

DESIGN STATEMENT

OCTOBER 2022

CLOVER HILL COURT SOCIAL HOUSING
BESSBORO ROAD, MAHON, CORK
CORK CITY COUNCIL

 mahony pike

Project: Clover Hill Court Social Housing
Location: Bessboro Road, Mahon, Cork
Client: Cork City Council
Doc. Title: Design Statement
Doc. No.: 20001A-OMP-XX-XX-PP-A-9001

Proj. No.: 20001A
Proj. Lead: AS
Created by: AW
Doc. Purpose: A3
Revision: C02 (10-10-2022)

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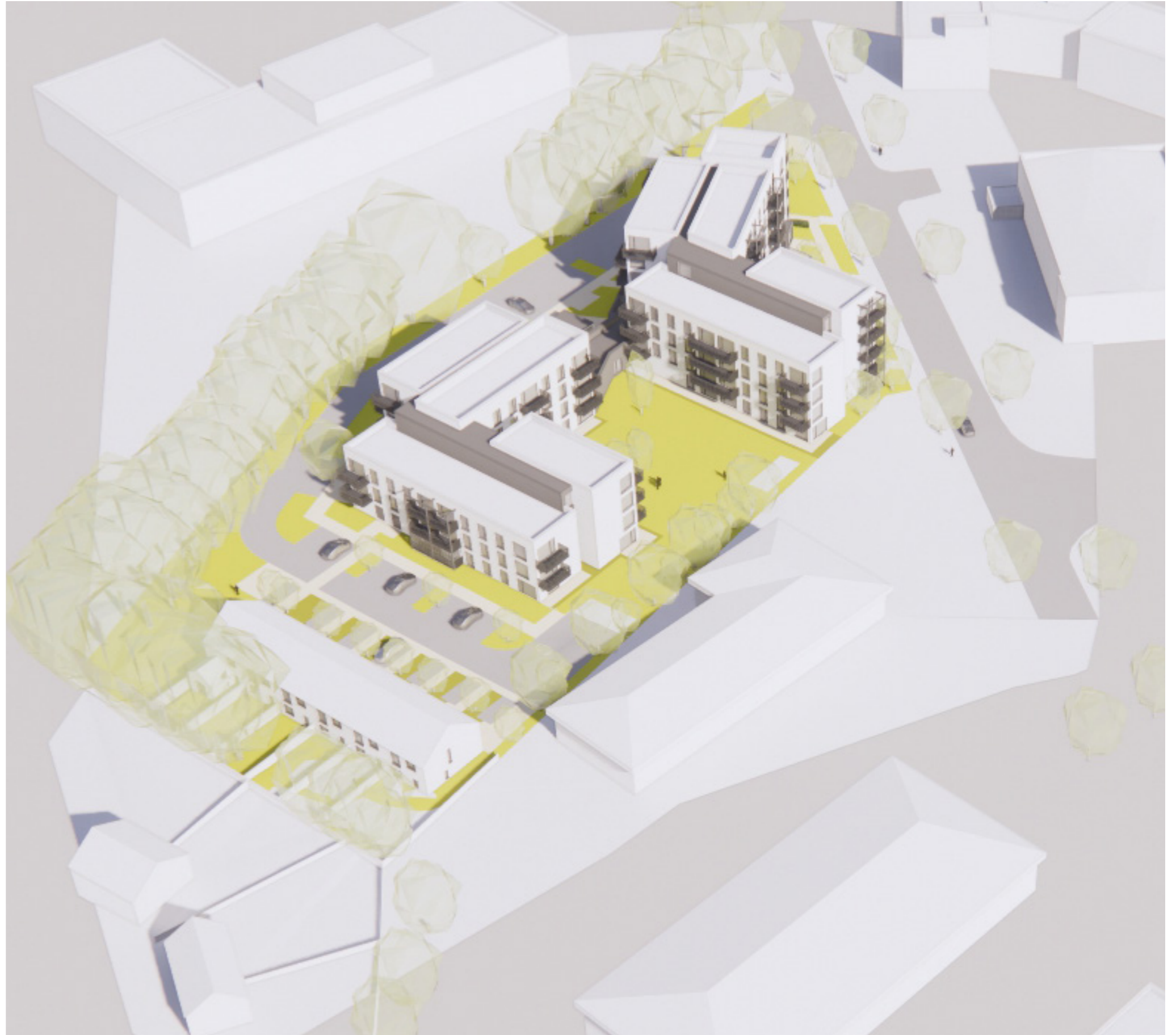
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INTRODUCTION

This design statement is prepared in support of a Part 8 planning application for a residential development on a brownfield site at Bessboro Road, Mahon, in Cork's southeastern suburbs.

Proposed accommodation consists of 28 no. 1-bed & 56 no. 2-bed apartments in two blocks ranging from 3 to 5 storeys set around a south-facing garden and fronting onto Bessboro Road, and 6 no. 3-bed 2-storey terraced houses provided to secure the site boundary with existing housing at Clover Lawn estate.

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



01 | SCHEDULE OF ACCOMMODATION

SCHEDULE OF ACCOMMODATION

GENERAL

Site Area	1.0177Ha
Building footprint	2628m ²
Site Coverage	26%
Plot Ratio	1:1.2
Public Open Space	1117m ²
Communal Open Space	1033m ²
Demolition Area	24.9m ²
Dual Aspect Apartments %	53.6%
Density	88.4 Units/Ha

11.0% Site Area
508m² Required
Substation

UNIT NUMBERS

BLOCK A	1-Bed 2-Person Apt	2-Bed 3-Person Apt	2-Bed 4-Person Apt	Total
Level 00	4	4	2	10
Level 01	4	4	3	11
Level 02	4	4	3	11
Level 03	4	4	3	11
Level 04	2	2	3	7
TOTAL	18	18	14	50

Dual Aspect Apts	
4	40.0%
6	54.5%
6	54.5%
6	54.5%
4	57.1%
26	52.0%

BLOCK B	1-Bed 2-Person Apt	2-Bed 3-Person Apt	2-Bed 4-Person Apt	Total
Level 00	3	1	4	8
Level 01	3	2	5	10
Level 02	3	2	5	10
Level 03	1	1	4	6
TOTAL	10	6	18	34

Dual Aspect Apts	
3	37.5%
6	60.0%
6	60.0%
4	66.7%
19	55.9%

APT TOTAL	28	24	32	84
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45	53.6%
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APT MIX	33.3%	28.6%	38.1%
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HOUSES	3-Bed 5-Person House	Total
Level 00	6	6
TOTAL	6	6

Dual Aspect	
6	100.0%
6	100.0%

	1-Bed 2-Person	2-Bed 3-Person	2-Bed 4-Person	3-Bed 5-Person	Total
RESIDENTIAL TOTAL	28	24	32	6	90
RESIDENTIAL MIX	31.1%	26.7%	35.6%	6.7%	100.0%

51	56.7%
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SCHEDULE OF ACCOMMODATION

RESIDENTIAL AREAS

BLOCK A	GIA		NIA		EFFICIENCY
	m ²	ft ²	m ²	ft ²	
Level 00	1135.6m ²	12223.5ft ²	663.8m ²	7145.1ft ²	58.5%
Level 01	938.7m ²	10104.1ft ²	729.2m ²	7849.0ft ²	77.7%
Level 02	938.7m ²	10104.1ft ²	729.2m ²	7849.0ft ²	77.7%
Level 03	938.7m ²	10104.1ft ²	729.2m ²	7849.0ft ²	77.7%
Level 04	678.0m ²	7297.9ft ²	483.6m ²	5205.4ft ²	71.3%
TOTAL	4629.7m²	49833.7ft²	3335.0m²	35897.6ft²	72.0%

BLOCK B	GIA		NIA		EFFICIENCY
	m ²	ft ²	m ²	ft ²	
Level 00	904.4m ²	9734.9ft ²	543.3m ²	5848.0ft ²	60.1%
Level 01	882.6m ²	9500.2ft ²	692.4m ²	7452.9ft ²	78.5%
Level 02	882.6m ²	9500.2ft ²	692.4m ²	7452.9ft ²	78.5%
Level 03	614.6m ²	6615.5ft ²	440.1m ²	4737.2ft ²	71.6%
TOTAL	3284.2m²	35350.8ft²	2368.2m²	25491.1ft²	72.1%

APT TOTAL	7913.9m²	85184.5ft²	5703.2m²	61388.7ft²	72.1%
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HOUSES	GIA		NIA	
	m ²	ft ²	m ²	ft ²
Level 00	315.4m ²	3394.9ft ²	315.4m ²	3394.9ft ²
Level 01	313.8m ²	3377.7ft ²	313.8m ²	3377.7ft ²
TOTAL	629.2m²	6772.7ft²	629.2m²	6772.7ft²

RESIDENTIAL TOTAL	8543.1m²	91957.2ft²	6332.4m²	68161.4ft²
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CAR PARKING

NUMBER OF SPACES (APTS)	43	NUMBER OF SPACES (HOUSES)	6
CAR PARKING RATIO (APTS)	0.51	CAR PARKING RATIO (HOUSES)	1.00

BICYCLE PARKING

Resident * 1no.space per apartment bedroom & 1 no.space per house	146
Visitor * 0.5 no.space per apartment	42
NUMBER OF SPACES	188

02 | SITE CONTEXT

SITE CONTEXT

LOCATION

The site area is approximately 1.017 hectares and is situated on Bessboro Road, in the suburb of Mahon to the southeast of the city centre, close to Lough Mahon and the estuary of the River Lee.

The site is well located in terms of amenities with SuperValu, Aldi and Mahon Point Shopping Centre and Retail Park all within easy reach.

Bessboro Road is predominantly in commercial/ industrial use; however the site backs on to the mature residential estates of Clover Lawn and Clover Hill.

There are many educational opportunities close by including pre-school care, primary schools and secondary schools.

The Mahon Green Way walk and the Lough Mahon Public Walk, are both accessible from the site.



- commercial/industrial
- education
- retail
- civic/public
- bus stop

SITE CONTEXT

TRANSPORT LINKS

The site is served by several bus routes connecting the city centre and Mahon Point. An additional route, 219, also serves the site and this runs from Munster Technological University to Mahon Point hourly. All routes are accessible from nearby Skehard Road.

The 202 route (Holyhill - city centre - Mahon Point - city centre - Holyhill) and the 202A route (Holyhill - Mahon Point - Holyhill) run every 20 minutes for most of the day.

The 215 route (Cloghroe - city centre - Mahon Point - city centre - Cloghroe) and the 215A route (Mahon Point - city centre - Mahon Point) run every 30 minutes.

The site is also in close proximity to the N40 South Ring Road, which connects to the main roads to Dublin and other cities.



- Route 202/202A
- Route 215/215A
- Route 219

SITE CONTEXT

LOCAL CONTEXT

Although located on Bessboro Road, which is mainly commercial/industrial in use, the site backs onto a mature residential area of mainly two-storey semidetached housing off Skehard Road.

Bessboro Road houses mainly commercial/ industrial buildings ranging from 2 to 3 storeys in height which are set within mature landscaping. All the buildings are set back from the road, which is tree-lined.

Skehard Road contains predominantly two storey residential dwellings, both directly onto the road and set back in estates. The majority of these are also set within mature landscaping.



Skehard Road



Clover Lawn



Clover Hill



Jacobs



Kilbrack Estate



Bessboro Road



Heritage Business Centre



Bessboro Centre



SITE CONTEXT

LOCAL CONTEXT



View looking west along Bessboro Road towards site



View looking east along Bessboro Road towards site



SITE CONTEXT

CHARACTERISTICS

The site measures c. 1.02ha and has the slab of a former commercial premises on it, which is to be removed, and a small substation building remaining, which is to be relocated.

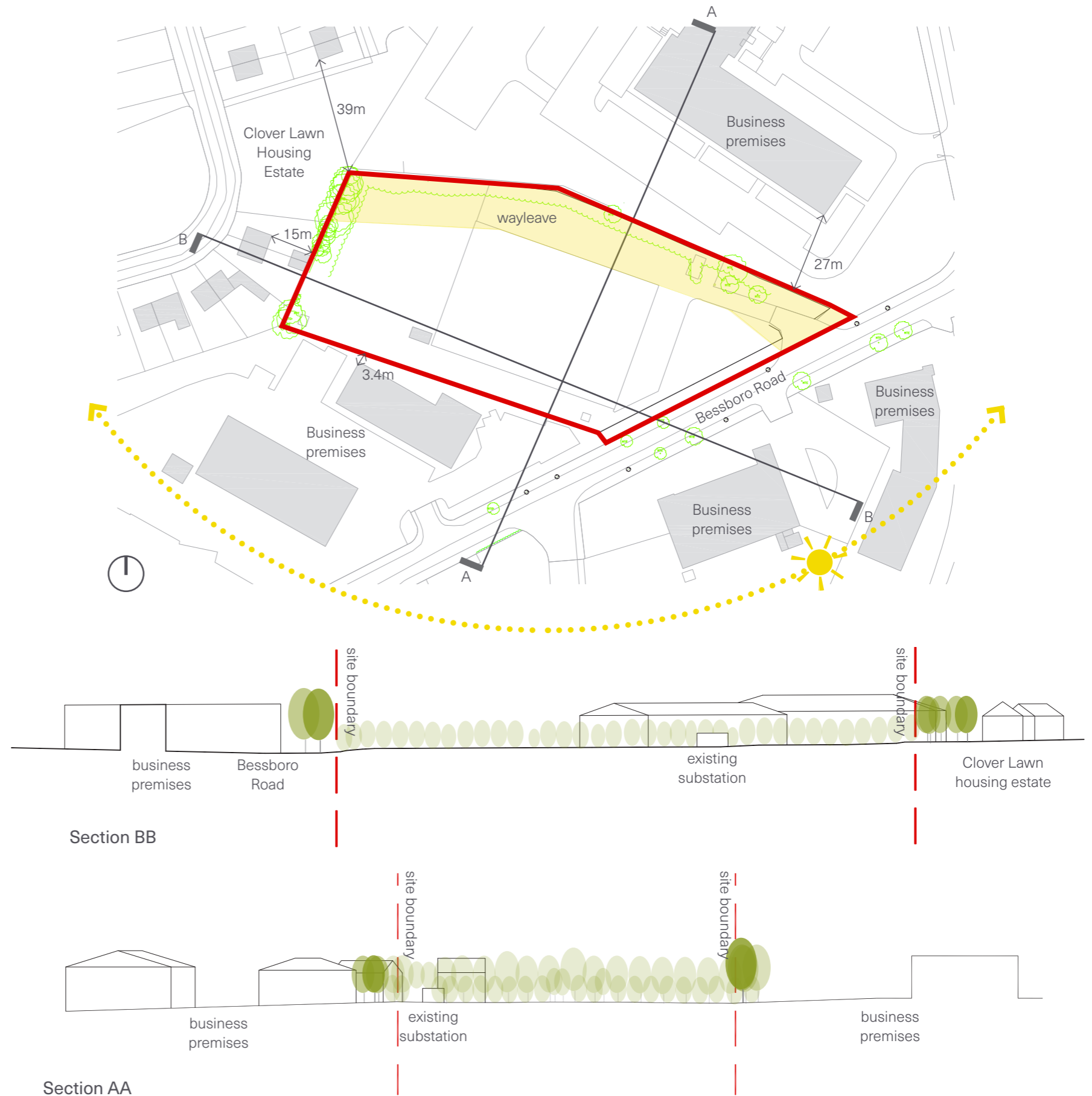
The site rises slightly via a small embankment (c. 1m) from Bessboro Road and is generally quite flat.

Trees and hedgerows surround the site, although this along with the vegetation within the site is not of high quality, and is to be largely replaced with new planting (please refer to landscape architect drawings and report).

There is a services wayleave on the site, running along the northern boundary.

To the north, east and south of the site there are business premises set back off Bessboro Road in spacious grounds with parking and landscaping, all part of Mahon Industrial Estate.

There is a mature residential area to the west of the site.



SITE CONTEXT

AERIAL VIEW



03 | SITE STRATEGY

SITE STRATEGY

CONCEPT

The following diagrams illustrate the evolution of the site strategy.

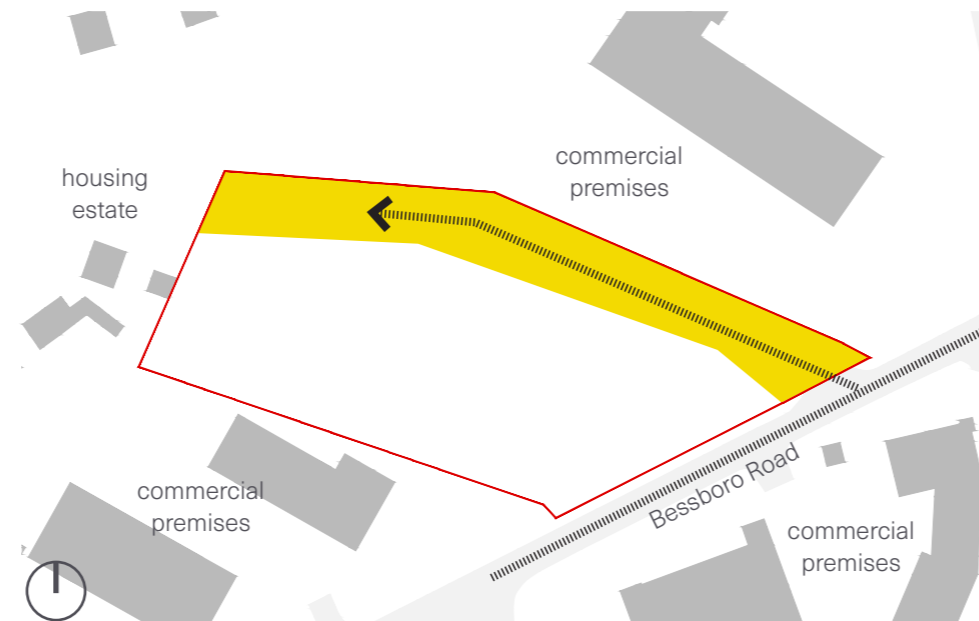
The site strategy aims to create an efficient scheme (few vertical circulation cores, double-loaded corridors, reasonable wall to floor ratios) which lends itself to modular construction methods (limited unit typologies, vertical stacking to avoid transfer structures), whilst addressing site conditions and meeting all relevant standards and regulations.



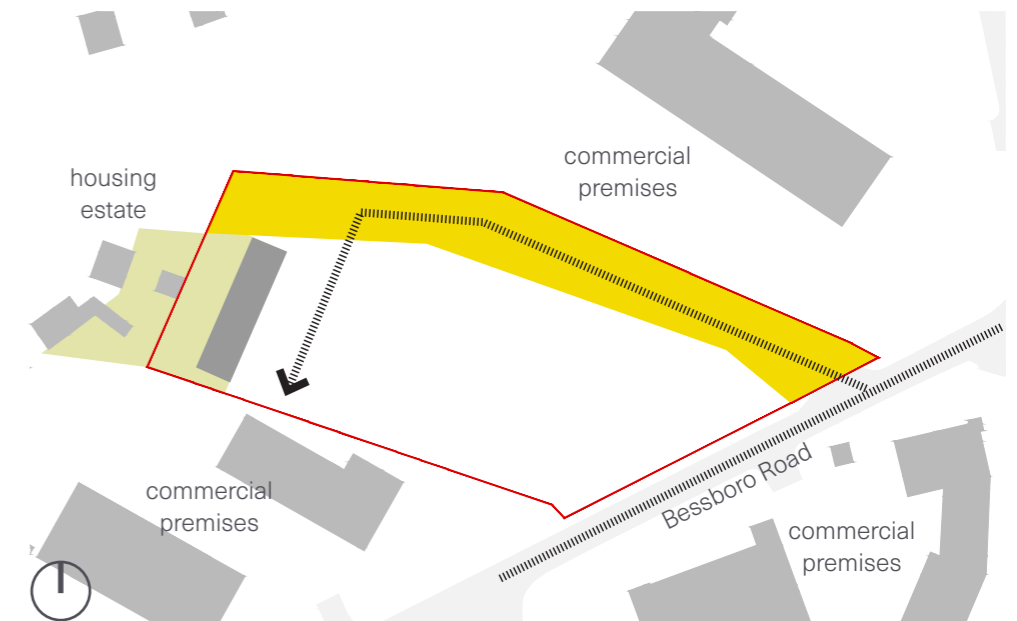
Site access road & parking, with landscaped buffer to adjacent commercial premises.



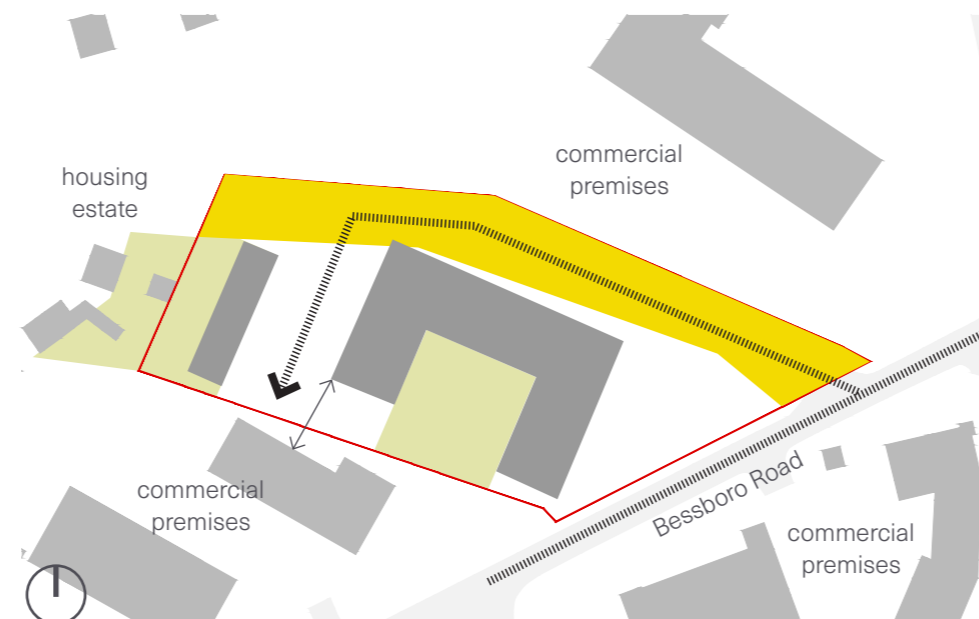
Access road extended to serve terraced houses in the form of a homezone.



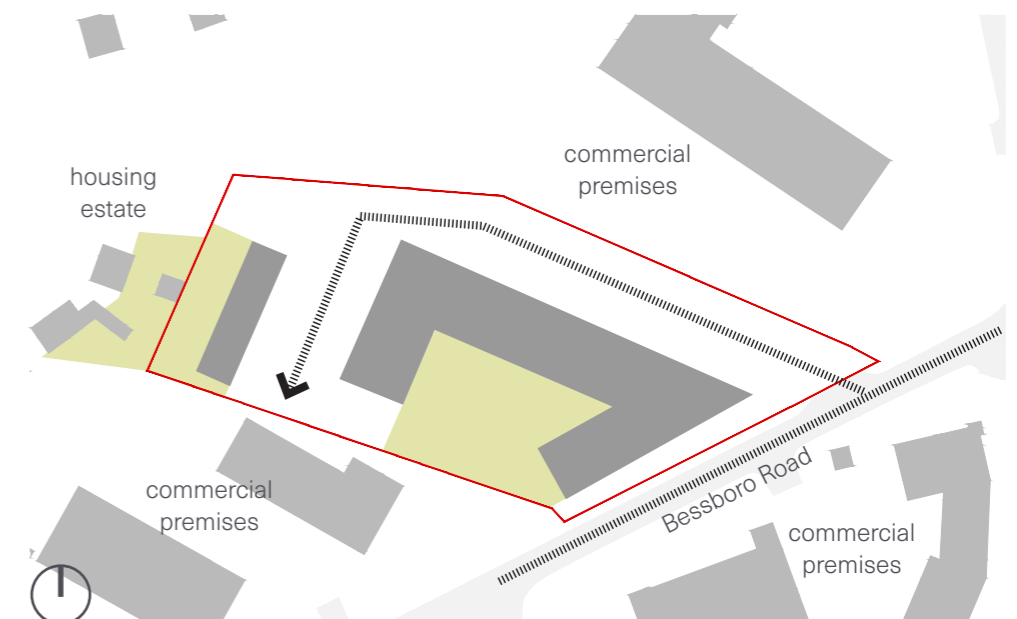
1. Existing site services wayleave along the northern boundary, suggesting the positioning of the site access road & parking as no buildings can occupy this area.



2. A terrace of two-storey houses backs onto existing two-storey housing in adjacent housing estate to the west, securing existing back gardens and providing a starting point for a gradual rise in building height from west to east (Bessboro Road). Access road extended to serve these houses.



3. The remainder of the site is occupied by apartment buildings enclosing a south facing garden. Block depth accommodates efficient double-loaded corridors. Western part of block is set back from southern site boundary & existing office building.

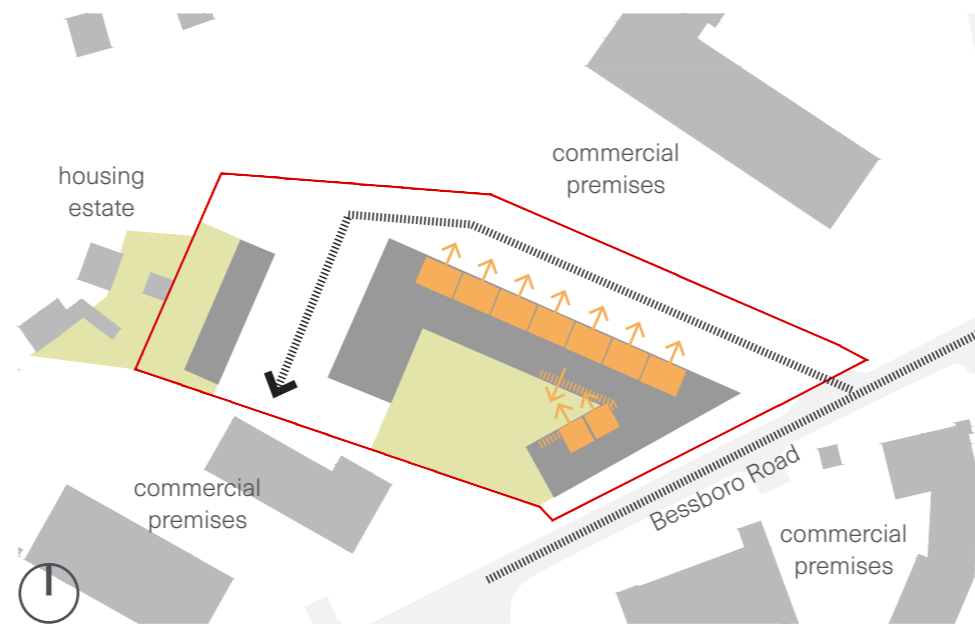


4. Footprint of apartment buildings extended to provide street frontage to Bessboro Road.

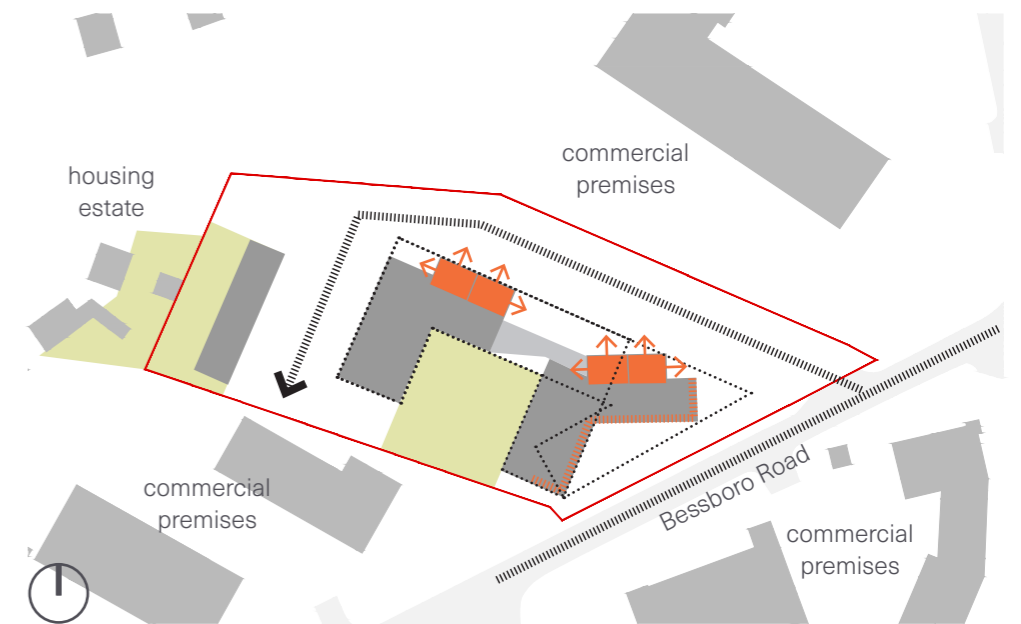
SITE STRATEGY

CONCEPT

The proposed form of the apartments evolved from the idea of a perimeter block with frontage onto Bessboro Road enclosing a south-facing garden. However, this arrangement combined with efficient double loaded corridors gave rise to problems with north-facing single aspect apartments and overlooking, so the block was split in two and the form modulated so that any apartments facing onto the access road became dual aspect. The southern section of the eastern block was aligned with the western block so that single aspect apartments faced either east or west, and the northern section of the building extended towards Bessboro Road/site entrance and north-facing apartments made dual aspect, resulting in a cranked elevation with significant street frontage and views in several directions. This also has the benefit of providing a slight sense of enclosure to the landscaped buffer zone between the building and the road.



5. Perimeter block fronting onto Bessboro Road gives rise to north-facing single aspect apartments and internal overlooking.



6. Apartment building split in two at upper levels and form modulated so that remaining north-facing units become dual aspect.



7. The cranked elevation to Bessboro Road semi-encloses an entrance plaza area which provides landscaped buffer from road and provides varied views on approach as well as passive supervision.

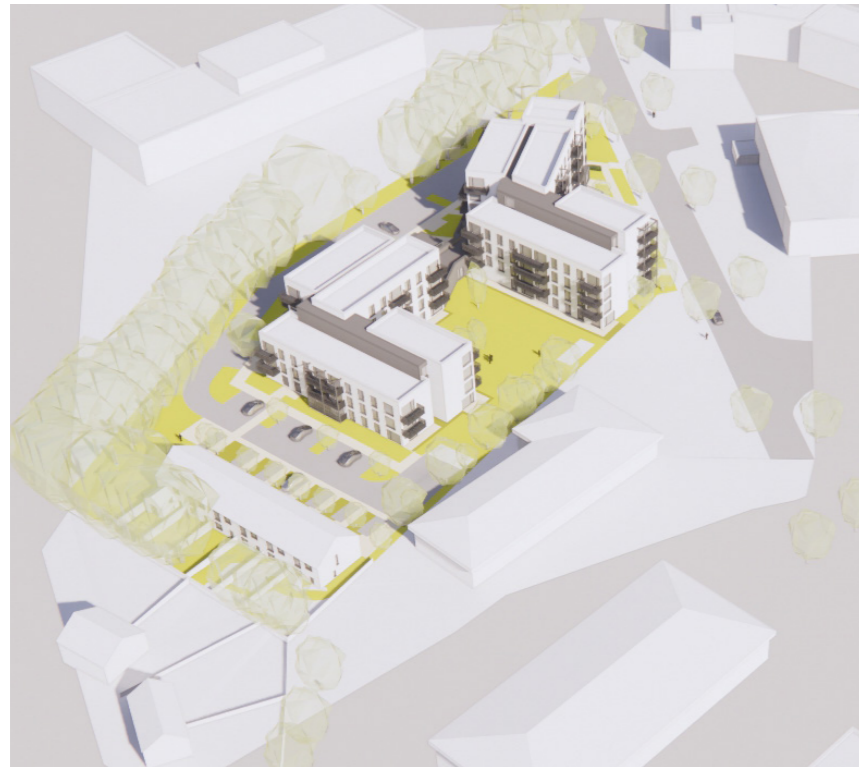
Cranked elevation to Bessboro Road with entrance area to eastern apartment block.



Apartments enclose south-facing garden.

SITE STRATEGY

FORM IN CONTEXT



View of site model in context



View of development in context of existing buildings set back from Bessboro Road at various angles

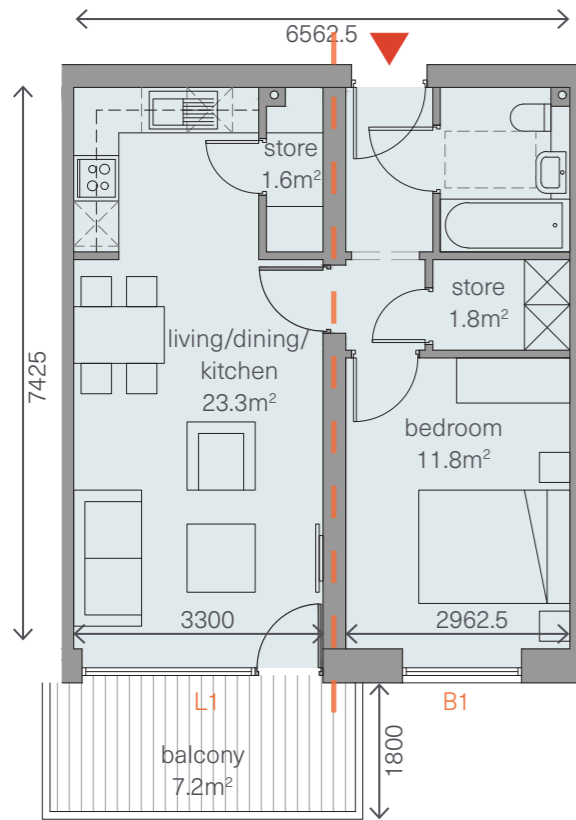
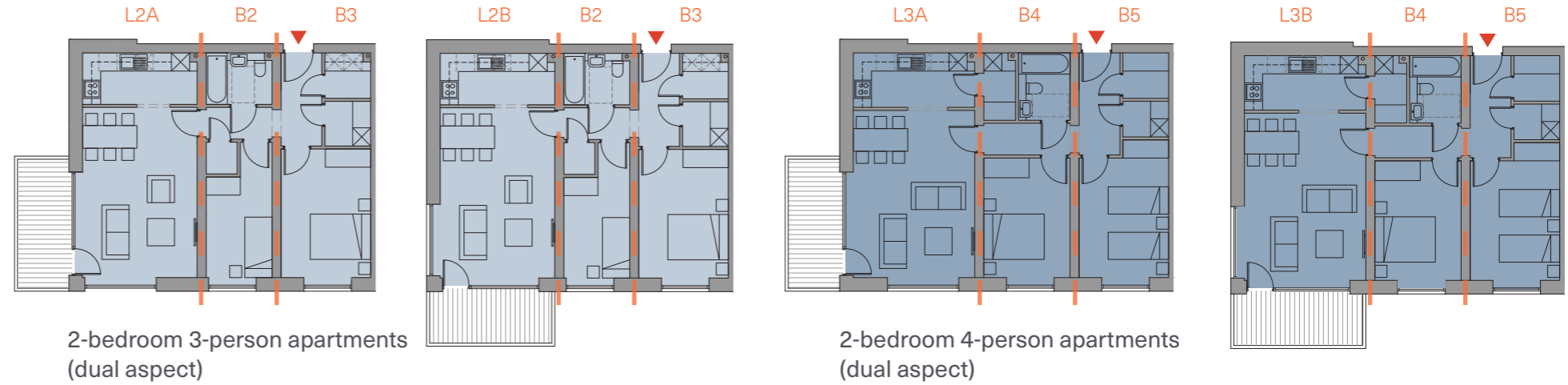


SITE STRATEGY

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.

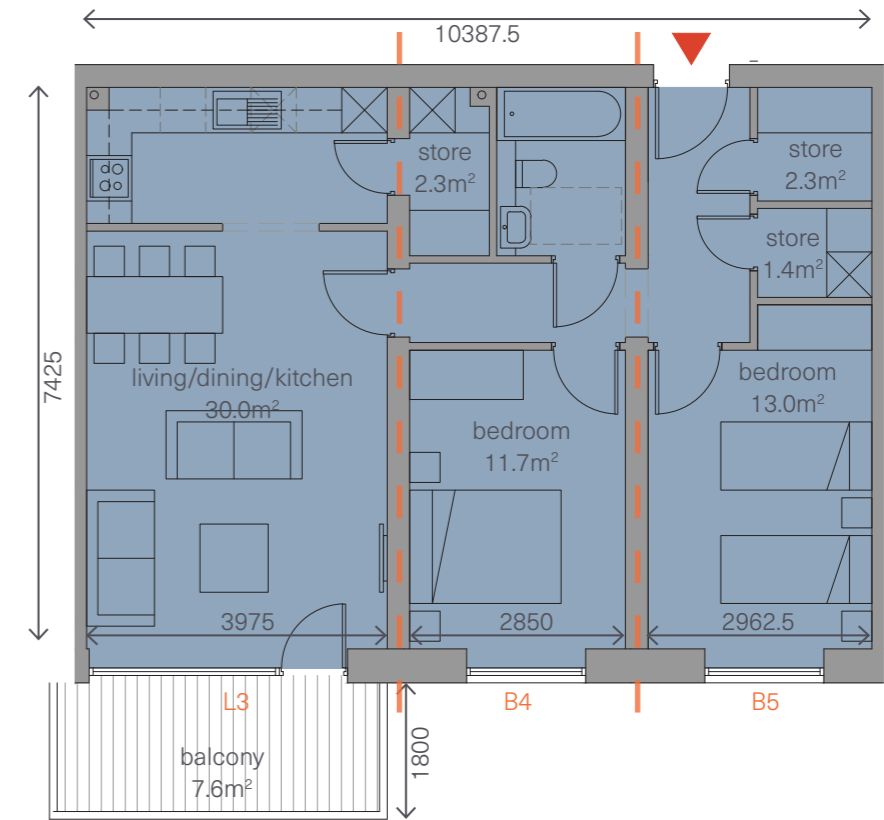
The apartment scheme provides a mix of 1-bedroom 2-person (33.3%), 2-bedroom 3-person (28.6%) & 2-bedroom 4-person (38.1%) apartments.



1-bedroom 2-person apartment (single aspect)



2-bedroom 3-person apartment (single aspect)



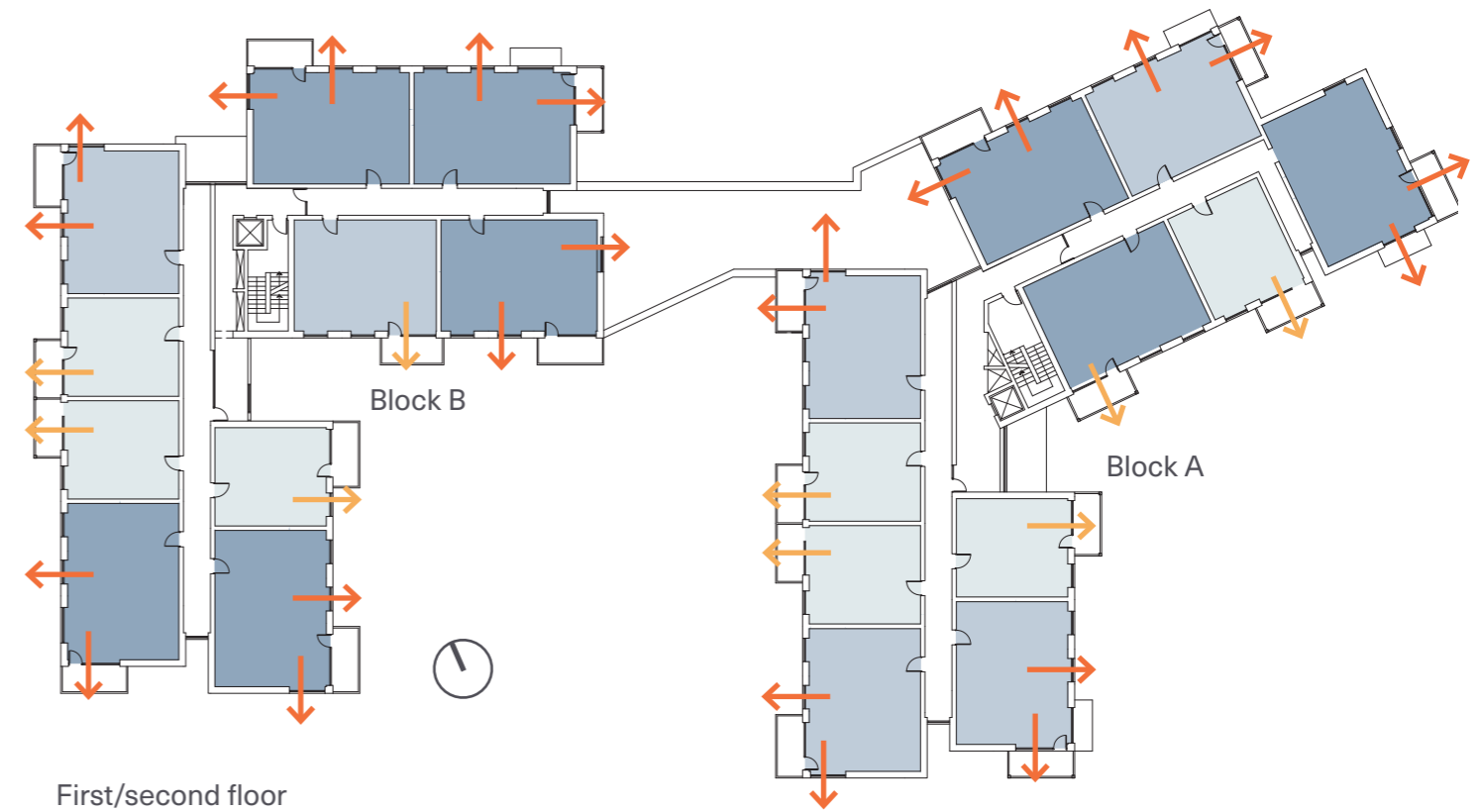
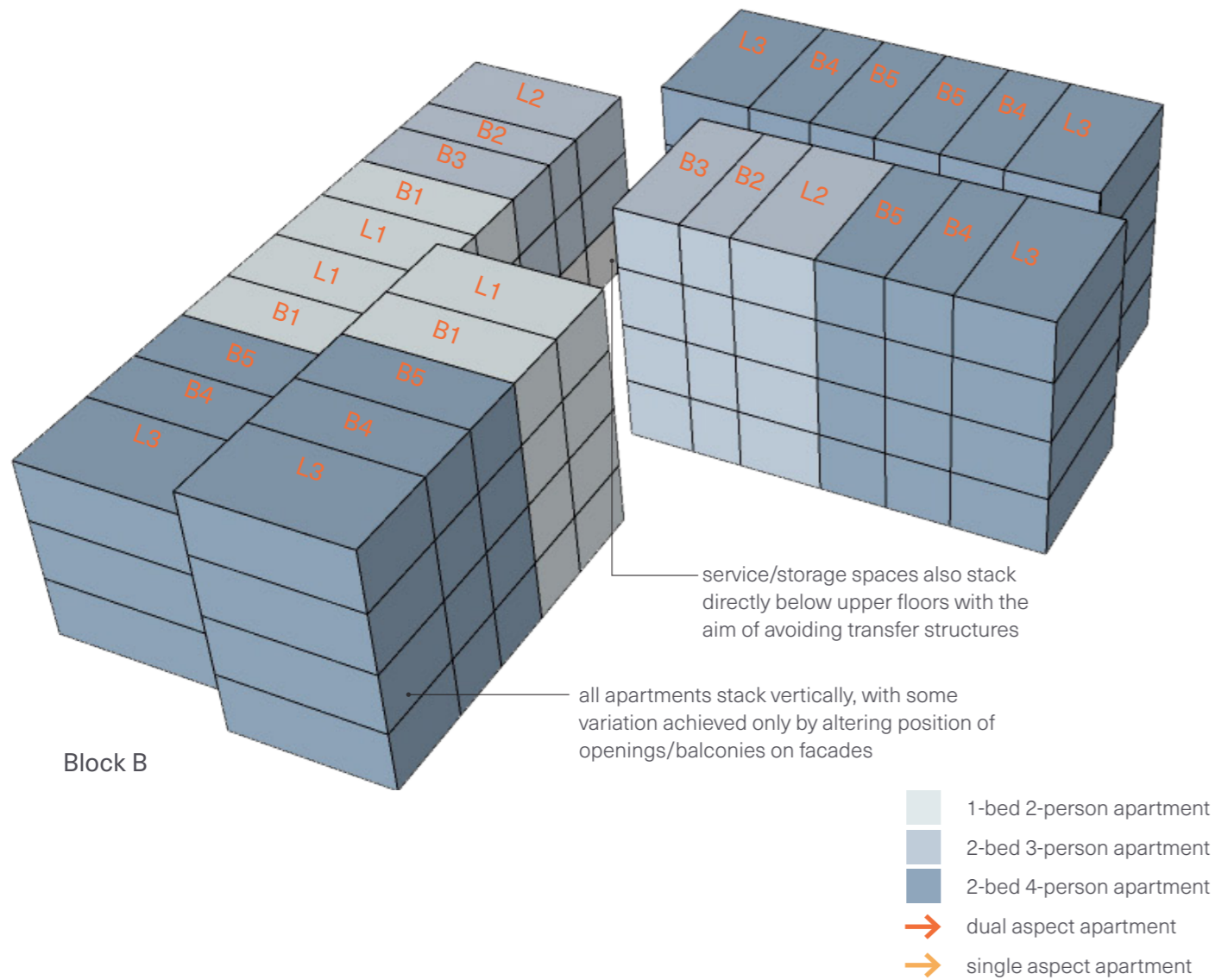
2-bedroom 4-person apartment (single aspect)

SITE STRATEGY

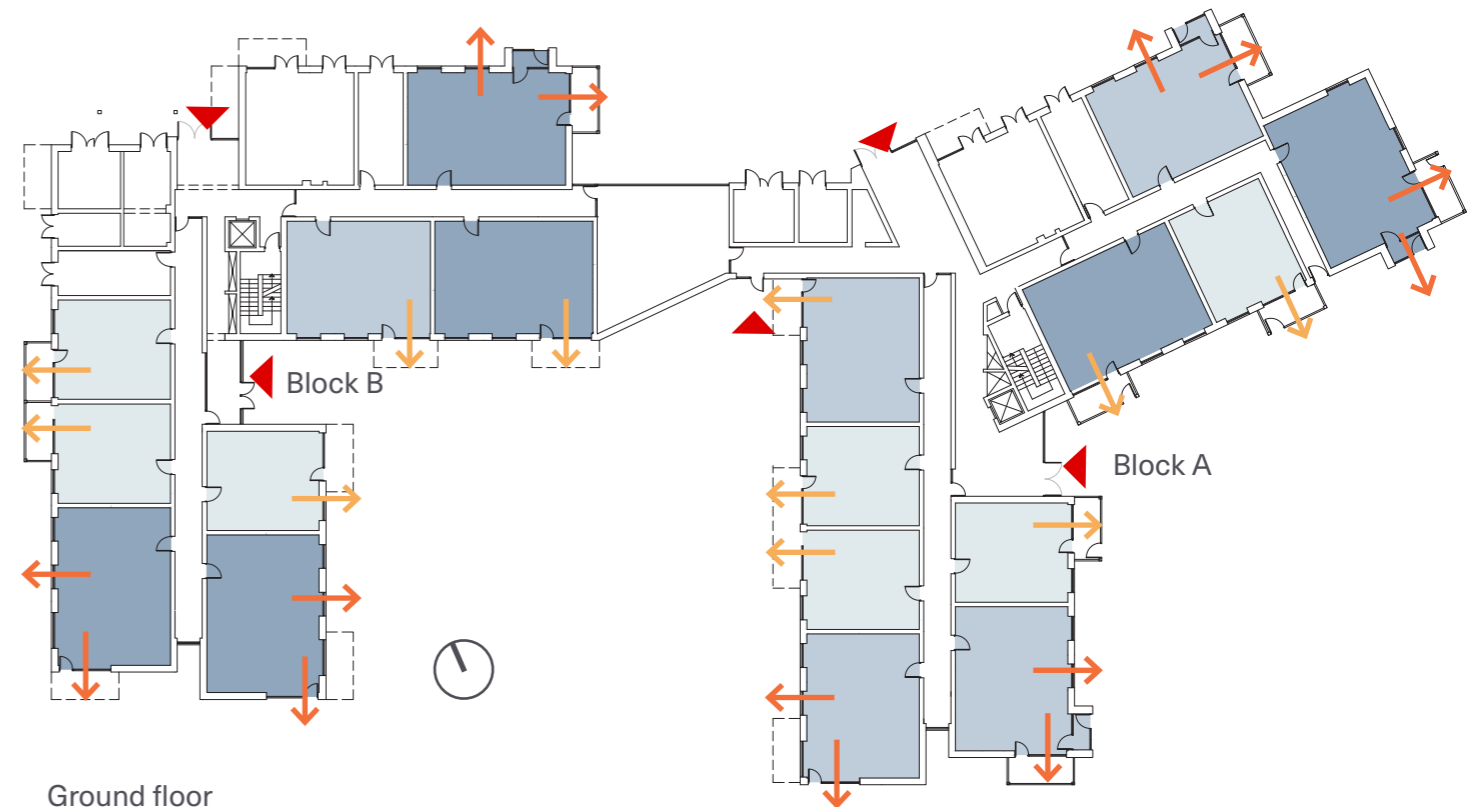
MODULAR CONSTRUCTION, UNIT MIX & QUALITY

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.

Corridors are double-loaded and vertical circulation kept to a minimum, and the building forms manipulated so that any north-facing apartments become dual aspect. Overall there are 53.6% dual aspect apartments.



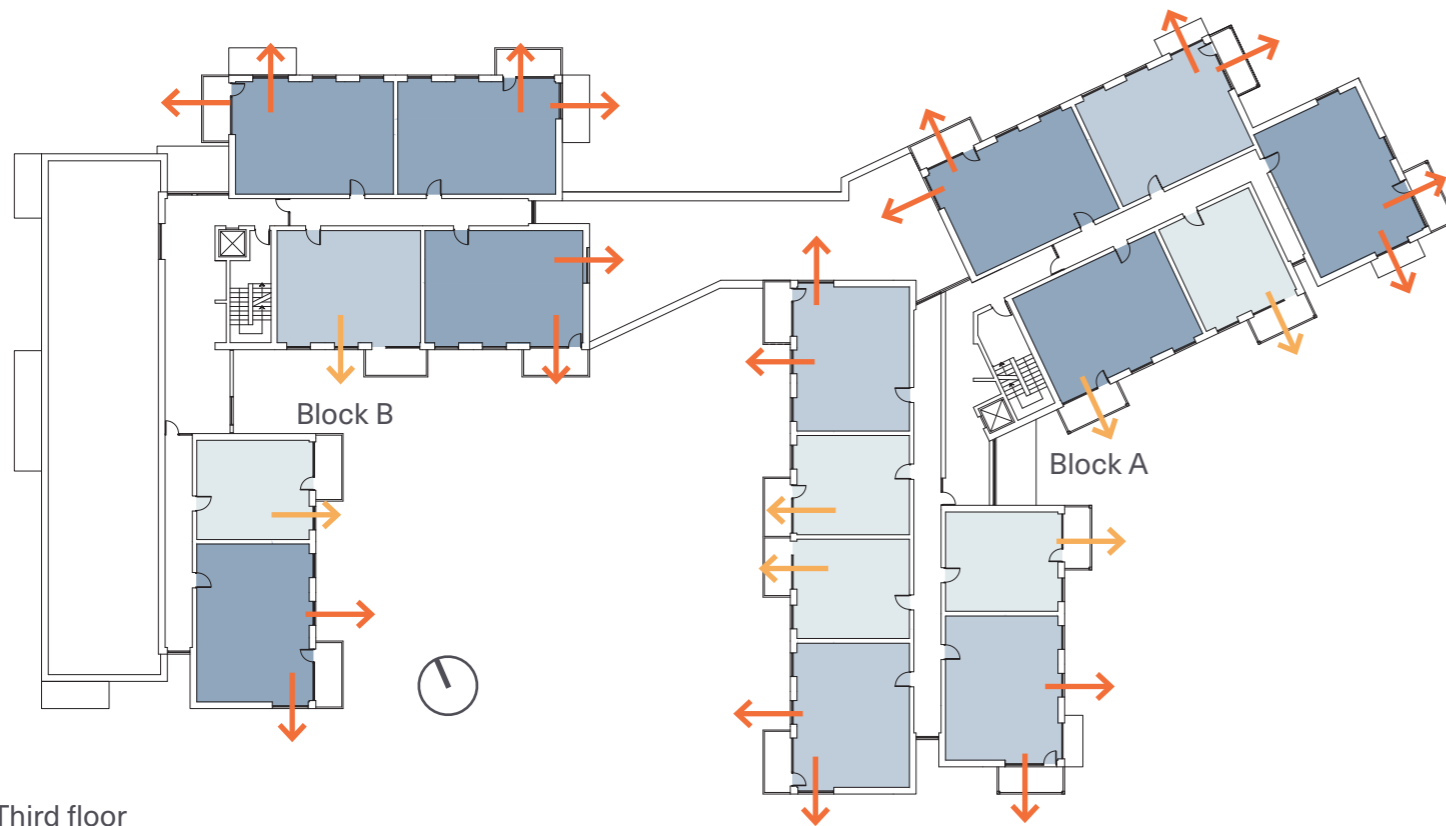
- First/second floor
- 8 no. 2-bed 4-person apartments
 - 6 no. 2-bed 3-person apartments
 - 7 no. 1-bed 2-person apartments



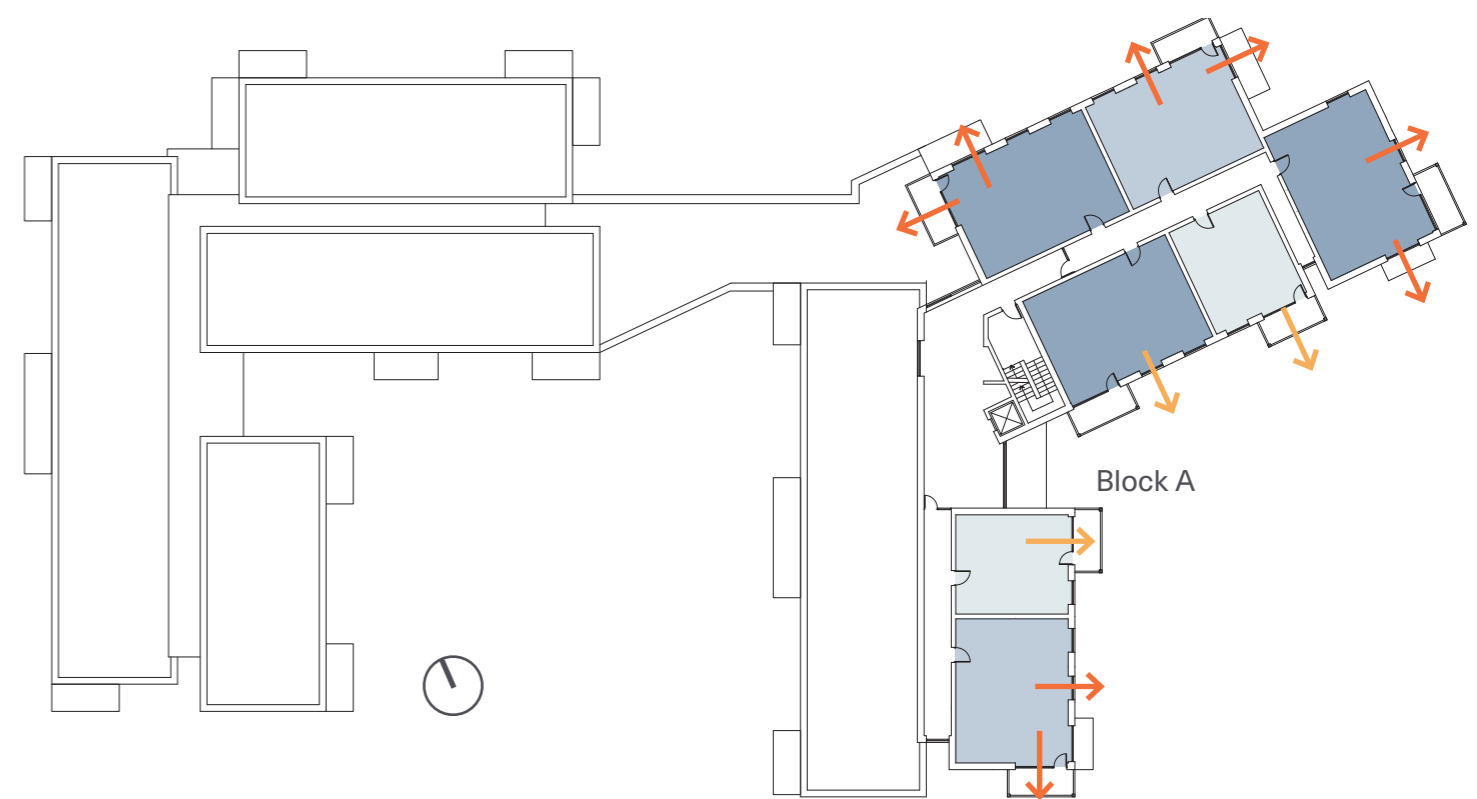
- Ground floor
- 6 no. 2-bed 4-person apartments
 - 5 no. 2-bed 3-person apartments
 - 7 no. 1-bed 2-person apartments

SITE STRATEGY

MODULAR CONSTRUCTION, UNIT MIX & QUALITY



Third floor
 - 7 no. 2-bed 4-person apartments
 - 5 no. 2-bed 3-person apartments
 - 5 no. 1-bed 2-person apartments



Fourth floor
 - 3 no. 2-bed 4-person apartments
 - 2 no. 2-bed 3-person apartments
 - 2 no. 1-bed 2-person apartments

- 1-bed 2-person apartment
- 2-bed 3-person apartment
- 2-bed 4-person apartment
- dual aspect apartment
- single aspect apartment

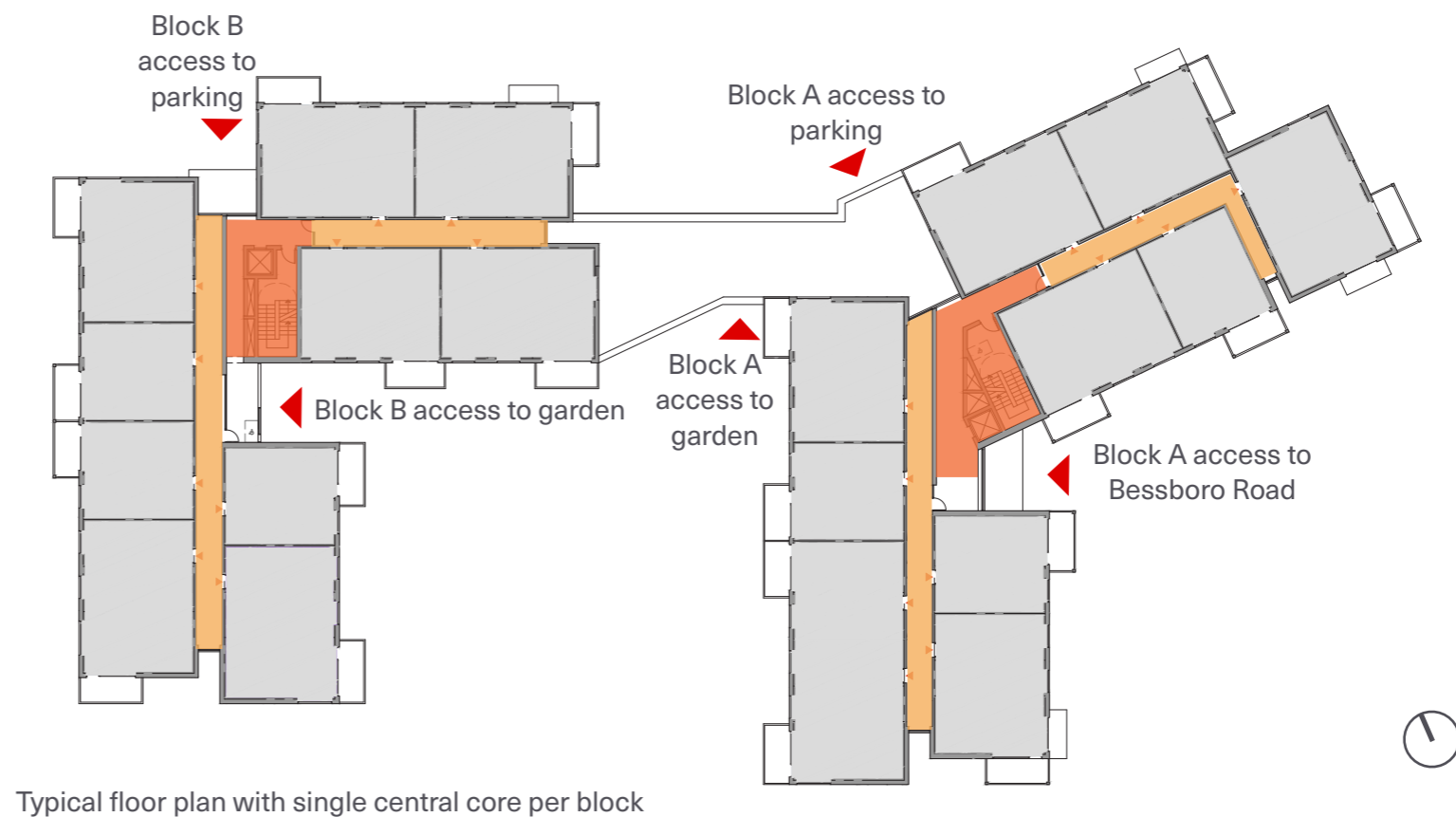
SITE STRATEGY

BLOCK ORGANISATION

Although they take on a slightly different form, the two apartment blocks share the same organisational principle, which derives from having all apartments accessible from a single, central core. The layout allows Block A core to have entrances from the access road, Bessboro Road & the communal open space, and Block B core to be accessed from the access road & the shared garden.

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 modulation of the block ensures that there are no single aspect north facing apartments.



SITE STRATEGY

SITE LAYOUT PLAN

The scheme presents an angled frontage to Bessboro Road to the east, providing passive supervision in several directions and active frontage to the street via own-door apartments in Block A as well as the shared building entrances. The south facing shared courtyard located in the middle of the site offers privacy and security for the residents.

Vehicular access runs along the northern edge of the site. The access road becomes a shared surface homezone as it turns south to access the terraced houses. Parking, located along the proposed access road, is provided at a rate of 0.51 spaces per unit for the apartments and 1 space per unit for the houses. A vehicular turning area is provided at the end of the terrace of houses.



SITE STRATEGY

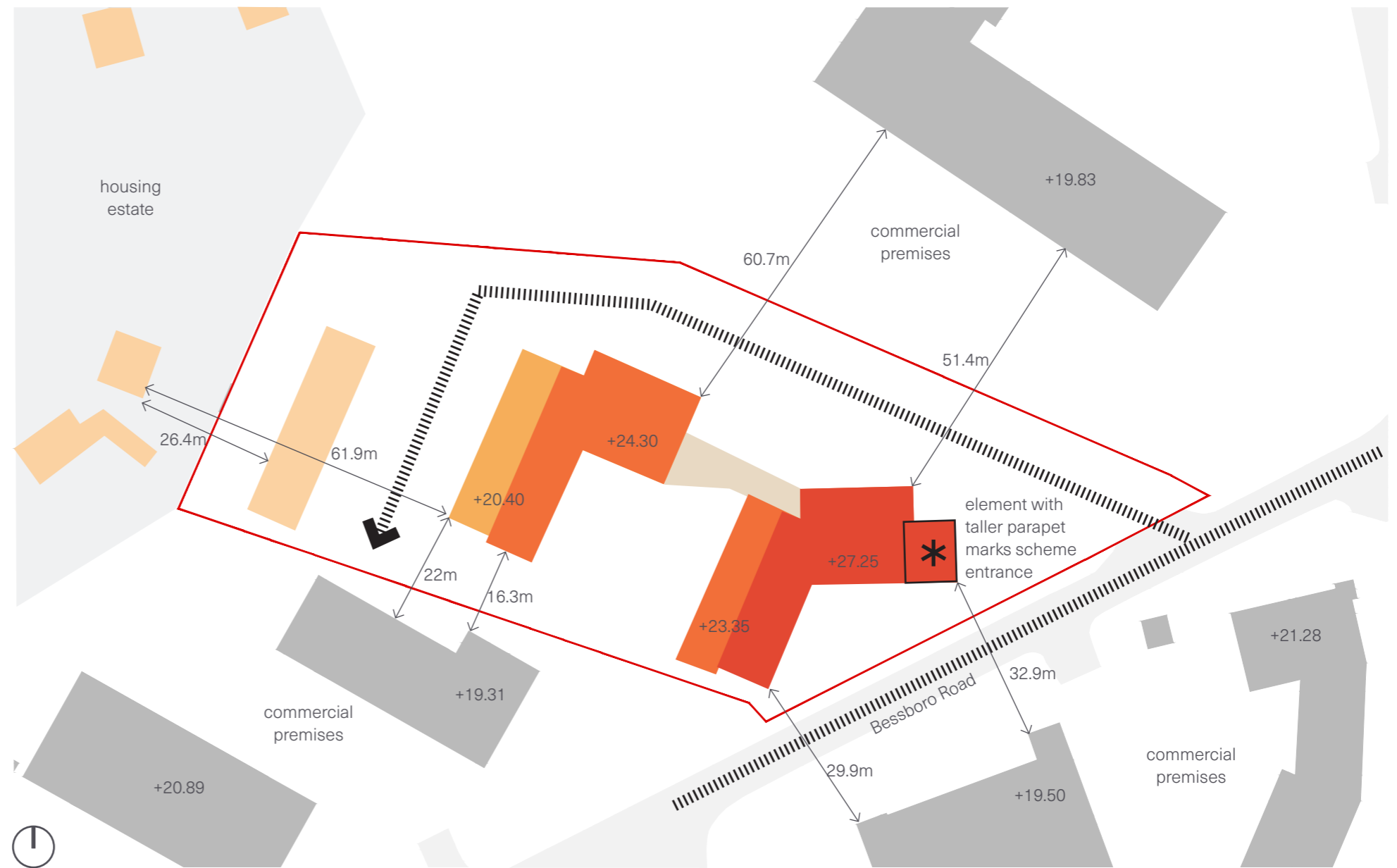
HEIGHT

The buildings graduate in height from west to east. 2-storey houses back onto existing 2-storey houses at the western boundary. This is the only boundary of the site with a residential area; the remaining boundaries are with commercial premises, or onto Bessboro Road, which is lined with commercial buildings.

The apartment block opposite the houses is 3 to 4 storeys in height, and the block onto Bessboro Road is 4 - 5 storeys, to provide a sense of enclosure to the street. The building is cranked so that the gable facade is oriented to the approach from the Bessboro Road junction, and the parapet height raised to highlight the scheme entrance.



Taller gable element marks scheme entrance



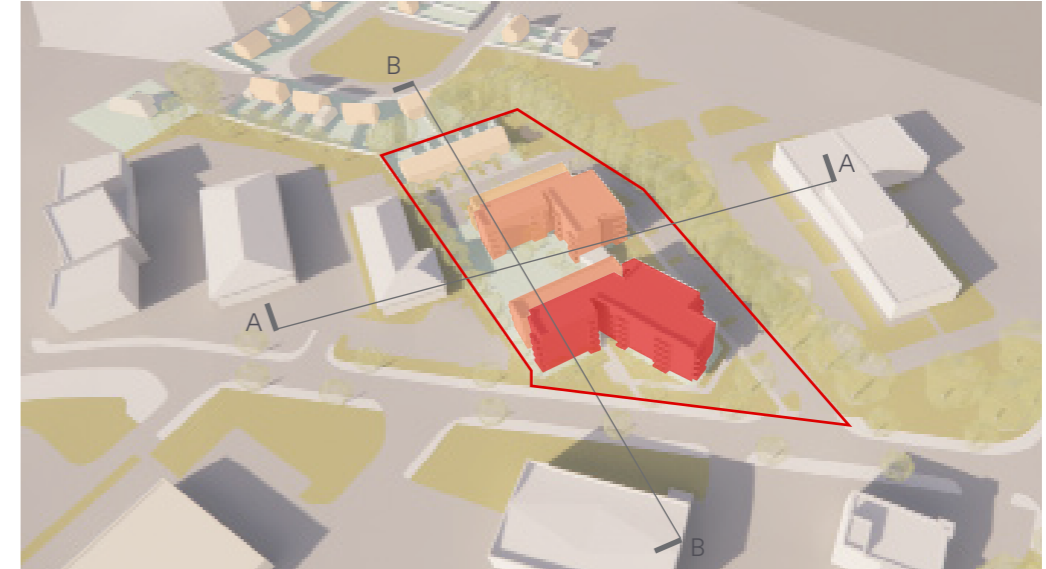
- 1-storey residential
- 2-storey residential
- 3-storey residential
- 4-storey residential
- 5-storey residential
- * increased parapet height at entrance

SITE STRATEGY

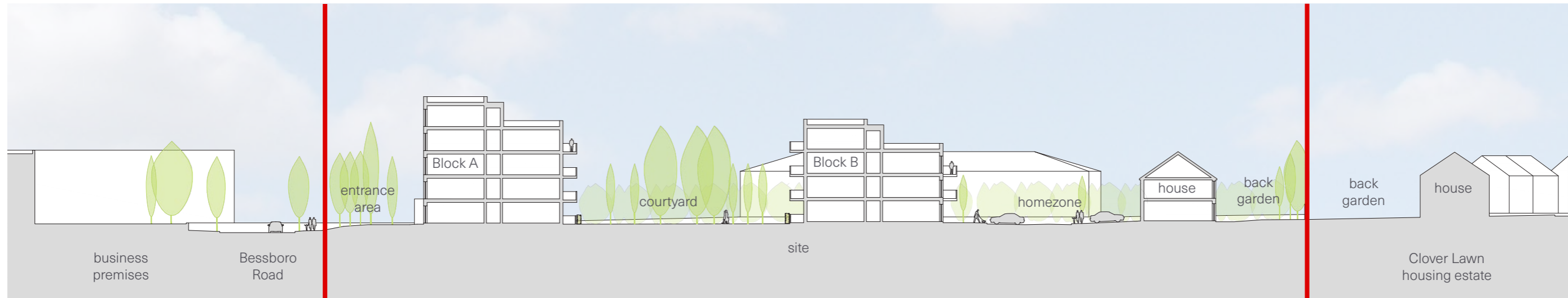
HEIGHT



4-5 storey block in context of widely spaced commercial buildings on Bessboro Road



Aerial view of development in context



Section BB



Section AA

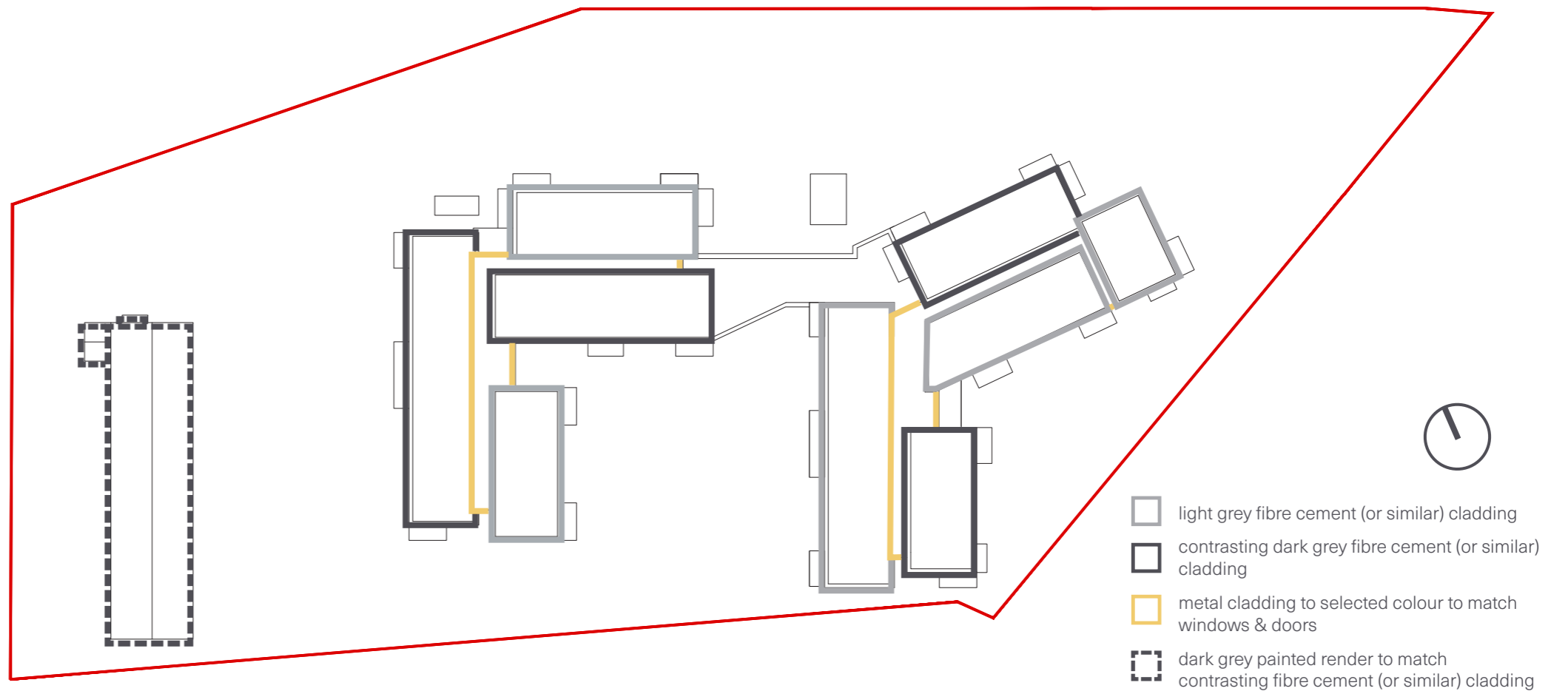
SITE STRATEGY

ELEVATION & MATERIALITY

It is proposed to use fibre cement or a similar panelised system for the main apartment block facades. As the scheme is intended to be modular rapid-build and largely constructed off-site, a facade which can be installed quickly would be of a similar ethos as compared with more traditional facades such as brick or rendered blockwork. It should also mean reduction of maintenance over the building lifetime as compared with render which would require regular repainting.

Metal cladding to selected colour to match windows and balconies is proposed to circulation spaces at penthouse level as well as vertically connecting the main blocks.

As it is possible that the houses might not utilise the same off-site construction methodology given their limited number, it is proposed that these be finished in render, painted to match the apartment blocks.



Proposed facade materials/colours



Fibre cement panelised facade (reference image)



Proposed south elevation Block B showing alternating light and dark grey contrasting fibre cement (or similar) cladding

SITE STRATEGY

ELEVATION & MATERIALITY

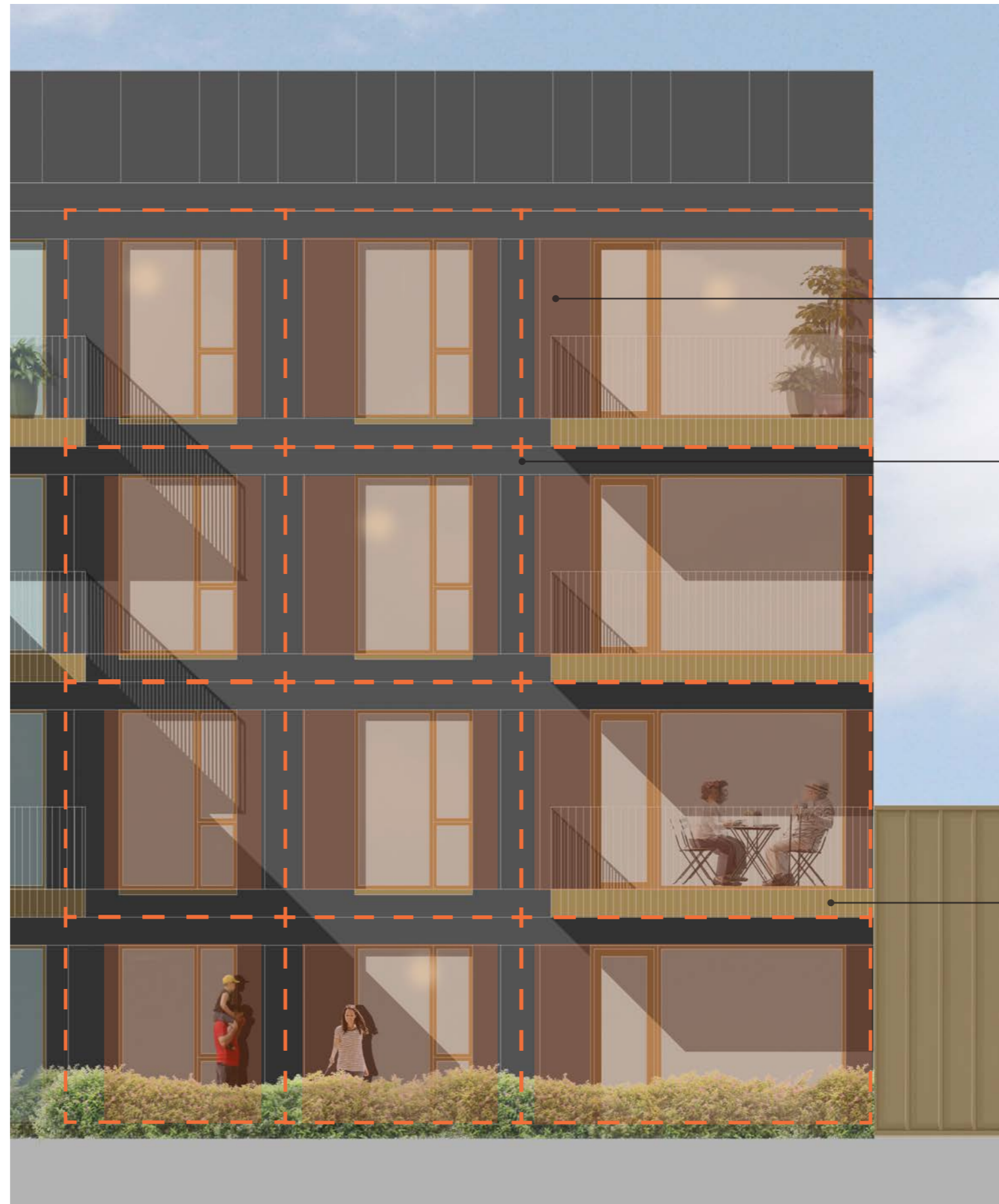
It is intended that much of the facade, including all windows & support rail system, could potentially be fitted off site, with just those panels covering joints between modules fitted on-site.



Windows and side panels contrasting with light grey panelised facade (reference image)



Light & dark grey contrasting cladding to courtyard apartment scheme (reference image)



panels (including windows) potentially fitted off-site (hatched orange)

edge of module (dashed orange line)

limited range of balcony types for economical procurement of self-draining rapidly installed system

Proposed panelised facade

SITE STRATEGY

OPEN SPACE - PUBLIC & COMMUNAL AMENITY



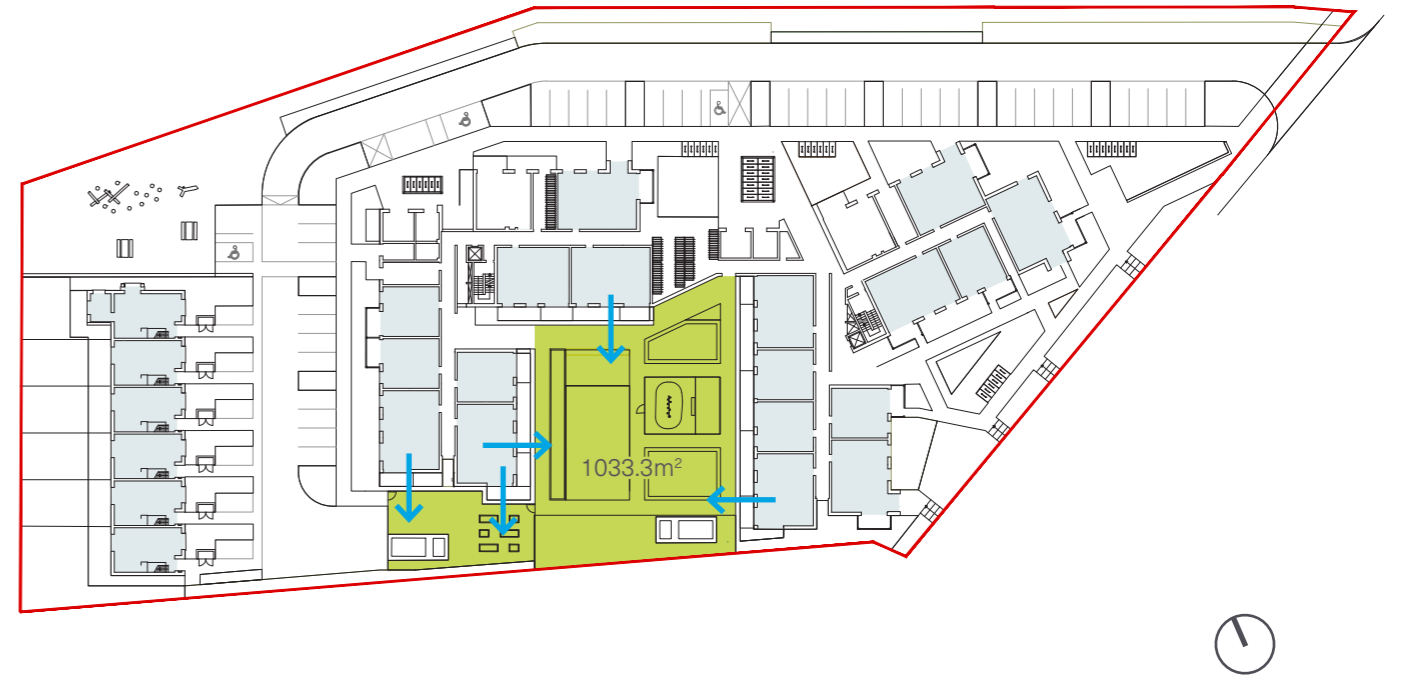
Blocks A & B enclose a south-facing communal courtyard



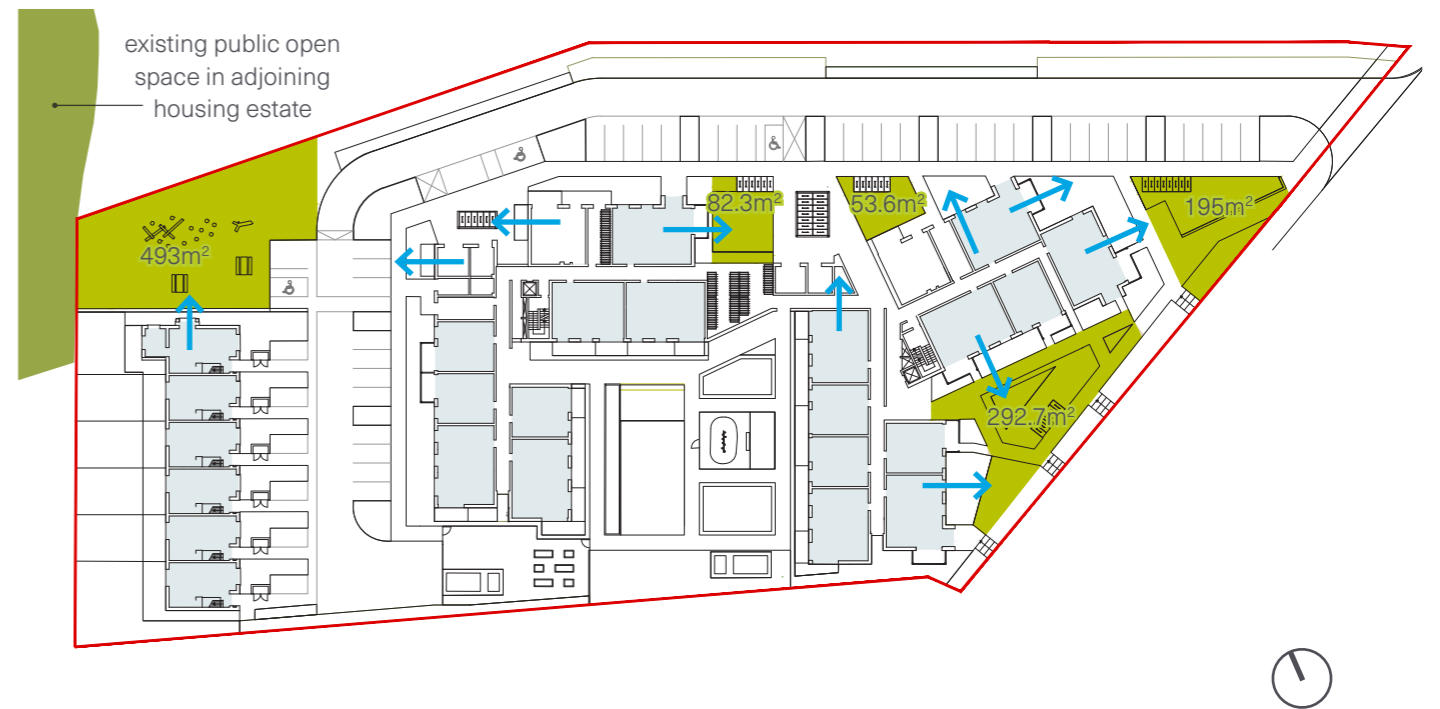
Apartment blocks enclose communal amenity space (reference image)



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



Communal amenity space (1033.3m² - 10.2% site area) with passive supervision



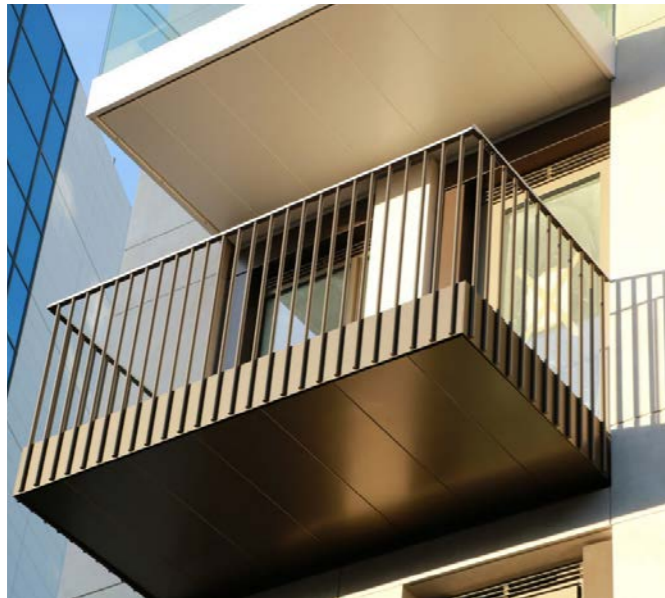
Public open space (1116.6m² - 11% site area) with passive supervision

SITE STRATEGY

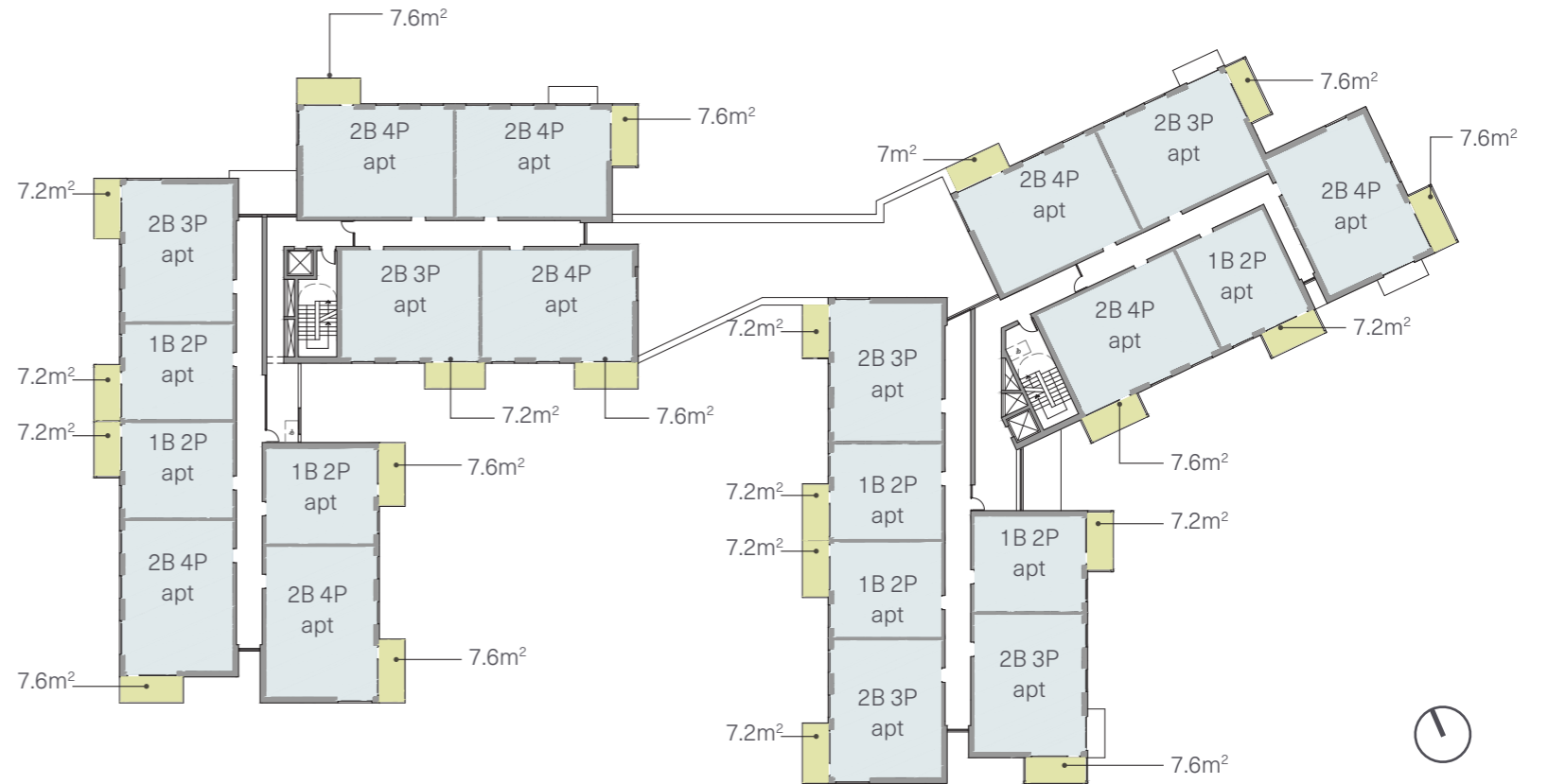
OPEN SPACE - PRIVATE AMENITY



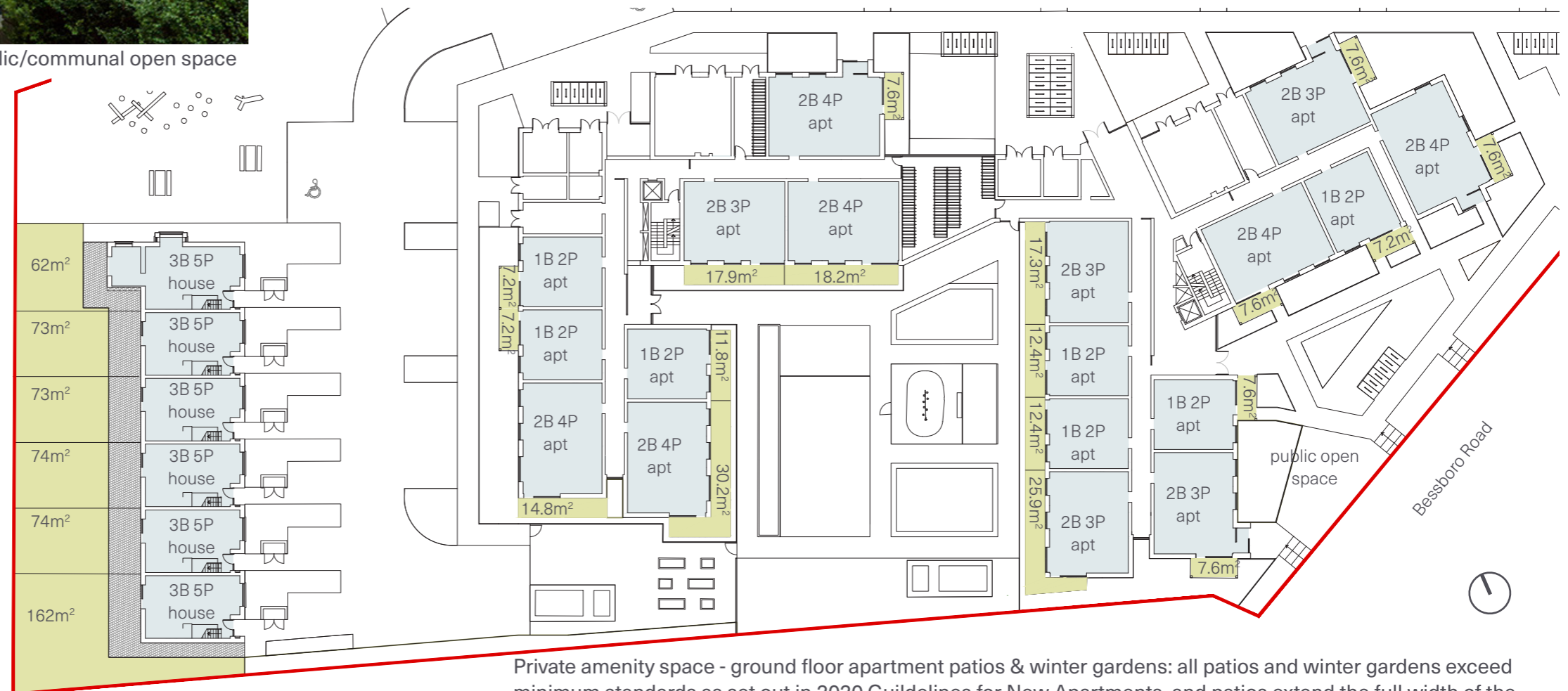
Ground floor patios with railings/screen planting to public/communal open space (reference image)



Upper level balconies (reference image)



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



Private amenity space - ground floor apartment patios & winter gardens: all patios and winter gardens exceed minimum standards as set out in 2020 Guidelines for New Apartments, and patios extend the full width of the apartment. Back gardens of houses are at least 11m long and in excess of development plan area requirements.

SITE STRATEGY

LANDSCAPE PLAN

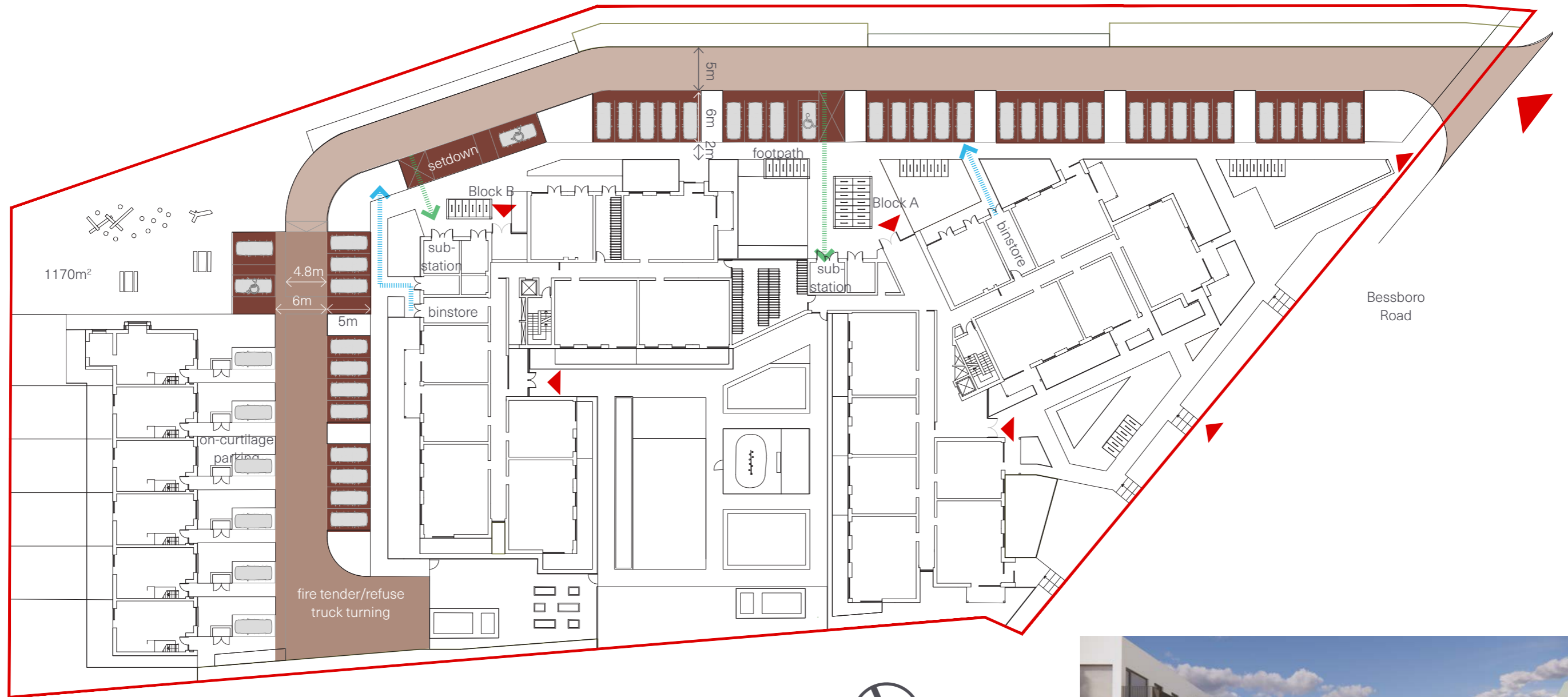


Communal amenity space

Public open space at entrance from Bessboro Road

SITE STRATEGY

ROADS



- 5m carriageway
- homezone - 4.8m carriageway + 1.2m footpath
- parking
- routes from binstore to road
- access route to substation



Homezone

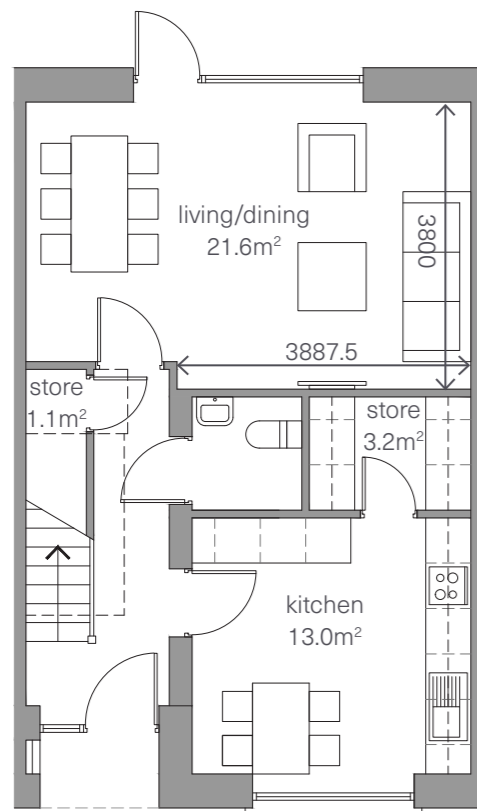
SITE STRATEGY

HOUSES

There are 6 no. houses in the development, provided in response to the context of the adjoining residential estate. One of these is an end-terrace unit designed to provide improved passive supervision to adjacent public open space by extending the living space and increasing the number of windows along the length of the boundary whilst deviating as little as possible from the standard typology.

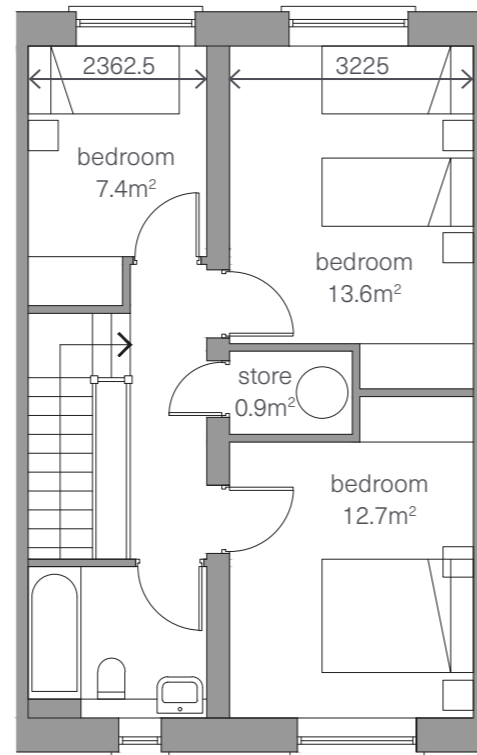


Housing terrace front elevation

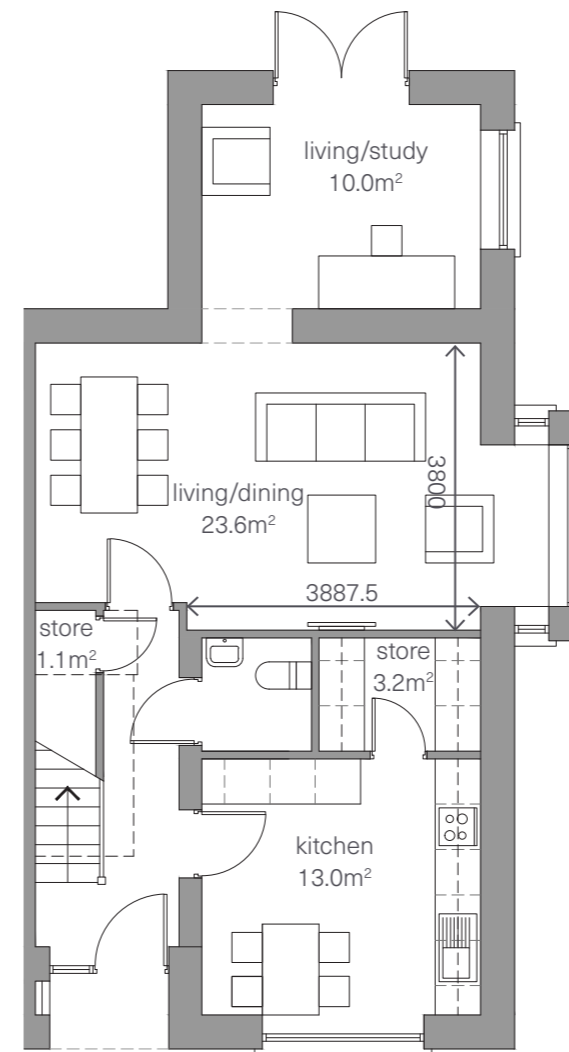


ground floor

3-bedroom 5-person house
(5 no. mid/end-terrace)

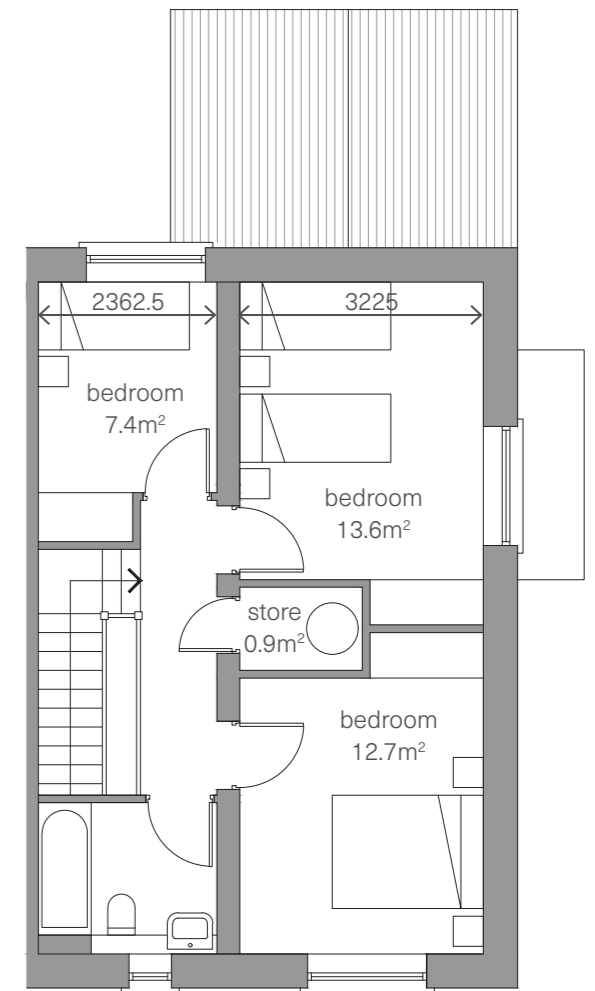


first floor



ground floor

3-bedroom 5-person house
(1 no. end-terrace)



first floor

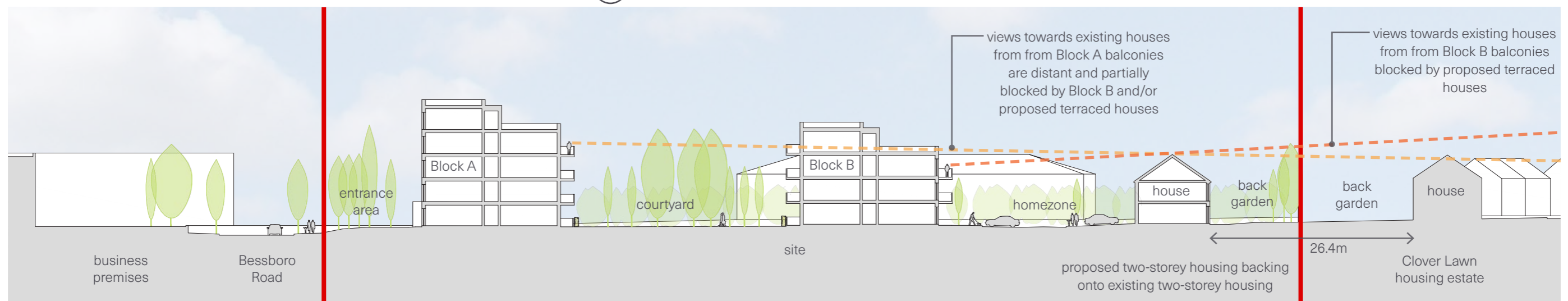
SITE STRATEGY

EXISTING RESIDENTIAL PRIVACY

The rear boundaries of the existing two-storey houses adjoining the site are secured by placement of a terrace of two-storey housing of a similar scale at this location, set back in excess of standard minimum distance of 11m from boundary and 22m from main rear facade. The apartment blocks rise gradually in height with increasing distance from this boundary. Block B is located a minimum distance of over 60m from existing housing, and Block A is more than 100m away.



View of the proposed development from Clover Lawn - ridge of two-storey housing highlighted using blue dashed line, with tops of apartment blocks just visible beyond



Section BB

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 footprints¹⁸.

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.

RPO 4

Population Growth and Environmental Criteria

Increased population growth should be planned having regard to environmental criteria including:

- The assimilative capacity of the receiving environment.
- The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests.
- Areas that have potential to flood.

RPO 7

Holistic Approach to Delivering Infrastructure

Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following: Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm.

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.



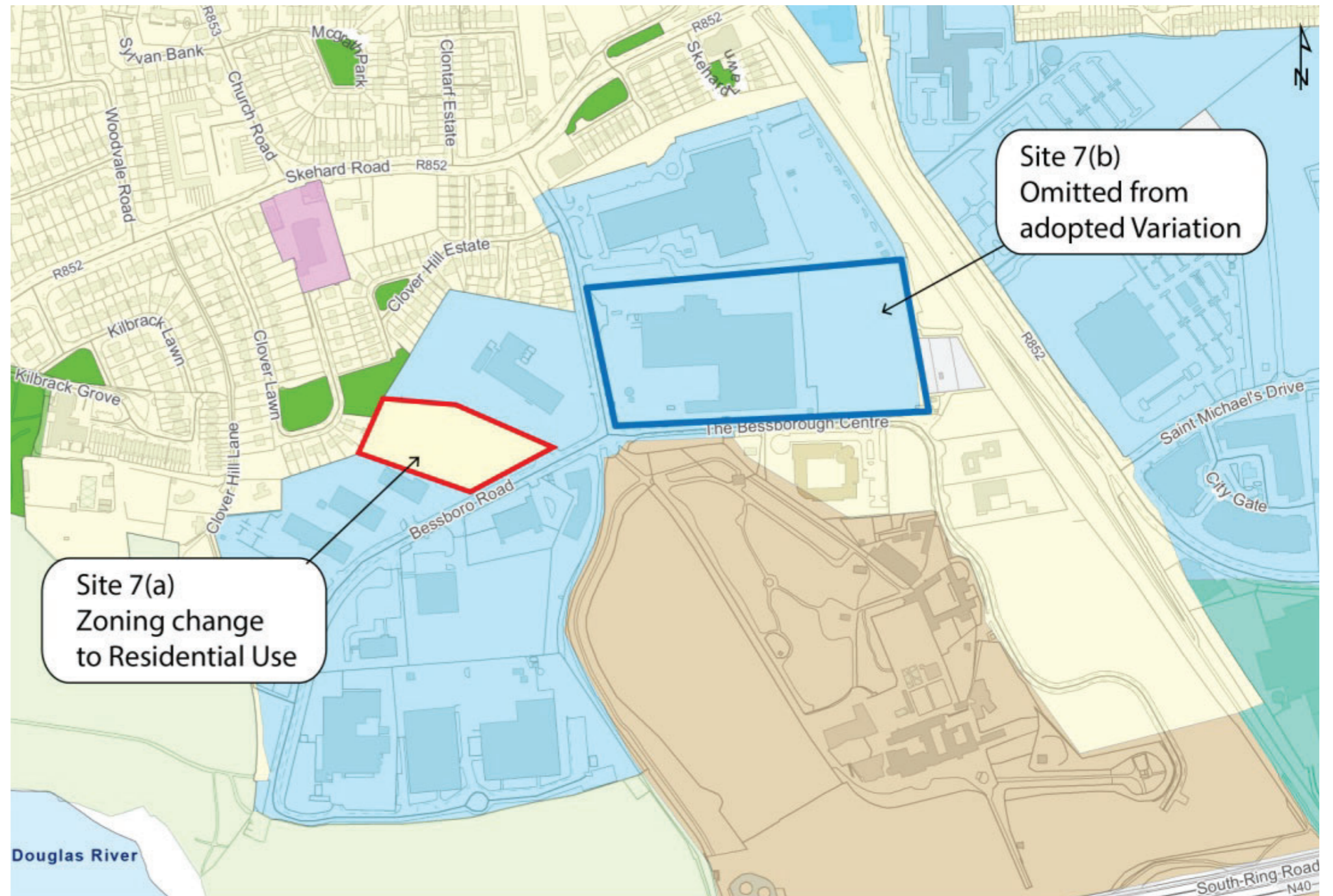
CORK CITY DEVELOPMENT PLAN 2015 - 2021

VARIATION NO. 7

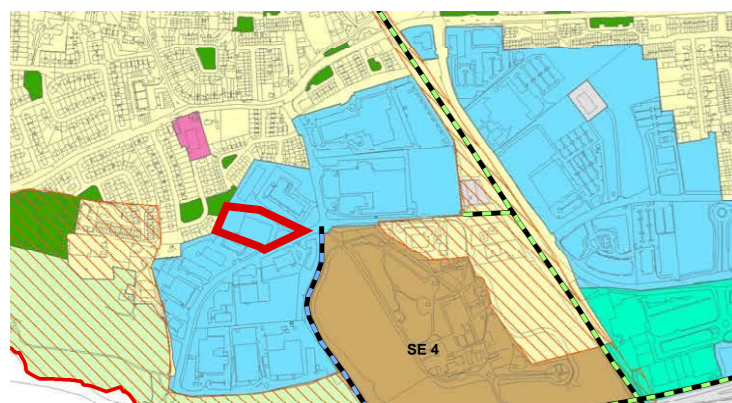
At the Council Meeting of 23rd March 2020, the Elected Members of Cork City Council adopted a resolution under Section 13 of the Planning and Development Act 2000 (as amended) to make Variation No. 7.

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

This revised zoning was carried through to the Cork City Development Plan 2022-2028, with the updated designation of 'ZO 01 Sustainable Residential Neighbourhoods'. This plan came into effect in August 2022.



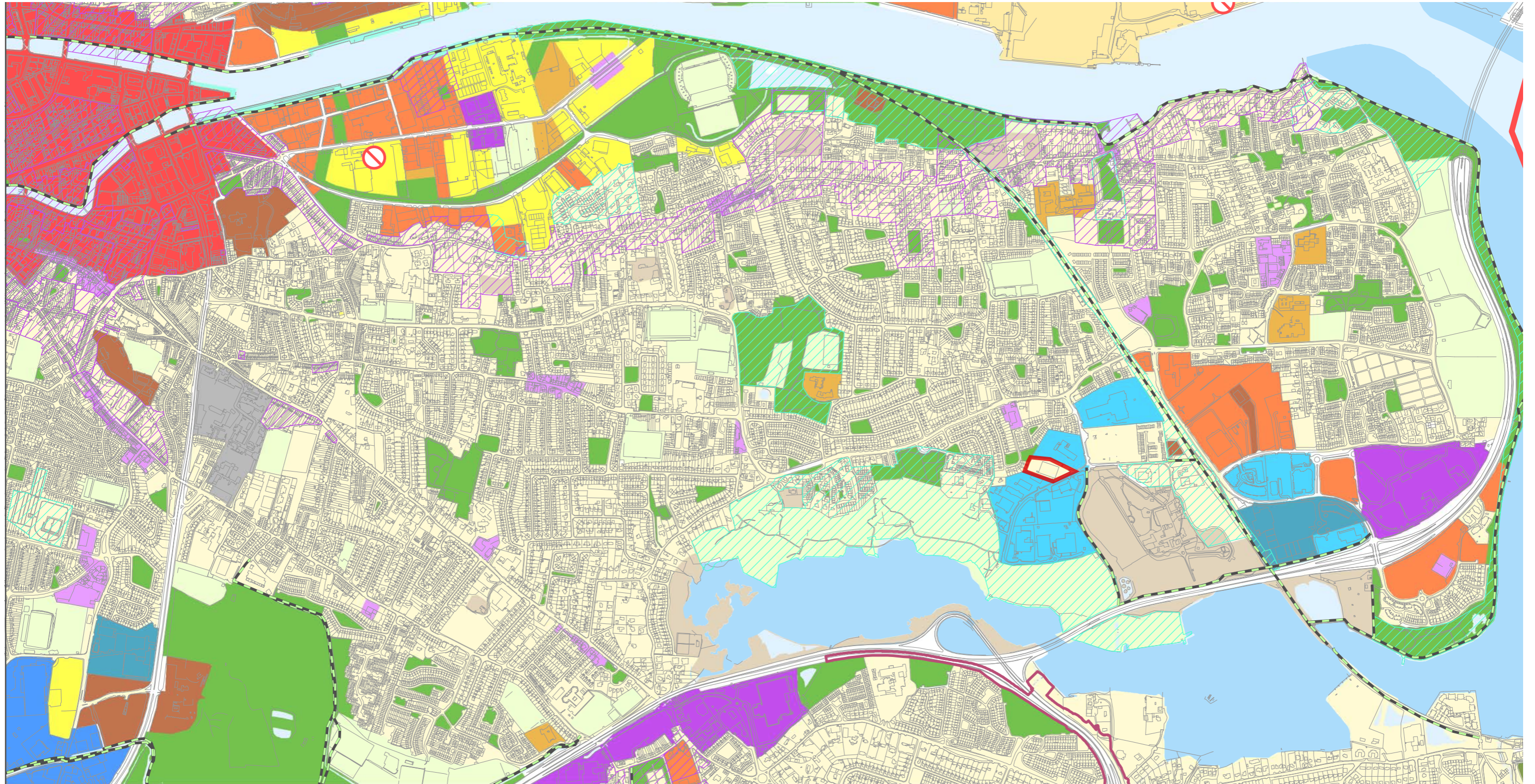
Adopted Variation No. 7 of the Cork City Development Plan 2015 - 2021



Cork City Development Plan 2015 - 2021

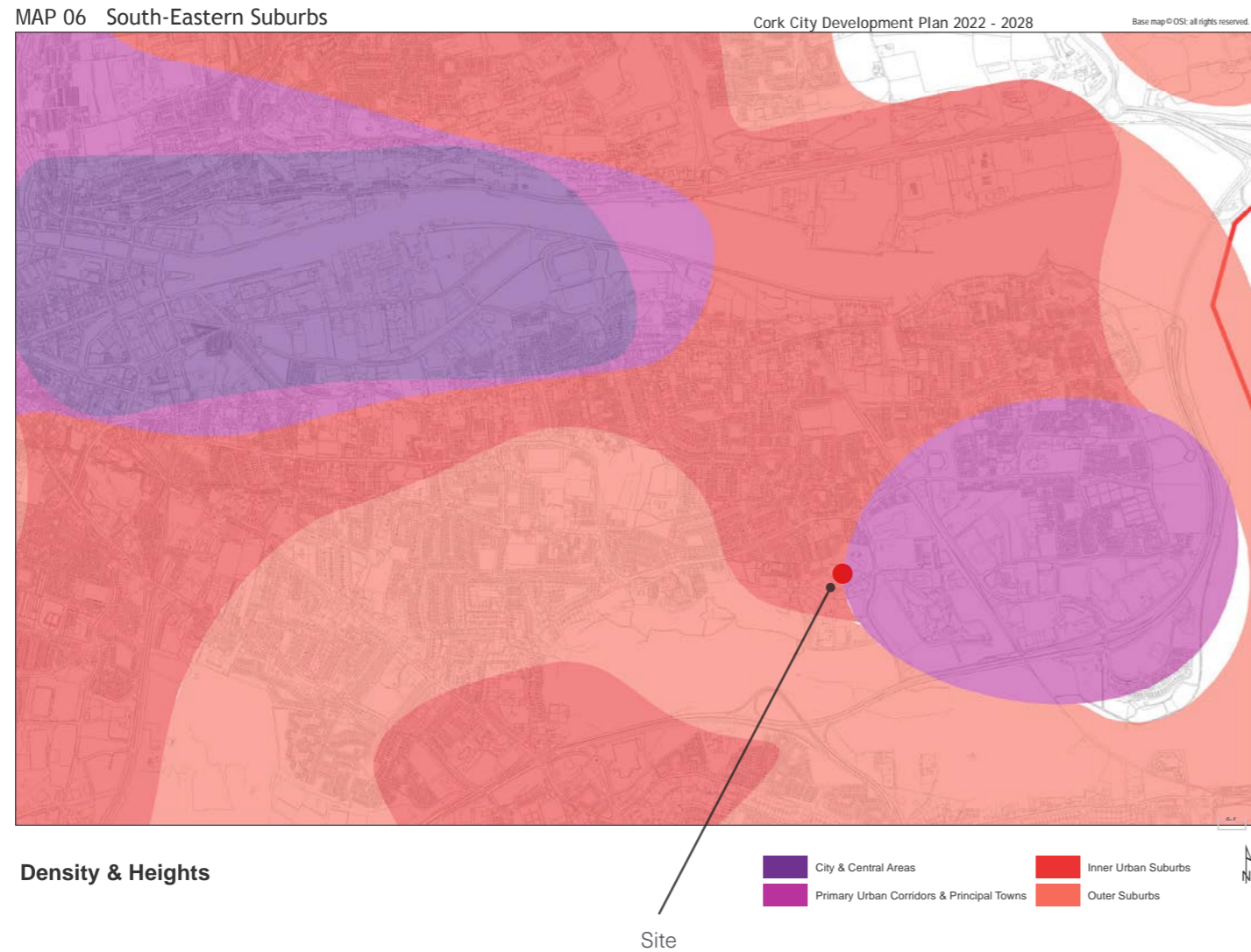
CORK CITY DEVELOPMENT PLAN 2022 - 2028

MAP 06



- | | | | | | | | | | | | |
|--|-------------------------|--|---|--|--|--|--|--|---|--|------------------------|
| | SEVESO Site | | Architectural Conservation Area | | ZO 04, Mixed Use Development | | ZO 10, Business and Technology | | ZO 15, Public Open Space | | ZO 20, City Hinterland |
| | Walkways & Cycleways | | Area of High Landscape Value | | ZO 05, City Centre | | ZO 11, Retail Warehousing | | ZO 16, Sports Grounds and Facilities | | |
| | Dunkettle Interchange | | ZO 01, Sustainable Residential Neighbourhoods | | ZO 07, District Centre | | ZO 12, Education | | ZO 17, Landscape Preservation Zones | | |
| | M28 Cork to Ringaskiddy | | ZO 02, New Residential Neighbourhoods | | ZO 08, Neighbourhood and Local Centres | | ZO 13, Institutions and Community | | ZO 18, Quayside Amenity Area | | |
| | | | ZO 03, Long-term Strategic Regeneration | | ZO 09, Light Industry and Related Uses | | ZO 14, Public Infrastructure and utilities | | ZO 19, Rivers and Water Bodies Protection | | |

CORK CITY DEVELOPMENT PLAN 2022 - 2028



Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target*		Prevailing		Target	
			Lower	Upper	Lower	Upper	Lower	Upper	
City	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
Fringe / Corridor / Centre	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
Inner Urban Suburbs	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Tivoli	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincollig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	25	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
Outer Suburbs	0 - 1.5	0.2 - 1.5	0 - 25	35	60	2	3	2	4

* Assuming resi-led scheme.

** Potentially suitable for exceptional tall building(s).

Table 11.2: Cork City Density Building Height Standards.

The site straddles two areas in the density & building height strategy diagram. Mahon area target density is 50-120 units per hectare and target height is 4-6 storeys; Ballintemple/Blackrock area target density is 40-80 units per hectare and target height is 3-5 storeys. At 88.4 units per hectare and 2-5 storeys (2 storeys provided in response to site conditions - proximity to existing 2 storey housing estate) the development fits within this strategy.

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 along with business, retail, educational & civic uses. The addition of the proposed residential scheme is appropriate to this context. Whilst largely an apartment scheme in an area containing mainly business premises, the layout is sensitive to its location backing onto an existing housing estate. A terrace of similar houses is proposed here to tie in with the existing residential scale and provide security and screening to back gardens. The apartment blocks rise gradually in height from west to east as the context changes from housing estate to commercial/industrial. They are located at a considerable distance from the existing houses.

Connections

The site is well connected. It is close to Skehard Road, an important arterial route which connects Mahon to Cork city centre. Several frequent bus services link the site to the city centre and other locations such as Munster Technological University, and there are educational & employment opportunities as well as retail options within easy walking distance. There is easy road access to the N40 South Ring Road, which connects to the wider Cork area and to other cities.

Inclusivity

A variety of unit types from 1-bed apartments to 3-bed houses is provided to meet the needs of a range of people and households. Buildings present an open aspect to passersby, with soft landscaping rather than walls or fences between them and the street so that all areas of the site are passively supervised. Green space is generous and scattered throughout the site to provide easy access for all residents to external amenity. 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 in particular adds to the variety of accommodation available in this area of the city, which currently contains mainly larger single dwelling houses. The houses provide further diversity of typology within the development itself.

Efficiency

The proposed density ensures that efficient use is made of this well-connected brownfield site. Apartment blocks are arranged efficiently, with vertical circulation cores kept to a minimum and corridors generally double-loaded.

Distinctiveness

Located in an area containing a broad range of uses, scales, typologies and materials, the development uses an architectural language and distinctive panelised facade which gives it its own identity. The simple flat-roofed forms of the apartments have precedent in the area, particularly the surrounding business premises. The houses echo the forms of the surrounding residential buildings, whilst being contemporary in expression to tie in with the apartment blocks.

Layout

The proposed scheme is organised so that it presents an angled frontage to Bessboro Road, with living spaces and balconies providing passive supervision to the street in several directions, and shared and dwelling entrances providing active frontage. The access road & parking, as well as the main public open space, is located on a services wayleave on which buildings cannot be located, becoming a homezone as it turns south to serve the terrace of houses. This also has the advantage of being to the north of the apartment blocks, allowing them to enclose a south facing courtyard which provides a sunny communal space for residents.

URBAN DESIGN CRITERIA

ASSESSMENT

Public Realm

The courtyard and adjoining allotments provide generous communal amenity space for the residents. Their orientation ensures that their amenity value is maximised. Passively supervised public open space is provided at Bessboro Road, between Blocks A and B and adjacent the houses at the west of the site. Two play areas for children are provided, one in the courtyard and one in the largest public open space, as well as various seating areas throughout. The design of the buildings provides passive supervision to all public and communal space.

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. All homes will be built in compliance with Part L of the Building Regulations, with well insulated fabric, energy efficient windows and doors and heating by means of air to water heat pumps.

Privacy and Amenity

All apartments in the scheme have a private amenity space (balcony, wintergarden or patio) 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 courtyard via the central cores. Houses have private rear gardens in compliance with development plan standards.

Parking

Car parking in the scheme is provided at a rate of 0.5 spaces per apartment and 1 per house, given its accessible suburban location close to frequent bus routes. A vehicular turning area is located adjacent the terrace of houses, and a set down area for the apartment blocks is provided near the entrance to Block B, with easy access to the building cores. Bicycle parking provision is generous, provided at a rate of 1 no. resident space per apartment bedroom and 0.5 no. visitor space per apartment. All parking areas are passively supervised.

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.

06 | SITE SERVICES

SITE SERVICES

SITE SERVICES REPORT

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