, Grange, Cork
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1.0 SCHEDULE OF ACCOMMODATION

GENERAL

Site Area	0.26Ha
Demolition Area (house and sheds)	149.3m ²
Buildings Footprint	971.2m ²
Site Coverage	37.8%
Development Area (GIA)	1639.0m ²
Units Number	24
Site Ratio	1:0.6
Open Space	271.1m ²
Dual Aspect	75.0%
Density	93.4 Units/Ha

APARTMENT BLOCKS

UNIT NUMBERS

	1BED APT	1BED HOUSE	2BED 3P APT	Total	Dual Aspect	%
Level 00	4	2	5	11	9	81.8%
Level 01	8	0	1	9	7	77.8%
Level 02	4	0	0	4	2	50.0%
TOTAL	16	2	6	24	18	75.0%
MIX	66.7%	8.3%	25.0%	100.0%		

AREAS

	GIA (m ²)	NIA RESI (m ²)	Bikestore (m ²)	EFFICIENCY*
Level 00	778.8m ²	697.0m ²	16.6m ²	89.5%
Level 01	570.3m ²	501.4m ²		87.9%
Level 02	273.3m ²	214.6m ²		78.5%
TOTAL	1622.4m²	1413.0m²	16.6m²	87.1%

PARKING

CAR PARKING	SURFACE	RATIO
TOTAL	11	0.46 per Unit

BIKE PARKING	NO.	RATIO
SHELTER	12	0.50 per Unit
STAND	8	0.33 per Unit
TOTAL	20	0.83 per Unit

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

HWP have prepared an accompanying document regarding the proposed residential density, based on the Sustainable Residential Development and Compact Settlement Guidelines 2024.

In addition, it should be noted that due to the nature of the development, comprising small 1 and 2 bed units only, the resulting density is higher than for a development with the same floor area but a more standard unit mix.

The proposed unit mix departs from the housing mix targets in the Cork City Development Plan and the Apartment Guidelines as it is a right-sizing development (as per paragraph 2.21 of the Apartment Guidelines) and so the demand is limited to one bed (2 person) and two bed (3 person) units. The proposal has been modelled on the successful schemes delivered at Arus Mhuire, Skehard Road and Josephine McCoy Mews, South Douglas Road.

2.0 | SITE

SITE LOCATION

The site is located on Cooney's Lane in Grange, in the southern suburbs of Cork City. It's within a few minute's walk of Grange neighbourhood centre that includes Supervalu, Aldi and a variety of other commercial premises. The site is surrounded by existing residential developments, mainly 3 and 4 bedroom houses.

The site is well served by an existing bus route connecting to Cork City Centre and Douglas. There are bus stops serving Route No. 206 on Grange Road just to the north of the site. This route has a weekday midday frequency of 15 minutes. It is also close to the South Ring Road, which provides access by car to Cork Airport and the ferry terminal at Ringaskiddy as well as links to other cities.



2.0 | SITE

SITE DESCRIPTION

The site is adjoined to the north, west and east by two storey houses and to the south by Cooney's Lane. Additionally, to the east, the site is partially bound by an existing open green space.

The site slopes down from south to north with green space and shrubbery throughout. Currently there is a single storey house and associated outbuildings on the site - these are to be demolished. The area of the site is c. 0.26ha.

- site
- two storey
- single storey existing property (to be demolished)
- existing open space
- facade with overlooking first floor windows (main rooms)
- facade with few or no overlooking first floor windows (bathrooms/circulation spaces)



2.0 | SITE

SITE DESCRIPTION

The site is bound to the north by the gable of a 2-storey house and garden in Clifton Court.

To the south, the site is adjoined by Cooney's Lane and hedgerow with shrubs and small trees.

The site is bound to the east by 2-storey houses and back gardens in Newton Court as well as a small green open space and pedestrian path.

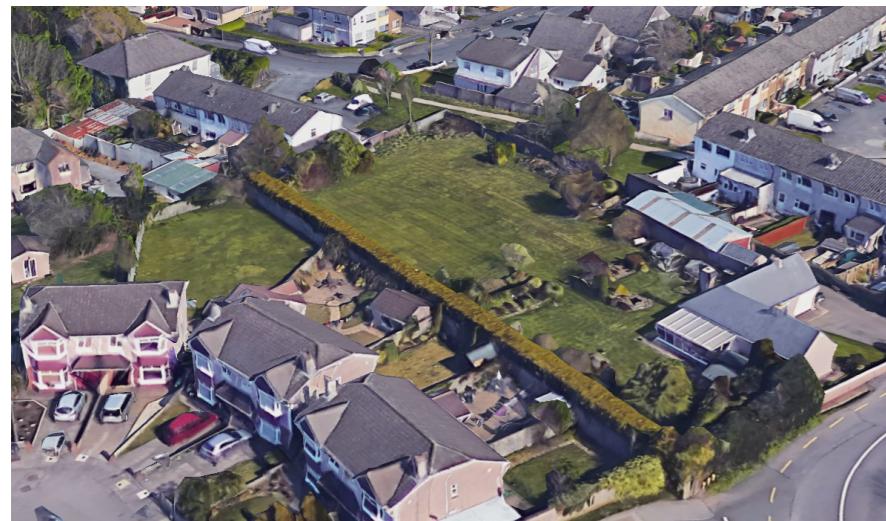
To the west, the site is bound by 2-storey houses and back gardens in Bellevue Lawn.



View from Cooney's Lane looking north towards site



View from Cooney's Lane looking west towards site



Aerial view from Southwest



View from Newton Court looking west towards site



View from Clifton Court looking south towards site

3.0 | SITE STRATEGY

SHELTERED HOUSING PRECEDENTS

Housing where all accommodation is at entrance level and thus easily accessible is the most suitable type for many elderly occupants. This could also be accommodated in apartments with lift access.

These images show some precedent housing schemes in which shared gardens/courtyards are important in allowing for social interaction between the occupants, contributing to a sense of community and security.



Sheltered housing scheme at Ringmahon House, Cork (Cork City Council); view of shared courtyard



Sheltered housing scheme at Gorey (Paul Keogh Architects); facade steps back to form a seat for social interaction between neighbours



Sheltered housing scheme at Ballinsheen Road (O'Mahony Pike Architects); view of shared courtyard with landscaping and parking



Sheltered housing scheme at Ballinsheen Road (O'Mahony Pike Architects); view of facade with sheltered entrance/seating areas

3.0 | SITE STRATEGY

UNIT LAYOUTS: UNIVERSAL DESIGN

INDICATORS OF ADAPTABILITY

How easily can people use, and access the development now and in the future?

Designs demonstrate good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. The homes are energy-efficient and equipped for challenges anticipated from a changing climate.

The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annex or small office.

INDICATORS OF INCLUSIVITY

How easily can people use and access the development?

New homes meet the needs of a range of people and households. Design and layout enable easy access and use by all.

UD GUIDELINES

The Universal Design Guidelines for Homes in Ireland states that, *"The Design Guidelines are not intended to be overly prescriptive, but provide a flexible framework for designers to apply the guidelines creatively to all new home types through incremental steps described as UD Homes and UD Homes +."*

A - ENTRANCE

- A1 1500mm x 1500mm space to enable a person to manoeuvre easily around the door swing and close the door behind them.
- A2 Door has a clear width of 800mm and incorporates a 300mm unobstructed space adjacent to the leading edge.

C - INDIVIDUAL ROOMS

- C1 Living room capable of accommodating temporary sleeping space as required.
- C2 Large kitchen in an 'L' shape or galley that is not a thoroughfare in the home.
- C3 Utility room with space for washer and dryer adjacent to kitchen.
- C4 800mm activity space around bed.

B - HORIZONTAL CIRCULATION

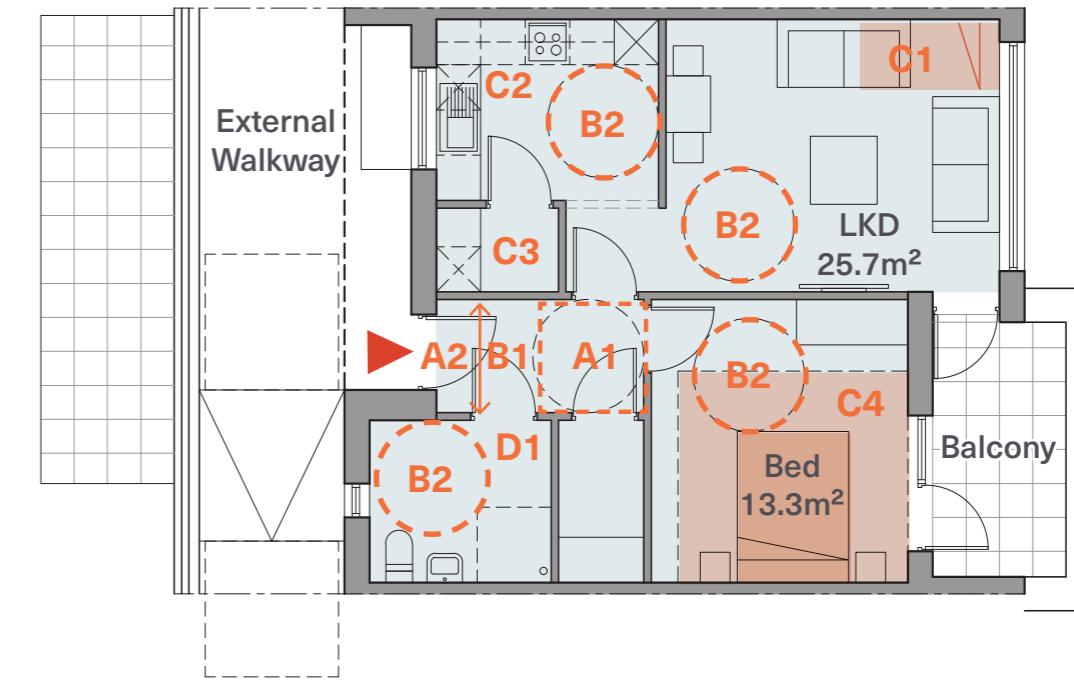
- B1 Entrance hallway of c. 1050-1500mm wide.
- B2 1500mm turning circle in all entrance level habitable rooms.
- B3 Principle doors to be 800-850mm clear width subject to the direction of travel. Corresponding 300mm leading edge also to be provided.

D - BATHROOM

- D1 Accessible bathroom (minimum dimensions 2100 x 2400mm)
- D2 Possible provision for soft spots and hard spots in main bathroom as required.



Typical 2-bed 3-person apartment (ground floor, 75.8m²)



Typical 1-bed 2-person apartment (first floor, 53.9m²)

3.0 | SITE STRATEGY

SITE LAYOUT PLAN

GROUND FLOOR

The accommodation is in the form of an L-shaped 2 and 3-storey block arranged around a shared garden & parking court, with an additional single storey block to the north of the site. In the main block, a communal entrance and vertical circulation core (both lift and stairs) are accessed from the shared access route/courtyard along the eastern boundary. Bicycle parking as well as bin storage is provided in an enclosed space joining the main block to the single storey houses. Ground floor units in the northern part of the main block and the single storey block have own-door access, while the first floor units in the 2-storey block are entered from an external walkway accessed from the vertical circulation core.

The units face onto Cooney's Lane and an existing open space and pedestrian walkway to the east. This improves passive supervision of the public realm in the vicinity of the site as well as in the shared garden. A new footpath will be provided along the northern edge of Cooney's Lane, connecting the existing footpaths at Bellevue Road and Newton Court.

1-bed 2-person

2-bed 3-person



3.0 | SITE STRATEGY

SITE LAYOUT PLAN

FIRST FLOOR

Site Area

0.26 ha

Total No. of Units

24 no. units

Density

93.4 dph

Open Space (shared garden)

271.1m² (10.5% site area)

Car Parking

11no. spaces (0.46ratio)

Bicycle Parking

20 no. spaces (0.83ratio)

Unit Mix

18 no.	1-bed 2-person	(75%)
6 no.	2-bed 3-person	(25%)

 1-bed 2-person

 2-bed 3-person



3.0 | SITE STRATEGY

SITE LAYOUT PLAN BIN & BIKE STORAGE STRATEGY

The site strategy's focus on universal design aims to prioritise ease of use for residents, and the placement of the binstore at the lower, northern end of the site ensures that the journey residents take to deposit their refuse in the communal store, will be on a downward slope. This is the case for all units, with the exception of the two single storey dwellings, which are located within close proximity of the store.

The location of the bin store is also optimal in terms of refuse collection, as when considering the turning and set down area for collection within the site, the stores chosen location is closer than the site's entrance.



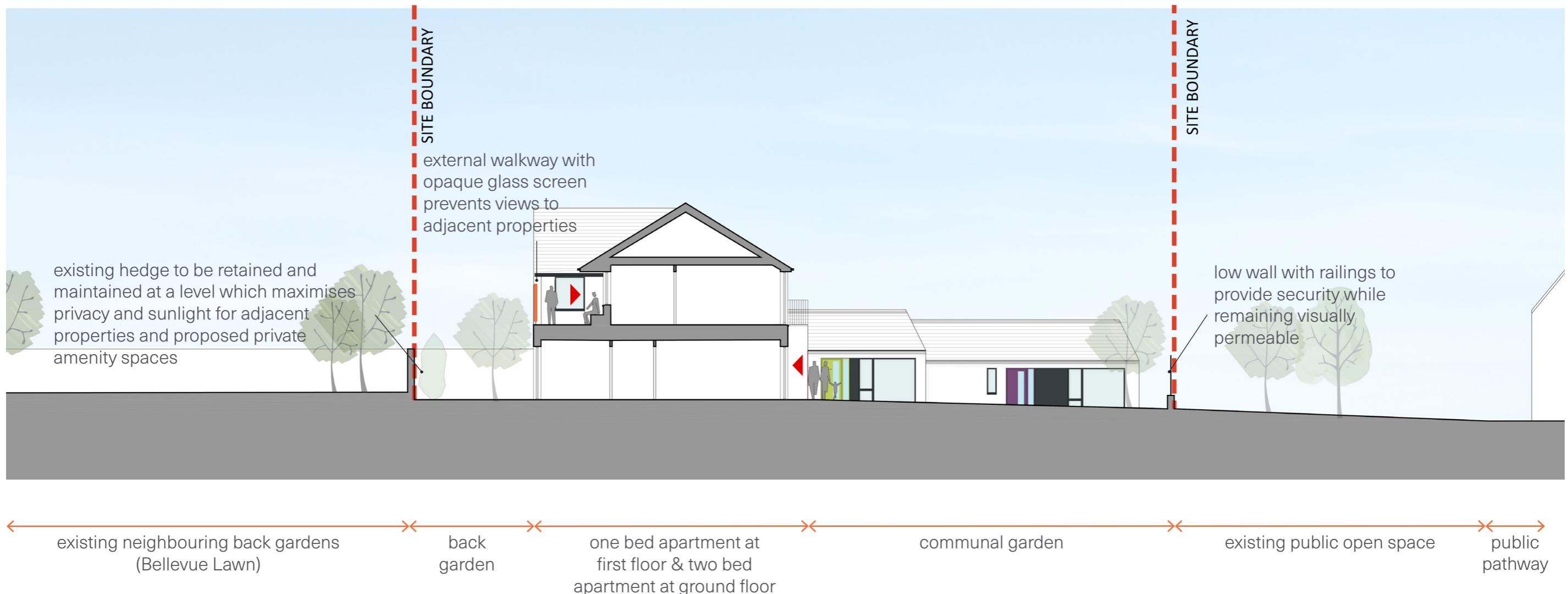
3.0 | SITE STRATEGY

TYPICAL CROSS SECTION THROUGH SITE



3.0 | SITE STRATEGY

TYPICAL CROSS SECTION THROUGH SITE



3.0 | SITE STRATEGY

SITE ELEVATIONS



South elevation to Cooney's Lane



East elevation to shared courtyard/garden

4.0 DEVELOPMENT PLAN OBJECTIVES

CORK CITY DEVELOPMENT PLAN 2022-28

DEVELOPMENT PLAN & ZONING

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

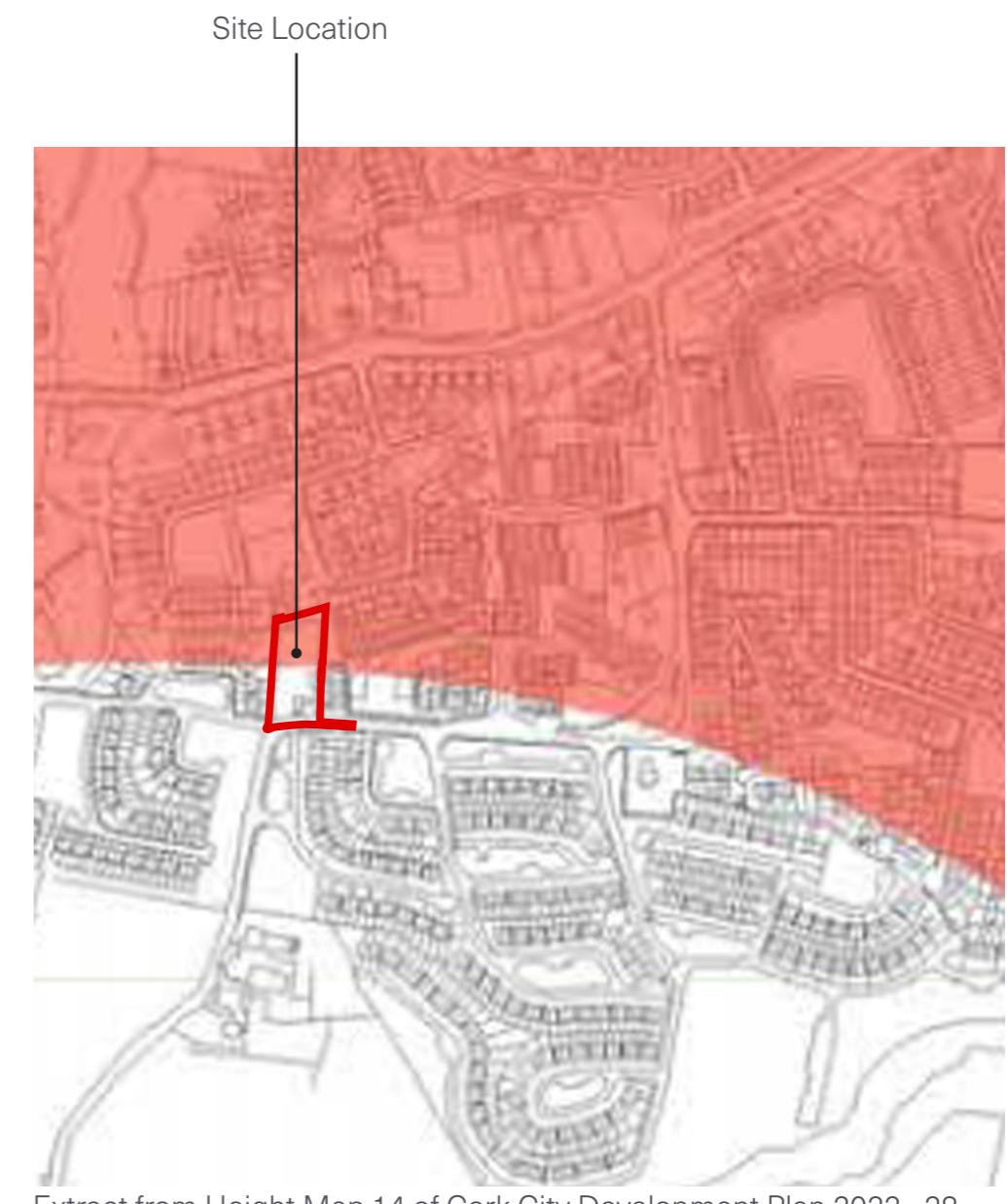
The site is partially located within the outer suburbs in the CCDP Density and Building Height Spatial Strategy. This outlines a building height target of 2 to 4 storeys and target density of 40-60 dph. The southern half of the site is not covered by any of the categories in the strategy.

HWP have prepared an accompanying document outlining why the density proposed, which is in excess of development plan range, is appropriate, based on the Sustainable Residential Development and Compact Settlement Guidelines 2024.



Extract from Zoning Map 14 of Cork City Development Plan 2022 - 28

- Walkways & Cycleways
- ZO 01, Sustainable Residential Neighbourhoods
- ZO 08, Neighbourhood and Local Centres
- ZO 15, Public Open Space
- ZO 20, City Hinterland



Extract from Height Map 14 of Cork City Development Plan 2022 - 28

- Outer Suburbs

5.0 | URBAN DESIGN CRITERIA

Context

The site lies within a mature residential area in the southern suburbs of Cork City. A 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 sheltered housing, whilst being respectful of the low-rise context. The proposed scheme overlooks Cooney's lane and an existing public open space and pedestrian walkway to the east, improving passive supervision of the public realm in the vicinity of the site.

Connections

The site is well served by an existing bus route connecting to Cork City Centre and Douglas. There are bus stops serving Route No. 206 on Grange Road just to the north of the site. This route has a weekday midday frequency of 15 minutes. Implementation of BusConnects will further improve frequency and result in improved connectivity. It is also close to the South Ring Road, which provides access by car to Cork Airport and the ferry terminal at Ringaskiddy as well as links to other cities.

Inclusivity

Provision of a social housing scheme would be in accordance with the principle of the Joint Housing Strategy to promote a socially balanced and inclusive society in all housing areas within Cork City. Provision of a sheltered accommodation scheme in particular provides diversification in terms of unit type & size available in the locality, (the site is surrounded by mainly 3 and 4 bedroom houses), which would provide housing suitable for a greater range of occupiers and address an identified need for accommodation in the city.

Variety

The scheme provides variety in terms of the unit type/size available in the area whilst remaining respectful of its surrounding context in terms of form and materiality. It also provides internal variety, comprising both 1 and 2-bed apartments in a variety of configurations.

Efficiency

The development is proposed on a under utilised site in an established residential area with existing infrastructure. The efficient use of this well-located site (at a density of 93.4 units/ha) is in accordance with sustainable design principles.

Distinctiveness

The proposed development is generally similar to those in the surrounding area in terms of form and materiality, with the objective that they blend into the existing context. The massing of the apartment block at the site entrance is broken down to respond to its domestic context; however being flat-roofed in contrast to the surrounding pitched roof housing lends distinctiveness to the scheme at this corner location on Cooney's Lane.

Layout

The accommodation is in the form of an L-shaped 2 and 3-storey block arranged around a shared garden & parking court, with an additional single storey block to the north of the site. In the main block, a communal entrance and vertical circulation core (both lift and stairs) are accessed from the shared access route/courtyard along the eastern boundary. Bicycle parking as well as bin storage is provided in a covered space joining the main block to the single storey houses. Ground floor units in the northern part of the main block and the single storey block have own-door access, and the first floor units over are entered from an external walkway accessed from the vertical circulation core.

Public Realm

A new footpath will be provided along the southern edge of the site, connecting the existing footpaths at Bellevue Road and Newton Court. This will connect to the new central walkway proposed through the site. There are external benches placed at each entrance along the first floor external walkway and the entrances of the central ground floor units. This fosters a sense of community & security for the occupants, as these elements allow for passive surveillance and opportunities for informal interactions between residents. The communal shared garden space central to the site creates a sense of place for residents and visitors alike, whilst providing operational benefit in terms of passive surveillance and greater permeability and connection with existing pedestrian routes to the east.

Adaptability

Dwellings are designed with regard to universal design principles (larger circulation spaces & bathrooms, large open plan living/dining/kitchen spaces, covered dwelling entrances etc.) so that they can be adapted as required for various occupants, or for changing needs over time.

Privacy & Amenity

The majority of the units are dual aspect, (75%), with all units having access to outdoor amenity space designed for optimal privacy. The apartments in the three storey block at the site's entrance are provided with south facing balconies with views along Cooney's Lane. The northern block of single storey houses have access to private garden spaces with minimal overlooking from existing neighbouring housing. The central ground floor units with own door access each have private west facing rear garden spaces which benefit from the existing privacy screen of hedging to the west of the site. The first floor units each have east facing balconies which ensure privacy for the ground floor units's amenity space, while providing views onto the communal shared garden central to the site.

Parking

There are 11 no. car parking spaces provided in the central turnabout area, with 12 no. Bicycle spaces available in the enclosed bin and bicycle storage area, and 8 bicycle spaces available in sheffiled stands at the main entrance of the site. The internal roadway will be lightly trafficked and predominately consists of a large turn about area designed as a shared surface.

Detailed Design

The simple palette of robust materials proposed - mainly white render to walls with some grey render in three storey apartment block to break down massing and to highlight the thresholds of all units, tile/slate pitched roofs to houses and quality windows & doors - is appropriate to the domestic architecture in this context, being familiar and respectful to the nearby houses. It is proposed to use simple metal balustrades for balconies and the screening of the first floor external walkway will be achieved using timber/metal fencing, while front doors for own door access units will be painted in a variety of colours.

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.