

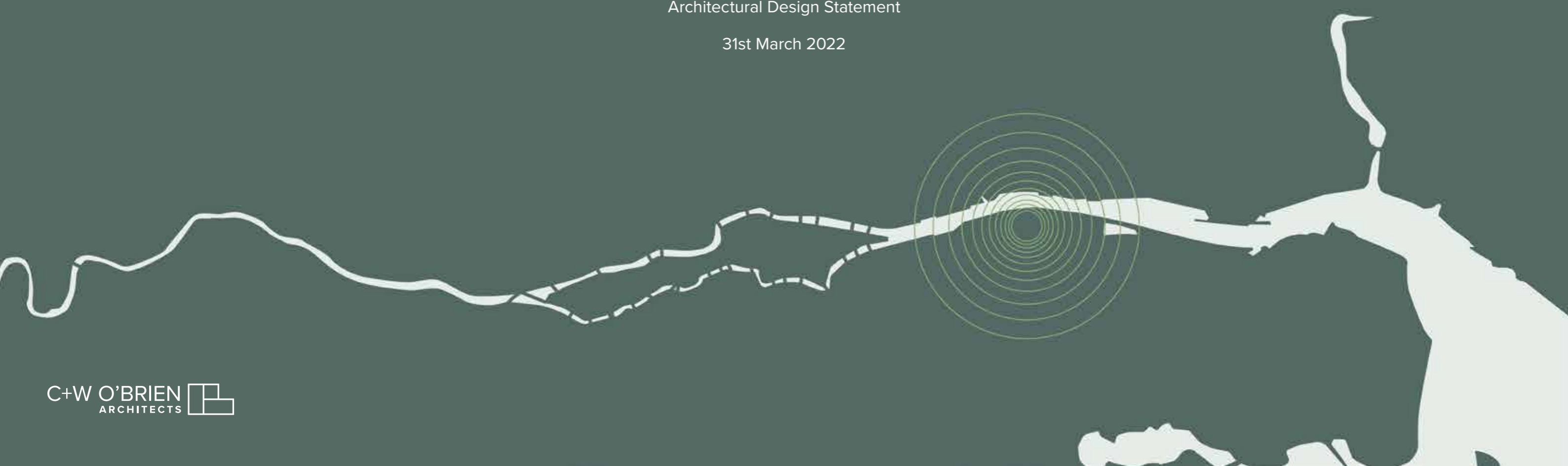


CITY PARK

SOUTH DOCKLANDS

Architectural Design Statement

31st March 2022





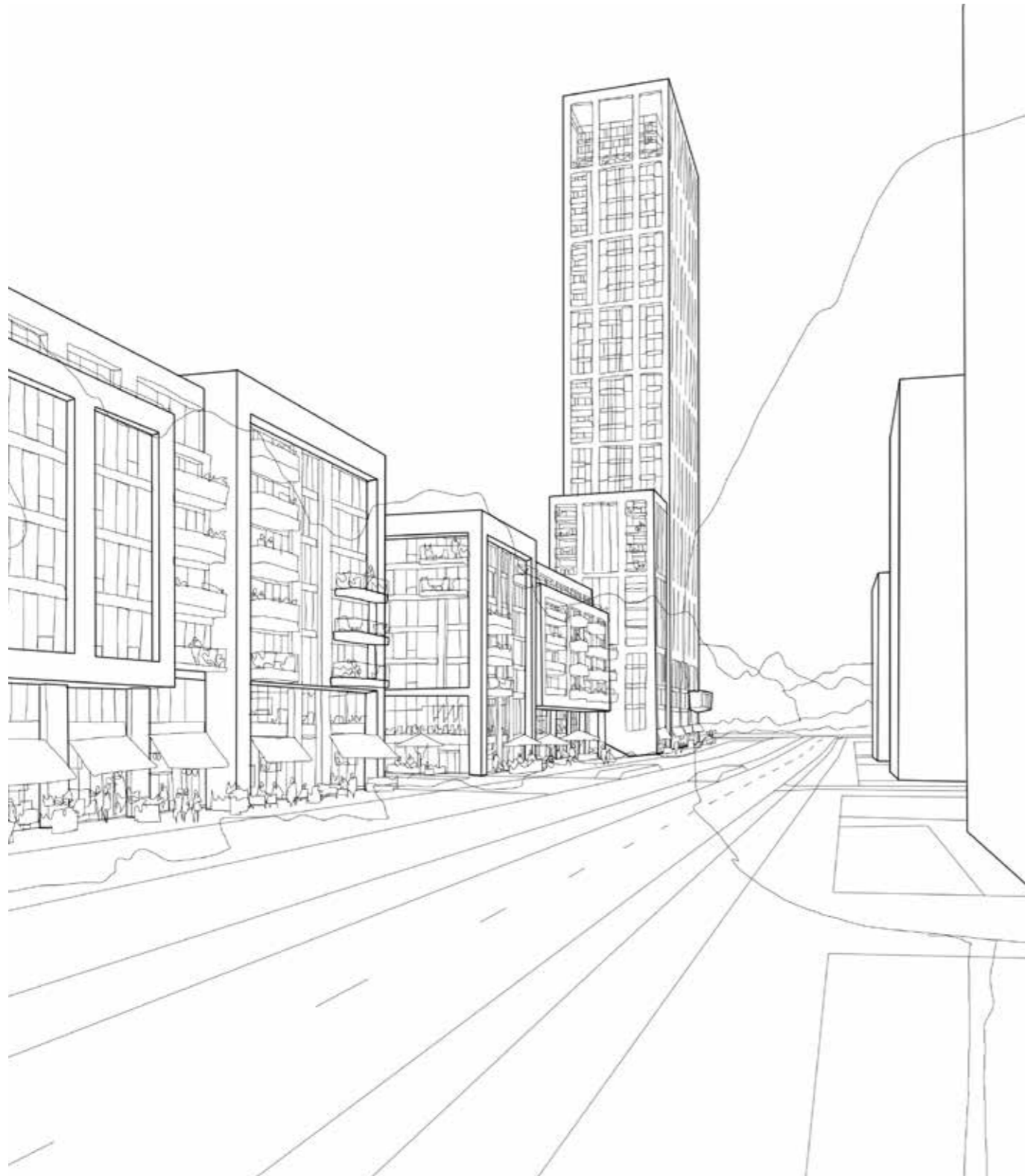
AERIAL VIEW OF THE SITE OUTLINED IN RED



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Development Team



Developer
Tiznow Property Company Limited
(Comer Group Ireland)

Architect
C+W O'Brien Architects

Planning Consultant
HW Planning Consultants

Civil / Structural Engineer
Arup Consulting Engineers

M&E Engineers
Arup Consulting Engineers

Urban Planning
Urban Strategies Inc.

Landscape
Park Hood Landscape Architects

Fire / DAC Consultant
Arup Consulting Engineers

Verified Views / CGI's
Urban 3D

Sunlight / Daylight
Arup Consulting Engineers

Transport Planning
Arup Consulting Engineers

Aviation Consultants
O'Dwyer & Jones Design Partnership

Animation

Online

To accompany the application, an **Animation** has been provided to illustrate the proposed scheme which can be viewed online.

To view the **Animation** just scan the QR Code below.

If you encounter any issues accessing the video be sure to drop us an email or get in touch:

C+W O'Brien Architects
contact@cwoarchitects.ie
01 518 0170



Animation Available via:
<https://www.cityparkshd.com/video/>

Scan the QR Code

Introduction

On behalf of Tiznow Property Company Limited (Comer Group Ireland), C+W O'Brien Architects in association with the other Design Team Members has prepared this document to accompany the SHD application to An Bord Pleanála for the proposed Residential development located at The Former Tedcastles Site, Centre Park Road, Cork City.

This document explores the stages of the proposed design, with an understanding of the site constraints, conditions and design development proposals.

The Design Team:

- C+W O'Brien Architects
- HW Planning
- ARUP Consulting Engineers
- Park Hood Landscape Architects
- Urban Strategies Inc.
- Urban 3D
- O'Dwyer & Jones Design Partnership

“

Cork City Docklands is Ireland's largest regeneration project. Over 146ha of land will be developed over a period of 20 years.

*This will accommodate a population of **c.25,000** and a workforce of **c.29,000** along with a student population of **c.3,700**.*

Land Development Agency

”



Development Description

Development Description

- (i) The demolition of existing structures and the construction of a strategic housing development of 823 no. apartments in 6 no. buildings ranging in height from part-1 to part-35 no. storeys over lower ground floor level. The development will contain 282 no. 1 bedroom apartments, 414 no. 2 bedroom apartments and 127 no. 3 bedroom apartments.
- (ii) All blocks will contain ancillary commercial areas including 3. no café/restaurants and 2 no. public houses (1,089 sq m), 7 no. retail units, a convenience retail store which includes the sale of alcohol for consumption off premises, a library, medical centre, pharmacy, post office and dentist (2,484 sq m) and 2 no. crèches (662 sq m). The development will also contain supporting internal resident amenity spaces (2,760 sq m) and external communal amenity spaces at podium and roof terrace levels.
 - (a) In summary, **Block A** is part-3 to part-35 no. storeys over lower ground and will contain a retail unit split over 2 no. levels, restaurant, convenience retail store, a public house over 2 no. floor levels, 174 no. apartments and ancillary internal and external resident amenity spaces.
 - (b) **Block B** proposes part-8 to part-10 no. storeys over lower ground and comprises a public house, café, retail unit and ancillary resident amenity at ground floor level. There are 95 no. apartments provided at upper levels.
 - (c) **Block C** ranges in height from part-1 to part-6 no. storeys over lower ground and comprises a medical centre at lower ground and ground floor levels, a library over 2 no. floor levels, 2 no. retail units, ancillary resident amenity and 75 no. apartments.
 - (d) **Block D** is part-1 to part-10 no. storeys over lower ground and contains a creche, café/restaurant, retail unit and internal and external ancillary resident amenity spaces at lower ground and ground floor levels. 171 no. apartments are provided at the upper levels.
 - (e) **Block E** ranges in height from part-1 to part-6 no. storeys over lower ground and contains a pharmacy, post office, 2 no. retail units and dentist split over 2 no. levels and 95 no. apartments at upper levels.
 - (f) **Block F** is part-1 to part-10 no. storeys over lower ground and consists of a creche at ground floor level, ancillary resident amenity spaces and 213 no. apartments.
- (iii) Pedestrian bridges are provided from the Former Tedcastles Yard to the Marina which includes the removal of 13 no. existing car parking spaces on the Marina to facilitate pedestrian connections to existing pedestrian infrastructure.
- (iv) The proposed development also provides for hard and soft landscaping, boundary treatments, public realm works on Centre Park Road, car parking, bicycle stores and shelters, bin stores, signage, lighting, sprinkler tank, plant rooms and all ancillary site development works above and below ground. Vehicular access to the proposed development will be provided via Centre Park Road.

Comer Group

About Us

The current business was established over 30 years ago by brothers, Brian & Luke Comer, originally from Co. Galway. After a great deal of tenacity and hard work, the Comers have created a leading property company with substantial development and investment interests in a number of market sectors, including: luxury residential homes, office parks, retail parks, hotels and leisure facilities.

With a substantial land bank and an extensive development programme, The Comer Group is continuing its major expansion in a number of property development sectors. The proven exceptional financial acumen of The Comer Group together with the direct and hands-on management style of the Comer brothers enables it to positively predict trends ahead of the market and capitalise on new opportunities as they arise. A lateral entrepreneurial management structure facilitates rapid transaction completion without a lengthy corporate process that many of its competitors have to undertake.

Brian and Luke Comer have been instrumental in recruiting and shaping a highly skilled and valuable senior management team of designers, architects and construction professionals. Corporate ethos nurtures and encourages both creativity and innovation, which are hallmarks of the Comer brand.

The Comer Group lead by Brian & Luke Comer has laid a very solid foundation to exploit forthcoming opportunities. Through astute planning and strategy the company is confident of achieving its ambitious growth plans.

Future success is eagerly anticipated as the company continues to implement its many development plans with inspiration, organisation, reputation and a highly experienced team.



Comer Group

Residential Portfolio



Royal Winchester House

Royal Winchester House is a 20 storeys landmark building of high specification apartments to rent at the heart of the new town centre of Bracknell, UK.

The development was completed at the end 2019 with total of 345 units.

Alongside Royal Winchester House a new public space will be created acting as a gateway to Bracknell town centre.



Falcon's View

These stylish two bed apartments offer a highly desirable type of urban experience offering panoramic views of cosmopolitan Blanchardstown.

Central to the design of Falcon's View is the stunning attention to detail throughout with the interior fit out finished to the highest standards.

The property comprises of ninety six apartments located in a thirteen storey landmark building.



Mast Quay

Mast Quay is a luxury development of 2 and 3 bedroom riverside apartments. A magnificent crafted living space with panoramic views of the River Thames and vistas of the capital.

Currently under construction, the BTR development has 220 apartments accommodated in 2 buildings; the tallest being 22 stories.



North London Business Park site

Granted permission for a mixed use masterplan to include approximately 1500 residential units and a large secondary level school at the existing North London Business Park site, Barnet,

The site occupies c. 17 hectares of brownfield land in a predominantly residential area, located to the west of Southgate and to the south of East Barnet, approximately 8 miles north west of central London.

Comer Group

Residential Portfolio



Milner's Square

Situated in an excellent location just 5km from Dublin City Centre; Milner's Square is the finest rental accommodation on offer in North Dublin.

The total of 147 luxurious apartments guarantee quality urban living with a range of wonderful on-site amenities to perfectly complement the modern lifestyle.



Number One Ballsbridge

In the heart of Dublin's most engaging and vibrant district, Number One Ballsbridge is perfectly designed and ideally positioned to cater for a range of business needs.

The super prime apartments will set a new standard for residential living in Dublin. A five-star leisure facility including an 18-metre pool will be operated at Number One Ballsbridge, being a unique tenant amenity unrivalled in any other development in the city.



Tallagt Cross East

Tallagt Cross East is a prime mixed use town centre development located beside the Luas Red Line and only a short distance from Dublin City Centre.

Located in the heart of Tallagt, Ireland's third largest metropolitan area, the property enjoys stunning views of the Dublin Mountains. The complex is close to the M50 Motorway and there are many Dublin bus routes offering connectivity.



Kingston Hall

Kingston Hall is a prestigious development superbly located at Kingston Road on the periphery of Galway City Centre and a short stroll from the beautiful Rusheen Bay.

Spacious living areas characterise these homes both internally and externally, with large balcony and terraced areas that invite the views to come flowing in.



C+W O'Brien Architects

About Us



We make exceptional places + spaces

C+W O'Brien is a leading, award winning architects practice and part of the Corstorphine + Wright Architects Group with 10 offices across Ireland and the UK, including Dublin, London, Warwick, Manchester, Liverpool, Newcastle and Glasgow and two offices within the Birmingham area.

Marrying 35 years of professional experience with cutting edge technologies, we produce design solutions that enhance the built environment, transform cities and communities and achieve outstanding commercial success for our clients.

Across our network of offices, our 140+ strong team of people includes some of the most talented and dedicated professionals in the industry, working on projects across all sectors and regions of the country.

Our exciting portfolio of innovative clients includes Ireland's largest property PLCs, along with the leading

developers and property and pension funds. Whilst our specialities cover a wide range of sectors, the bulk of our revenue arises from complex and large scale, mixed use developments featuring residential, student accommodation, commercial, hotel and leisure.

Recently, our achievements have included becoming part of the Architects Journal top 100 practices in 2015 and 2016, and receiving a number of prestigious awards such as the Irish Public Sector Magazine's Excellence in Business Award for Architecture and Project Management two years in a row. We have also received awards from a number of UK bodies including the British Council for Offices, the British Council of Shopping Centres and the International Council for Shopping Centres.

The Dublin branch is led by Arthur O'Brien, who joined Corstorphine + Wright's London office having previously run OBK Architects in Dublin, a thriving

architects practice in Ireland with a team of 70+ staff. After initially working as a director at Corstorphine + Wright's London office, Arthur made the move to re-establish the Dublin office.

The opening of the Dublin office was part of a programme of expansion, which has since continued with the opening of new offices in Galway, Glasgow, Leeds and Birmingham City Centre. We are now in talks to form additional offices to further increase our geographical coverage.

As a practice, we stand out as one of the few architects with the range of skills to take projects through from concept to completion, offering both the vision to design world-class schemes and the technical skills and commercial awareness required to deliver them on time and within budget. We understand that great architectural designs need to be aspirational, but they also need to be deliverable

and to work in the real world and so we take a holistic approach to our projects, making sure that we consider them from every angle.

We ensure that our developments don't just look good; they also deliver incredible and long-term value, meeting our clients' objectives and the needs and desires of the end users for whom they were built.

In addition to our architectural talent, we employ an in house team of graphic designers and 3D animators who add value for clients throughout a project. By helping us to accurately convey the vision for the project and forming the basis for developed virtual environments that can be tested and altered, these sketch models and animations help to speed up the design process. Always at the forefront of industry developments, we invest in the latest technology and skills to help us to continually innovate and go the extra mile for our clients.

C+W O'Brien Architects

Practice Credentials

C+W O'Brien Architects are a registered architectural practice with the RIAI and RIBA, and an ISO 9001 certified company. As a part of the Corstorphine + Wright Architects Group with 10 offices across Ireland and the UK, we are currently an Architects' Journal Top 100 practice, and have been for a number of years.

In 2019, C+W O'Brien was awarded the The Public Sector Magazine award for Excellence in Architecture & Project Management for the fourth consecutive year. We were also shortlisted finalists in four categories at the Irish Construction Industry Awards.

In the last 6 months we have been shortlisted for a number of awards including for "Housing Project of the Year" at the Building and Architect of the Year Awards for our project Stoneleigh in Craddockstown.

We have been shortlisted for two awards at the Fit Out Awards, with Nicola Kelly shortlisted for Project Manager of the Year, and Jen McAuley shortlisted for Young Designer of the Year.

Our Student Residence project "Carman's Hall" with Heyday, was shortlisted for both the Interior Project of the Year, and Fit Out Project of the Year at the Irish Building and Design Awards.

Bury Street ABINGDON

BCSC Gold Awards
Winner of the 'Refurbishment and/or Extension (under £5m)'.

The Council House DERBY

BCO National Award 2014
Best Refurbished / Recycled Workplace category for Derby City Council

Regional Excellence Award 2013
The best large commercial building for Derby Council

Civic Trust Award 2012
Derby City Council

Gold Award 2012
Derby Council House

Whiteley Town Centre FAREHAM

ICSC European Shopping Centre Awards 2014
Winner – 'Best New Development' in the medium retail projects category

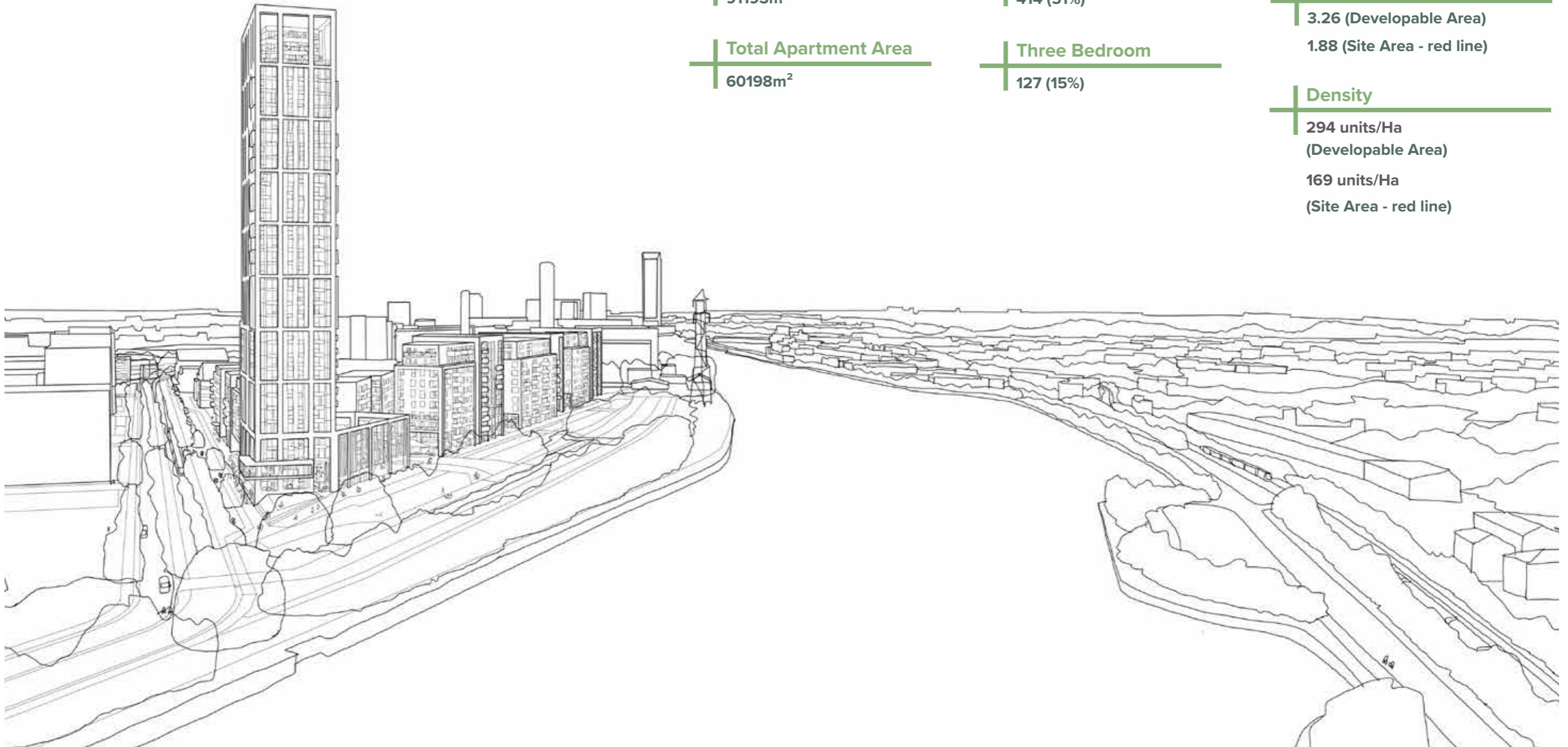
BCSC Gold Award
Shortlisted for the 'New Centre' 2013 award



Executive Summary

0.1 Executive Summary

Number of Units	One Bedroom	Site Area
823	282 (34%)	2.80 Ha (Developable Area) 4.86 Ha (Site Area - red line)
Total Gross Area	Two Bedroom	Plot Ratio
91193m ²	414 (51%)	3.26 (Developable Area) 1.88 (Site Area - red line)
Total Apartment Area	Three Bedroom	Density
60198m ²	127 (15%)	294 units/Ha (Developable Area) 169 units/Ha (Site Area - red line)



Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

1. Further consideration of, and possible amendment to the documents and/or design proposals in respect of the relationship of the proposed development with the adjoining lands which are zoned in the Cork City Development Plan Objective ZO18 To provide for new primary and post-primary schools. The application documentation should clearly demonstrate how the development will comply with the lands use zoning objectives of the plan and set out how the development would integrate with, or impact on the future development of a school(s) on those lands.

Response to An Bord Pleanála

Prospective Applicant's Comments:

Following receipt of the ABP Opinion, the applicant and the Design Team met with the Department of Education on the 9th March 2022. This meeting centred around discussions for the wider requirements for schools in the South Docks area and the future interaction between the subject site and the school zoned lands immediately to the west.

The architectural design response has evolved in response to the context of the site, it's constraints, among those being the educational zoning of the adjoining lands. The design response is considered appropriate for this urban location and future urban schools to the southwest.

Following on from discussions with the DOE, for the purposes of this document we have based the school design for the site on the principal of providing 2 no. primary schools and 2 no. post primary schools and have used the recently granted primary school in Harold's Cross, Dublin as a reference given it's urban location and compact site layout.

We have set out further analysis for the proposed interaction with the schools lands in section 7.8 Future Adjoining School of this document.



Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

2. Further consideration of the documents and justification for the design, scale, height, and layout of development proposed. The application should describe and demonstrate a strategic design process for these lands which has had regard to the relationship with adjoining lands, and which recognises the role of this site, and the significance of the proposed development, in the wider city. Regard should be had in particular to the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities' 2018, particularly at the scale of the city and the district, the provisions of the City Development Plan in relation to building height, and as well as the submission of the planning authority to An Bord Pleanála, dated 16/11/2021.

Response to An Bord Pleanála

Prospective Applicant's Comments:

Further to the Tripartite meeting on the 20th of December 2021 and following receipt of the An Bord Pleanála Opinion the design team reviewed the scheme as submitted with the following amendments made:

- Reduction is proposed heights of the secondary towers on the site.
- Refinement of the tower facade design.
- Removal of Block K situation to the west of the Public Open Space Zoning
- Inclusion of a new Block (E) to the west of Block C, this was included to complete the remaining zoned lands between Block C and the lands zoned for Schools in the southwest of the proposed site.
- Additional site sections were produced to demonstrate boundary treatments and interactions with the adjoining lands.

These proposals were presented to Cork City Council on the 1st February 2022 in a meeting. CCC made the following comments:

- Acceptance of the need for a landmark building on the prow of the site
- A preference for the complete removal of the tower elements on the river frontage with the buildings being a height of 8 to 10 storeys.
- A preference for the complete removal of the tower elements along Centre Park Road with the buildings being a height of 6 to 8 storeys.
- A review of the material palette.



Submitted at pre-planning - October 2021



Revised scheme post Tripartite meeting - January 2022

Executive Summary

0.2 An Bord Pleanála Opinion and Response



Post the meeting with Cork City Council the design team reviewed the proposed scheme and made the following amendments to the scheme which is now being submitted to ABP as part of this application:

- 1 Further refinement of the Tower façades to add articulation to it and enhance the landmark nature of it. The proposed design for a tower with an elegant and sophisticated appearance based on its intended residential use we feel will be a strong landmark for those within the city, as well as those entering the city from the north and east. In addition the tower will provided a bookend in the east that balances with the commercial Customs House Tower at the western end of the South Docks regeneration area.
- 2 A reduction of the height of Blocks B, D & F to remove the tower elements with heights being as requested by CCC at 8 to 10 Storeys. Setback floors have been maintained on part of the river frontage to allow the massing to be broken down to a human scale. Bookend elements have been maintained on the western end of each elevation on the river frontage to articulate movement towards the city centre.



Proposed scheme

Executive Summary

0.2 An Bord Pleanála Opinion and Response



- 3 A reduction of the height of Blocks C and the new proposed Block E to remove the tower elements with heights being as requested by CCC at 6 to 8 Storeys. Setback floors have been maintained on part of the Centre Park Road frontage to allow the massing to be broken down to a human scale. Bookend elements have been maintained on the western end of each elevation on the Centre Park Road frontage to articulate movement towards the city centre.
- 4 The material palettes have been reviewed with changes to the selected bricks to reflect the bricks used in the former ESB Power Station and Odlums Mill buildings to the west, both of which are Protected Structures. We have maintained the use of high end materials through out (Brick, Zinc & Glass) the development with bronze feature elements used throughout to link all the blocks with the tower.



Centre Park Road Contextual Elevation - Revised scheme post Tripartite meeting - January 2022



Centre Park Road Contextual Elevation - Proposed scheme

Executive Summary

0.2 An Bord Pleanála Opinion and Response



Early on in the process of this planning application the applicant and C+W O'Brien's (CWOB) reached out to Urban Strategies to assist in the design process for this site. Urban Strategies (US) were selected due to their extensive experience in development of this site. Urban Strategies were very familiar with the site having worked on these lands previously and they had recently completed the Building Height Strategy for Limerick so were familiar with the Irish standards and guidelines.



Submitted at pre-planning - October 2021

US & CWOB together have worked to ensure that the strategic nature and position of the site were forefront in the decision-making process for this planning application. Urban Strategies have produced a Tall Buildings Statement that should be read in conjunction with this CWOB Design Statement.



Design Evolution - December 2021

In relation to ABP's request for demonstration "regard should be had in particular to the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities' 2018, particularly at the scale of the city and the district" we refer ABP to Section 7.0 Layout of this document which outlines our response to the criteria of Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities' 2018.



Revised scheme post Tripartite meeting - January 2022



Proposed scheme

Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

3. Further consideration of, and possible amendment to the documents and/or design proposals, having regard to the Neighbourhood Centre zoning objective for lands fronting Centre Park Road. Consideration should provide a detailed / robust planning rationale for the location and layout of commercial uses on the site and should demonstrate how the development will support the land use objectives of the development plan for this area. Regard should be had to the relationship with adjacent development on Centre Park Road permitted under ref. ABP-309059-20 and how these developments will contribute to the objectives of the development plan in this regard. The application should provide a rationale for the omission of lands zoned for neighbourhood centre uses, which are within the prospective applicant's ownership.

Response to An Bord Pleanála

Prospective Applicant's Comments:

Further to the Tripartite meeting on the 20th of December 2021 and following receipt of the An Bord Pleanála Opinion the design team reviewed the scheme as submitted in relation to the lands to the west of Block C that are zoned for Neighbourhood Centre and Mixed Use. Following this review a decision was made to include this within the application.

A new urban block was designed that responded to the existing urban blocks to the north and east as well as being designed to step down to the proposed schools zoning to the west. Neighbourhood uses have been included within this block that work in conjunction with those already proposed in Block C. Please refer to Sections 7.0 Layout, 8.0 Public Realm, 10.0 Privacy + Amenities and 12.0 Detail Design of this document for an outline for proposed features, movement and use for this neighbour centre area of the proposed scheme.



Executive Summary

0.2 An Bord Pleanála Opinion and Response

Proposed Uses

The City Park development will create a tight urban grain that follows that established in the granted permission on the Former Ford site, where buildings ground themselves in a varied and authentic landscape. This will evolve to help shape a new neighbourhood that will feel “Corkonian” at its core; a future thriving hub of creativity, productivity and life. Our new neighbourhood will be residential-led, providing homes knitted into a creative, social and commercial mixed use ground floor environment. The overall development will create 823 new high quality and characterful residential homes of a mix of sizes and occupancies, along with 3,573 m² of neighbourhood uses / commercial space to support the residents.

The proposed development comprises of a mixture of 1b/2p, 2b/3p, 2b/4p and 3b/4p homes. Additionally, communal facilities and a number of communal outdoor landscaped spaces are provided within the upper levels of the City Park Blocks for resident’s use only.

Flexible commercial spaces are proposed at the lower ground and ground floor of the blocks. On the Lower Ground floor these uses are restricted to non-vulnerable uses due to the low lining levels of the site and the potential for flooding. The spaces are flexible and could be sub-divided to provide for a range of potential tenants. The provision of flexible space will provide an active frontage and a variety of uses along the adjoining streets.

Given the nature and scale of the development along with the provision of a landmark tower on the eastern point of the site it is felt that the development would benefit from an element of commercial to support the residents in this neighbourhood. In addition, the proximity of the site to the river front, Marina Park and Páirc Uí Chaoimh it is felt would support some commercial.



Key	
■	Neighbourhood Centre
■	Bicycle Store
■	Commercial
	• Dry Cleaners
	• Clothes Boutique
	• Home Decor Shop
	• Gym/Fitness Centre
	• Off-License
	• Chocolatier
	• Book Shop
	• Convenience Store
	• Nail Bar
	• Hair Salon
■	Food + Beverage
	• Café
	• Restaurant
	• Bar
■	Amenity Space
	• Communal Games Room
	• Co-Working Hub
	• Lounge
	• Gym
■	Crèche
■	Community Room
■	Public Open Space

Executive Summary

0.2 An Bord Pleanála Opinion and Response

2018

2019

2020

2021

2022

J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D J F M A M J J A S O N D



The uses have been carefully located as follows:

- **Neighbourhood Uses** – These have been positioned in line with the current Cork City Zoning planning in the south side of Blocks C and E fronting onto Centre Park Road. The flexible units that extend over Lower Ground and Ground floors will be used to provide uses in line with the uses defined in the City Development Plan.
- **Plaza** – A more commercial centre is to be provide at ground floor, level with Marina Park, under the base of the Landmark Tower (Block A) as well as Blocks B and C. These three blocks form a triangular zone that will be used to create a public centre for use by the residents of City Park as well as other developments in the locality including the future schools and members of the public that may be using the surrounding open spaces and Páirc Uí Chaoimh. The nature and scale of the non residential elements has been design so as not to distract from the future District Centre zoned area in the heart of the South Docks or Cork City Centre. In addition locating the uses in this zone at Ground Floor level removes then from any risk of flooding.
- **Crèches** – The Crèches have been located in Blocks D & F. These uses are seen as complementary to the residential element of City Park and have been located in these blocks to create a more residential lead area within City Park.

The City Park Plaza position at the eastern end of the site acts as a gateway to the development from the city centre. The historical hard edge is also restored, creating a robust new urban block bound by Marin Park / River Lee and Centre Park Road. In addition, the neighbourhood and village centre elements are positioned off the proposed future position of a stop on the proposed light rail system.

The public space is defined by the hard edge provided by three commercial blocks which sit around the square. Each in turn is then divided down the middle via party wall, both halves containing their own dedicated cores. Entrance lobbies front onto this space and are accessed directly off the public realm. This openness on approach to the commercial hub provides great panoramic aspect of all buildings from outside the development and internally the commercial units are afforded pleasant views into the newly created public realm and out to the River Lee.

The proposed commercial uses would be in line with the proposed Mixed Use and Neighbourhood Zoning requirements in the Development Plan. Please refer to 7.0 Layout, 8.0 Public Realm and 12.0 Detail Design of this document for an outline for proposed features, movement and use for this neighbour and village centre areas of the proposed scheme.



Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

1. *The application drawings should provide further detail with regard to existing and proposed levels across the entire development site. The treatment of level differences within the proposed development and the relationship of the development with adjoining lands and public roads should be described in detail, in plan and in section drawings. Particular consideration should be given to the interface with Centre Park Road and the Marina. The application should describe the relationship between proposed commercial units and adjoining public spaces and how pedestrian footfall and activity will be generated within these areas.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

As part of the planning submission CWOB have undertaken a series of additional site sections (13 no in total) at 1:500 scale with key areas enlarged to 1:100. These have been undertaken to provide further clarity on the design intent and treatment of the level differences.

In addition to the above, we refer ABP to Section 7.0 Layout, 8.0 Public Realm, 9.0 Adaptability and 12.0 Detail Plan of this document that outlines in detail the relationship between the buildings and the adjoining open spaces.

An Bord Pleanála Opinion

2. *Further analysis of the relationship with Centre Park Road should be undertaken and described in detail in the application, to include detailed section drawings and other imagery demonstrating the context of the site with adjoining permitted development.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

As part of the planning submission CWOB have undertaken a series of additional site sections (13 no in total) at 1:500 scale with key areas enlarged to 1:100. These have been undertaken to provide further clarity on the design intent and treatment of the level differences.

In addition to the above, we refer ABP to Section 7.0 Layout of this document that outlines in detail the relationship between the proposal development with the granted permission on the Former Ford site (ABP-308596-20)

An Bord Pleanála Opinion

3. *The application should include a detailed rationale for the proposed residential density and housing mix having regard to the provisions of the City Development Plan and relevant national and regional planning policy including the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual'); The 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2020) and the 'Urban Development and Building Heights – Guidelines for Planning Authorities' (2018). The application should respond to the issues raised in the submission of Cork City Council received by An Bord Pleanála on 17/11/2021.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to documentation and reports from our Planning Consultants, HW Planning, for detailed rationale for the proposed density and housing mix.

Please refer to the Tall Building Statement report from Urban Strategies for detail rationale for the inclusion of a Landmark building as well as Section 7.0 Layout of this document.

An Bord Pleanála Opinion

4. *Detailed design proposals for proposed pedestrian bridges from the application site to the Marina, crossing the open storage channel, should be provided. Any associated works occurring outside of the applicant's landholding should be clearly identified and evidence of the consent of the relevant landowner should be submitted in this regard.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to documentation and reports from our Landscape Designer Parkhood, for detailed of the pedestrian bridge.

In addition to the above, we refer ABP to Section 8.0 Public Realm of this document that outlines in detail proposed connections between the proposed site and Marina Park.

In addition to the above, the redline includes the area of associated works and a letter of consent is provided for the area outside of the applicant's ownership.

Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

5. *An analysis of the impact on views identified in the Landscape and Visual Summary Statement should be provided and further consideration should be given, inter alia, to the scale and mass of development in longer views east from the city. The analysis of visual impacts should also give consideration to the extent of masterplan proposals for the lands.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

A Landscape and Visual assessment has been prepared by Parkhood based on Verified Views prepared by Urban 3D. Please refer to these documents submitted as part of this application, this will be submitted as part of the TVIA. Please also refer to the EIAR prepared by Arup and submitted as part of this application..

An Bord Pleanála Opinion

6. *An Invasive species management plan should accompany the application where such species are identified within the lands.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to Invasive Species report prepared by O'Donovan Agri Group and submitted as part of this application.

An Bord Pleanála Opinion

7- *The site plans should clearly identify all / any wayleaves or rights of way across the application site in accordance with the requirements of article 127(2) of the Planning and Development (Strategic Housing Development) regulations 2017, as amended.*

In addition, existing overhead powerlines traversing the site, and associated adjacent pylon structures, should be clearly identified in the application drawings.

Response to An Bord Pleanála

Prospective Applicant's Comments:

All wayleaves have been identified on the Site Location plan submitted with this application.

An Bord Pleanála Opinion

8. *A revised strategy should be submitted for the collection, management, storage, and discharge of surface waters, including SUDS measures, which shall take account of the provisions of the Cork South Docks Levels Strategy. The strategy should include detailed proposals for the treatment, including any upgrading, realignment or remediation, of existing open drains and culverts within and adjoining the site. The application should address the matters raised in the report of the Drainage Department of Cork City Council dated 19/10/2021.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to SUDs reports, and drawings prepared by Arup and submitted as part of this application.

An Bord Pleanála Opinion

9. *An analysis of wind microclimate and pedestrian comfort should be submitted, with reference to pedestrian occupation and usability of new public spaces in the context of the proposed development and adjoining permitted developments. The analysis should also address the safety and comfort of residential amenity spaces, including communal spaces and private upper floor balconies, both within the site and on adjoining lands. Any required mitigation or other design measures arising from such assessment should be clearly described and assessed in the study. The assessment should have regard to the interaction with adjoining future development within the Masterplan area.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

A Wind and Microclimate Assessment has been prepared by Arup and submitted as part of this application.

An Bord Pleanála Opinion

10. *The application should include a comprehensive daylight and sunlight assessment examining the proposed dwelling units and amenity / open spaces, as well as potential impacts on daylight and sunlight to adjoining properties, including permitted development to the east and the adjoining zoned school site. This assessment should consider the relationship between the proposed development and future development on the wider Masterplan lands.*

In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides like the BRE 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

The assessment should provide a comprehensive view of the performance of the entire development in respect of daylight provision. Where any alternative, compensatory design solutions in respect of daylight are proposed, these should be clearly identified and justified, and their effect appropriately described and / or quantified.

Response to An Bord Pleanála

Prospective Applicant's Comments:

A Sunlight and Daylight report has been prepared by Arup and submitted as part of this application. Please also refer to Section 12 Detail Design of this document for discussion of compensatory measures undertaken as part of the design process.

Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

11. *A housing quality assessment should be submitted which provides the specific information regarding the proposed apartments required by the Guidelines on Design Standards for New Apartments (2020). The assessment should demonstrate how the proposed apartments comply with the various requirements of those guidelines, including its specific planning policy requirements.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

A Housing Quality Assessment has been prepared by C+W O'Brien Architects and submitted as part of this application.

An Bord Pleanála Opinion

12. *The application should be accompanied by the following:*
 - a) *A Traffic and Transport Impact Assessment (TTIA), the scope of which should be discussed in advance with Cork City Council, and a Mobility Management Plan.*
 - b) *A report demonstrating compliance with the principles and specifications set out in DMURS and the National Cycle Manual.*
 - c) *A Parking Management Strategy including detail on the breakdown of parking by type and land use.*
 - d) *Details of the design of bicycle parking / storage, which should accord with the provisions of the Guidelines on Sustainable Urban Housing: Design Standards for New Apartments.*
 - e) *A Quality Audit that includes: (i) Road Safety Audit, Access Audit, Walking Audit and Cycle Audit. The Road Safety Audit should include the design and layout of the proposed basement / undercroft car park.*
 - f) *A Servicing and Operations Management Plan.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please note the following:

- a) A Traffic and Transport report has been prepared by Arup and submitted as part of this application.
- b) Please refer to Design Manual for Urban Road and Streets and the National Cycle Manual - Compliance Statement that has been prepared by Arup and submitted as part of this application.
- c) A Car Parking Management Plan has been prepared by Arup and submitted as part of this application.
- d) Please refer to Section 11.0 Parking of the Architectural Design Statement for details on Bicycle Parking / Storage within the proposed scheme.
- e) A Quality Audit was undertaken for the project by J.B. Barry and Partners. Arup and the Design Team have reviewed this and included the recommendations of this report within the scheme as submitted for this application.
- f) A Operation Waste Management Plan has been prepared by Arup and submitted as part of this application.

An Bord Pleanála Opinion

13. *A building lifecycle report for the proposed apartments in accordance with section 6.13 of the 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2020) should also be submitted.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to Building Lifecycle Report prepared by C+W O'Brien Architects and submitted as part of this application.

An Bord Pleanála Opinion

14. *A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, landscaping and paving, pathways, entrances and boundary treatments. Particular regard should be had to the requirement to provide high quality, durable and sustainable finishes which have regard to the context of the site.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to Section 12 Detail Design of the Architectural Design Statement which details the materials and finishes proposed for the building as well as documents and drawings provided by Parkhood.

Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

15. *Detail of areas intended to be taken in charge by the local authority, including any surface water management features within such areas.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

It is intended that all areas within the ownership of the applicant will be managed and maintained by the applicant, and none will be taken in charge. Areas outside the ownership of the applicant, included in this application with the consent of Cork City Council will need to be taken in charge by CCC.

An Bord Pleanála Opinion

16. *An Aeronautical Assessment should be undertaken in respect of the proposed development which should include consideration of potential construction and operational impacts on instrument flight procedures and equipment at Cork Airport.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

An Aeronautical Assessment Report has been prepared by O'Dwyer & Jones Design Partnership and submitted as part of this application.

An Bord Pleanála Opinion

17. *The application should respond to the objective of the City Development Plan for the continuation of the riverfront Marina Walk amenity route in a westerly direction toward the city centre.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

The design of the scheme has allowed for all areas surround the blocks to be publicly accessible and as such does not impact on the current movement along Marina Walk. We note that currently Marina Walk ends at the Shandon Boat Club. The lands to the south of this in the ownership of the applicant are either excluded from this application or Public Open Space. The design of the areas included in this application allow for the continuous movement east and west long Marina Walk. The applicant is aware of Cork City Councils intention for Marina Walk to eventually continue to the west to connect with the City Centre and is happy to work with CCC and neighbouring land owners to the west, in the future to ensure that this route is realised.

An Bord Pleanála Opinion

18. *The application should give consideration to incorporating publicly accessible viewing areas in prominent tall buildings which would afford wider views across the city.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

The Design Team in conjunction with the applicant reviewed the possibility of including a view area within Block A. Given the nature of the occupancy of the block as residential containing homes and the additional requirements that would be needed for Health & Safety, Fire and Emergency access/escape to provide public access to the upper levels, it was felt that it would not be appropriate to bring members of the public into the upper levels of the building.

An Bord Pleanála Opinion

19. *The application should identify and address any requirements arising from the presence of COMAH sites in the surrounding area.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

An EIAR has been prepared by Arup and this assesses the presence of COMAH sites in the area surrounding the proposed site. Please refer to the EIAR for further details.

An Bord Pleanála Opinion

20. *The application should consider the presence of the underlying aquitard and describe the construction methodology proposed to ensure that this layer is not compromised as a result of the proposed development. Details to be provided in this regard should include the design and construction of foundations and pipes/drainage systems, and should address the risk of creating conduits for groundwater flow from the underlying saturated gravel layers and also the risk of contamination of such groundwaters.*

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to the Construction Environmental Management Plan prepared by Arup and submitted as part of this application.

Executive Summary

0.2 An Bord Pleanála Opinion and Response



An Bord Pleanála Opinion

21. A Construction and Demolition Waste Management Plan and a Construction and Environmental Management Plan should be submitted which should address the presence of any hazardous materials on the site.

The application should be accompanied by an assessment of the site for the presence of contaminated soils or other materials. The investigation works should provide for sufficient sampling and testing to ensure that any potential areas of contaminated land are identified. Where such lands are identified, a detailed method statement for their management and remediation should be provided, addressing in particular how it is proposed to avoid impacts on adjacent watercourses, drainage channels or the River Lee. Other assessments to be undertaken in respect of the proposed development should have regard to the findings of such investigations.

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to the Construction and Demolition Waste Management Plan and Construction and Environmental Management Plan prepared by Arup and submitted as part of this application.

An Bord Pleanála Opinion

22. In accordance with section 5(5)(b) of the Act of 2016, as amended, any application made on foot of this opinion should be accompanied by a statement that in the prospective applicant's opinion the proposal is consistent with the relevant objectives of the development plan for the area. Such statement should have regard to the development plan or local area plan in place or, likely to be in place, at the date of the decision of the Board in respect of any application for permission under section 4 of the Act.

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to Statement of Consistency prepared by HW Planning and submitted as part of this application.

An Bord Pleanála Opinion

23. All documents should be in a format which is searchable.

Response to An Bord Pleanála

Prospective Applicant's Comments:

All documents have been provided in a searchable format.

An Bord Pleanála Opinion

24. The information referred to in article 299B(1)(b) (ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2018 unless it is proposed to submit an EIAR at application stage.

Response to An Bord Pleanála

Prospective Applicant's Comments:

Please refer to EIAR prepared by Arup in conjunction with the Design Team and submitted as part of this application.

Executive Summary

0.3 Twelve Criteria from Urban Design Manual



The proposed scheme is the result of an appraisal of the surrounding context, in order to comply with an appropriate site layout which would not generate any material adverse impacts over the established residential amenities.

The site is located in the Cork South Docks which has been the subject of many plans and studies. This masterplan takes account of all of these to arrive at a solution that acknowledges its history and looks to the future potential for a new urban quarter as an extension of Cork City Centre.

The design solution acknowledges the recently granted SHD scheme on the Former Ford factory site immediately to the south allowing for an extension of the urban block structure this has already established.

The proposed masterplan seeks to enhance movement through the site to connect Marina Park on the northern edge to the lands to be development to the south and west.

Connectivity is critical to the success of all urban regeneration projects. This development offers an opportunity to offer routes for movement from the banks of the river Lee through the south to the newly developed park.

The proposal in this document sets out the upgrading of the existing boundary onto Centre Park Road. This also allows for the reservation zone of 32m to allow for the future light rail development.

Routes through the site have been laid out to connect to those already established through the permission on the Former Ford site. Key to this will be the route that aligns with Marque Road.

Aligned with the best urban design principles it is proposed to prioritise pedestrians and cyclists with routes through and around the site. Connectivity will be further enhanced by the possible provision of two new pedestrian bridges along Marina Walk connecting the site with the northern bank of the River Lee. Public Transport will also be facilitated and seen as a key part of the development.

Inclusivity for all will be central to the Design Teams thinking for the proposed scheme ensuring all buildings and external areas are accessible.

The principle will be to create a new local/ village centre to the east of the site with the future Light Rail stop to be aligned and connect to this.

The design of the proposed blocks provide active frontages which enable easy access by all. Also, there is a range of public, communal amenity spaces and facilities for children of different ages, parents and the elderly.

The Landscape composition, including streets and footpaths, provides for movement by any person with mobility impairment. A key design feature will be the retention and enhancement of the existing open water channel to bring water around and into the site. The layout and landscape comprises with roll-over kerbs and level crossing of all streets which will comply with the relevant standards.

Variety is important to create a community that is varied in its mix and interest. This will be achieved through a mix of commercial spaces with the provision of Build to Sell apartments. The development seeks to balance the provision of a residential apartment scheme with both residential and amenity spaces.

The proposed development provides for a mix of 1-2-3 bed apartments which varies in sizes and orientation in order to ensure a mix of tenures across the scheme.

The open space also contributes to the quality of life diversity in providing a range of public spaces: outdoor seating areas and pedestrian walk paths along the river.

The scheme includes for two Crèches and children's play areas to provide facilities to attract families. All of the above combined with the proximity to Cork City centre create a sustainable development in a district location.

Executive Summary

0.3 Twelve Criteria from Urban Design Manual

+A 5 - EFFICIENCY

HOW DOES THE DEVELOPMENT MAKE APPROPRIATE USE OF RESOURCES, INCLUDING LAND?

The higher density of the proposed scheme is proposed to make an efficient use of these valuable zoned lands and includes an appropriate area of public open space which will link to the wider green network section along the river.

The apartment units are suitable for all family and age demographics, and are designed such that there is adequate space and generously sized communal and private open space available within the development.

Also, a Building Energy Rating (BER) report produced by ARUP has been provided. The document demonstrates the ability of the proposed design strategy to achieve Part L compliance and the target BER standard for the residential units.

6 - DISTINCTIVENESS

HOW DOES THE DEVELOPMENT PROMOTE A GOOD MIX OF ACTIVITIES?

Given the scale of the proposed masterplan it is important that the development breaks down the blocks into a number of distinctive areas. The proposed scheme will create a new local centre with a number of distinctive residential neighbourhoods and is of a density and character that embrace to its location next to a future high-quality rail service.

The proposed layout of the streets and design of the buildings will create a high quality residential environment which contributes to the visual landmarks within the development.

The apartment blocks design create distinct character areas, each characterized through a combination of varying facade modulation and a palette of high quality finishes.

It is proposed that the main distinctive feature of the masterplan will be a new landmark residential tower of circa 35 storeys to create an identifying feature to mark the new local centre and the development itself.

7 - LAYOUT

HOW DOES THE PROPOSAL CREATE PEOPLE-FRIENDLY STREETS AND SPACES?

The proposed layout has been developed as a result of the collaborative work of the design team, the applicant and in consultation with Cork City Council and An Bord Pleanála.

The proposed site layout creates a series of urban blocks ranging in height, rising from the west to its highest in the east. These are set within high quality public realm and river side amenity spaces, maximising the potential of this natural amenity to the scheme and public alike.

The design approach considered the improvement and attractiveness of the public realm; the activeness and permeability of its connections; and the appropriate screening of the development.

The proposed site layout strategy is based on the principles of best practice urban design. The layout which provides a simple, easy, attractive and safe access for pedestrians and cyclists.

8 - PUBLIC REALM

HOW SAFE, SECURE AND ENJOYABLE ARE THE PUBLIC AREAS?

The provision of a high quality public realm is forefront in the design of the proposed scheme. The proposals seek to expanding on the existing parks within the locality. The proposal seeks to deliver 3.4 hectares of public spaces of which circa 2.0 hectares will be usable public open space, the remainder forming the paths and streets needed to access these public spaces.

The proposed layout seeks to maximise the permeability and connectivity to and through the site prioritizing the quality of open space within the development.

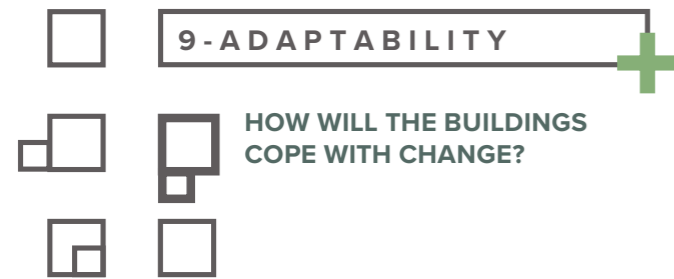
The public realm comes in many forms from an Urban Plaza to form the new Local Plaza (City Park Plaza) in the eastern part of the site to more green and landscape public park (City Park) in the western side on the Open Space Zoned Lands.

The public space will utilise water as a key feature and a nod to times past when the area was not protected by the polder. The proposal will see water along north boundary and brought into the key public spaces.

CWOB have worked closely with the applicant, Parkhood landscape architects and the wider Design Team to bring this vision to life and to create a high quality public realm that will serve as a series of destination spaces for the residents and the wider community of the south docks and city centre.

Executive Summary

0.3 Twelve Criteria from Urban Design Manual



Adapting to future changes has been forefront and at the heart of the proposed design solution. The South Docks is about to enter a period of massive change and ensuring that this scheme allows for these changes have been given a lot of attention.

The levels have been established to ensure that the vulnerable uses are above the flood levels while also allowing for proposed development ties into the existing road, while still providing flexibility for the future proposed infrastructure along Centre Park Road.

The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents.

The apartments either meet or exceed the minimum standard for unit size and can be adapted to follow the needs of the future residents.

The architectural style is contemporary and reflects the modern requirements to balance lighter, elevations with the need to satisfy energy reducing objectives.



All the residential units have an area of usable communal open space and private amenity space in the form of balconies, terraces or winter gardens as well as being compliant with storage requirements.

The provided private amenity spaces are in compliance with the minimum size and depth of 1.5 metres as per Sustainable Urban Housing - Design Standards for New Apartments (December 2020).

In design of Block A, the Landmark Tower, exposure to the elements was carefully considered when planning the private amenity space for the apartments. Following the microclimate analysis, it was decided that from the 12th floor and above, each apartment has a glass screened winter garden to ensure that these are usable spaces for the residents. These spaces are designed with folding glazed walls that provides a functional space that is sheltered from the environment while also having the ability to open it up to join with their internal space.

The proposed design considered the orientation of the development in order to maximise the solar gain and natural light aspect of each apartment, 46.5% of the apartments are dual aspect .

Communal open spaces are delivered through a combination of podium and roof level spaces that consist of informal gathering spaces, generously landscaped podium gardens and areas for quiet reflection.

Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design ensures that people can seek privacy within their own dwellings while still having a connection to the outside.



Car Parking will be provided through the provision of undercroft spaces for residents.

The residential parking ratio is approximately 0.3 of the parking permissible under the existing City Development Plan, and approximately 0.8 of the permissible parking as per the draft ABTA and draft CDP.

This is in acknowledgement of the significant planned improvements to public transport in the site vicinity and the availability of attractive alternative travel choices such as the Cork Light Rail system.

Bike Parking will be provided in excess of the requirements.

12 - DETAILED DESIGN

HOW WELL THOUGHT THROUGH IS THE BUILDING AND LANDSCAPE DESIGN?

The proposed development represents a high-quality design whilst optimising the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design has been subject to a pre-planning meeting and additionally pre-application with subsequent local authority consultations between the design team and Cork Council. The design team also engaged with the Department of Education to review the scheme in terms of the developing aspirations for the neighbouring school zoned lands. The proposed development represents a high-quality design whilst optimizing the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design treatment incorporates the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, fenestration design and commercial frontage design will provide a new contemporary and high quality expression for the evolving regeneration area.

The drawings, reports and other supporting documents submitted as part of this application contain the detail design information of this planning application. The principle points are summarised in Section 12 of this report. Please refer to the relevant documents for greater detail.

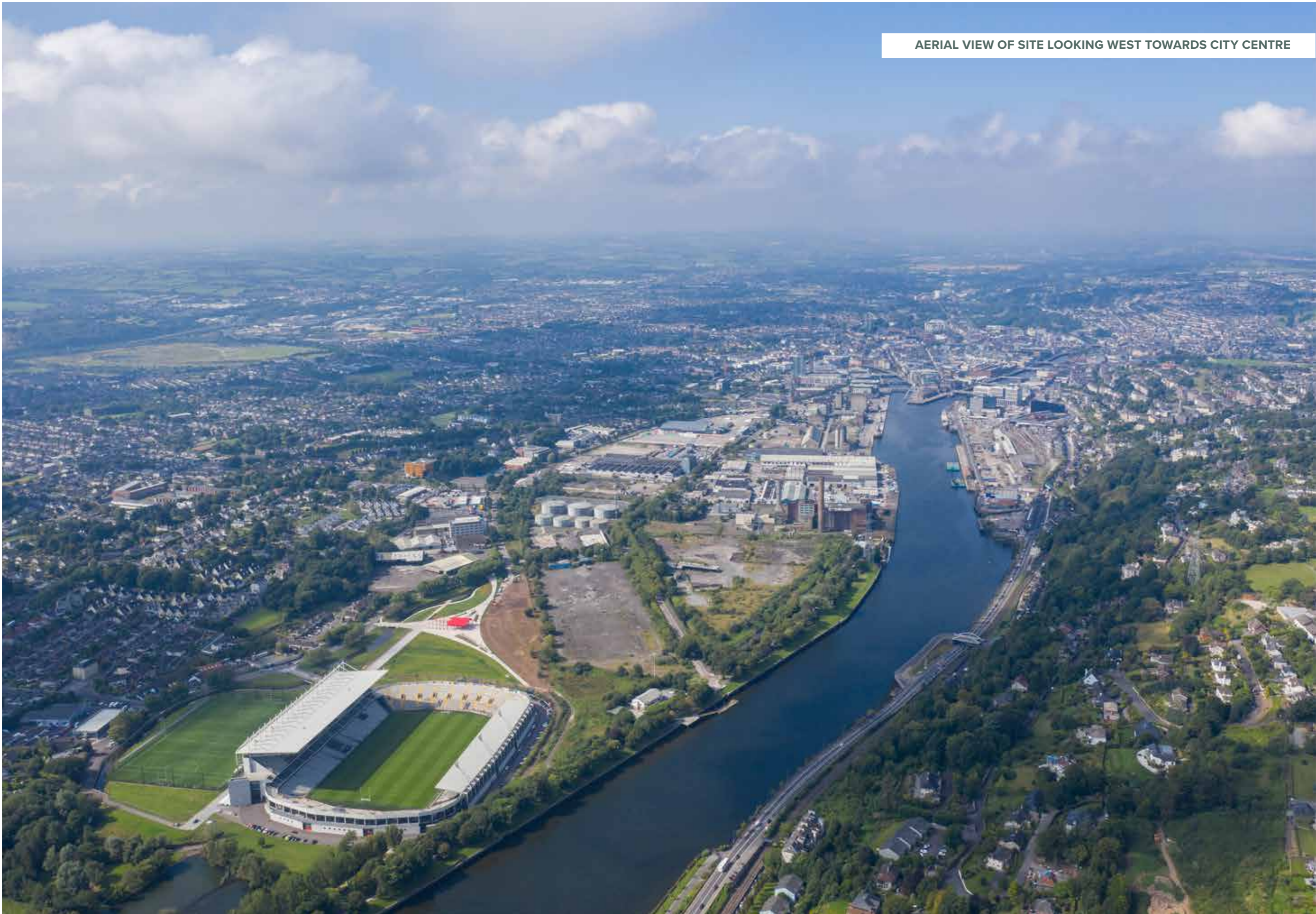






1.0 Context

AERIAL VIEW OF SITE LOOKING WEST TOWARDS CITY CENTRE



1.0 Context

1.1 District

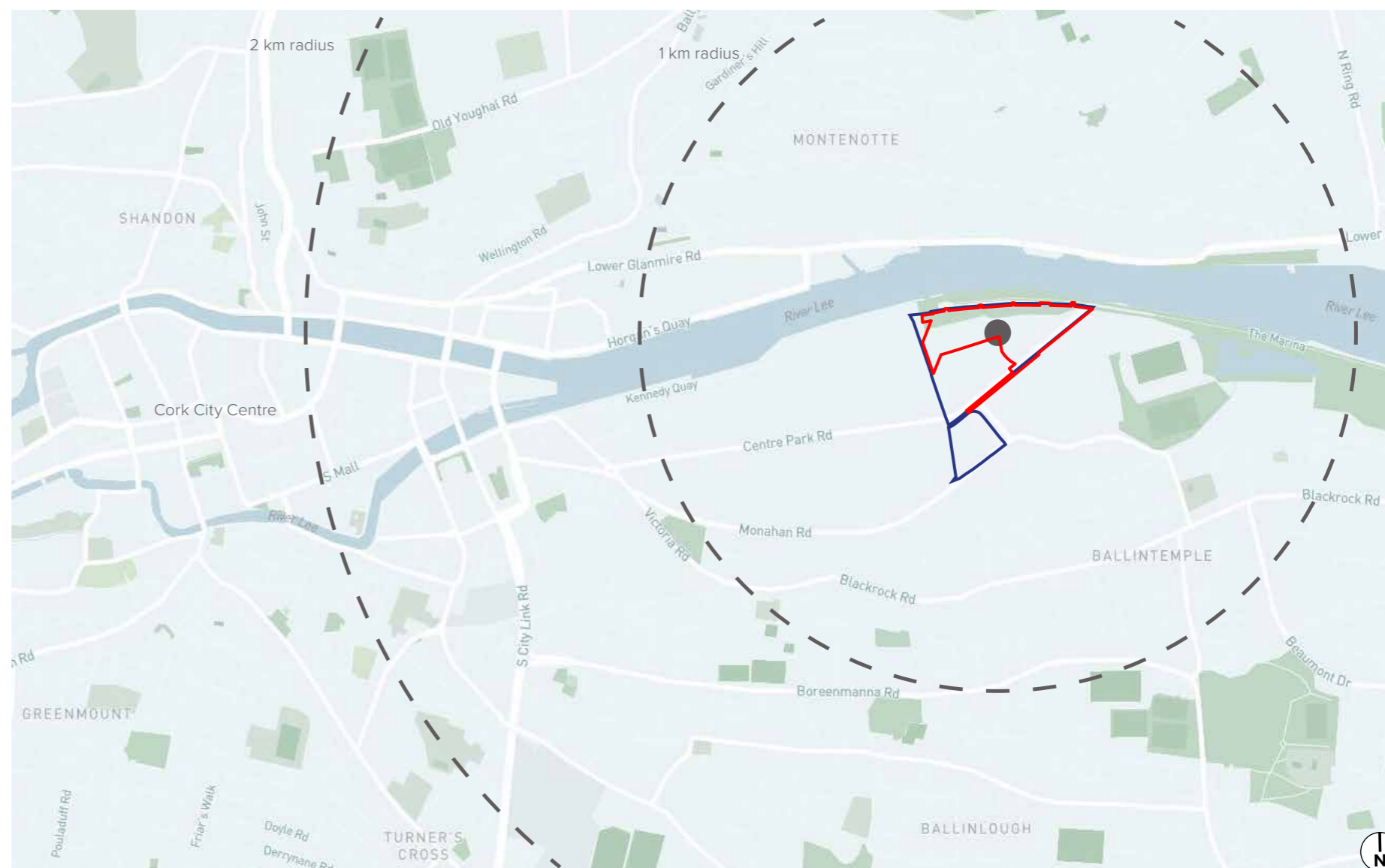


The proposed scheme is the result of an appraisal of the surrounding context, in order to comply with an appropriate site layout which would not generate any material adverse impacts over the established residential amenities.

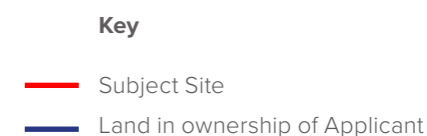
The site is located in the Cork South Docks which has been the subject of many plans and studies. This masterplan takes account of all of these to arrive at a solution that acknowledges its history and looks to the future potential for a new urban quarter as an extension of Cork City Centre.

The design solution acknowledges the recently granted SHD scheme on the Former Ford factory site immediately to the south allowing for an extension of the urban block structure this has already established.

The proposed masterplan seeks to enhance movement through the site to connect Marina Park on the northern edge to the lands to be development to the south and west.



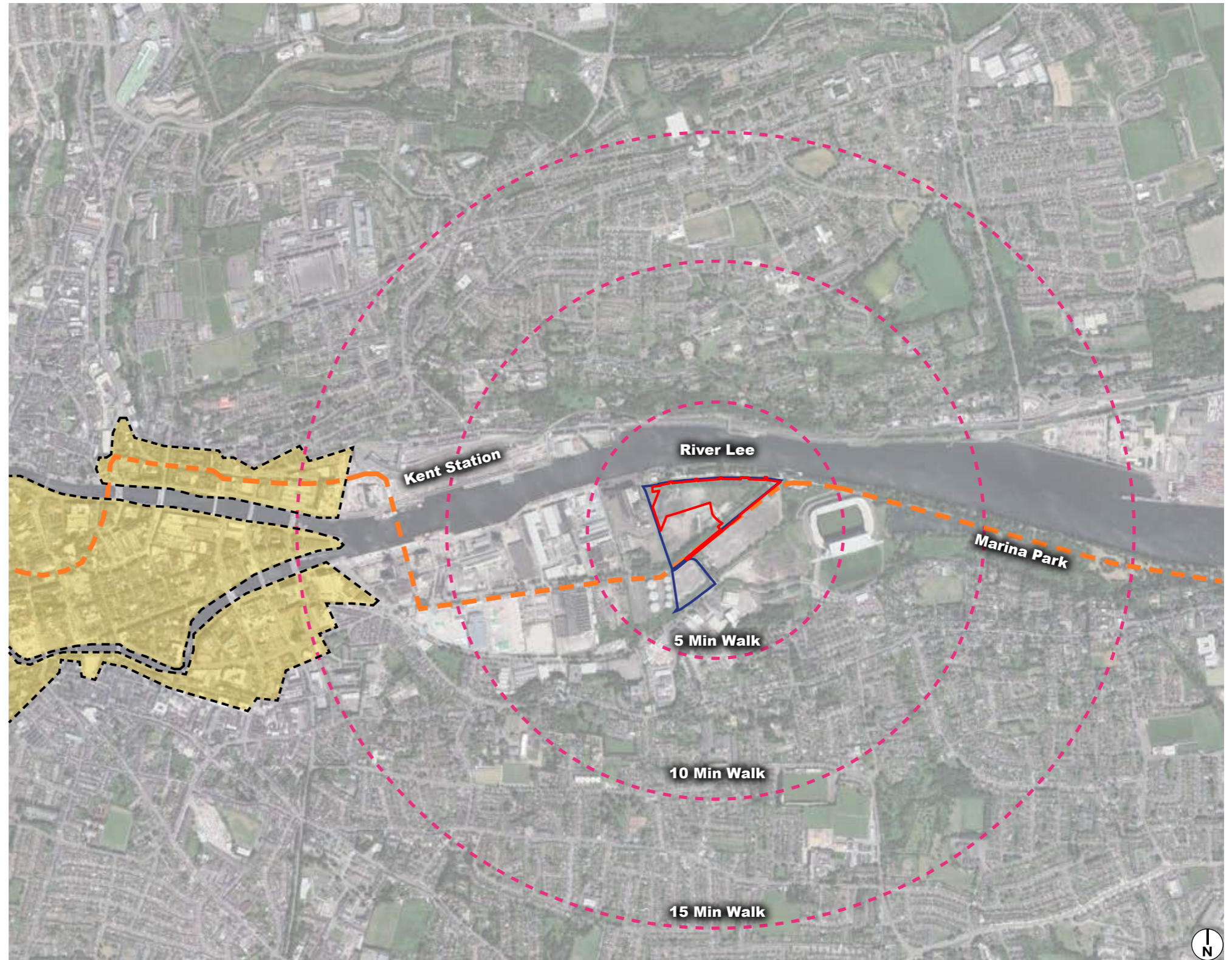
Cork City & Metropolitan Area



1.0 Context

1.1 District

The site is well connected to both the City Centre Core and Marina Park lands, which stretch out eastward from the docklands to Blackrock suburbs. Recently upgraded walking and cycle routes in the locality in conjunction with the site being within walking distance of the city centre while on the periphery of the river side park lands, makes it possible to walk and cycle to fulfil everyday needs safely and pleasurably. The proposed mixed use, high quality, residential development will avail of and enhance the local amenities creating a vibrant, desirable area of the city to live. The proposal of a new Light Rail Train line and further upgrading of bus services/ routes in the locality make the area very highly sustainable for residential development.



Key

- Subject Site
- Land in ownership of Applicant
- Proposed New Light Rail Line
- Cork City Centre

1.0 Context

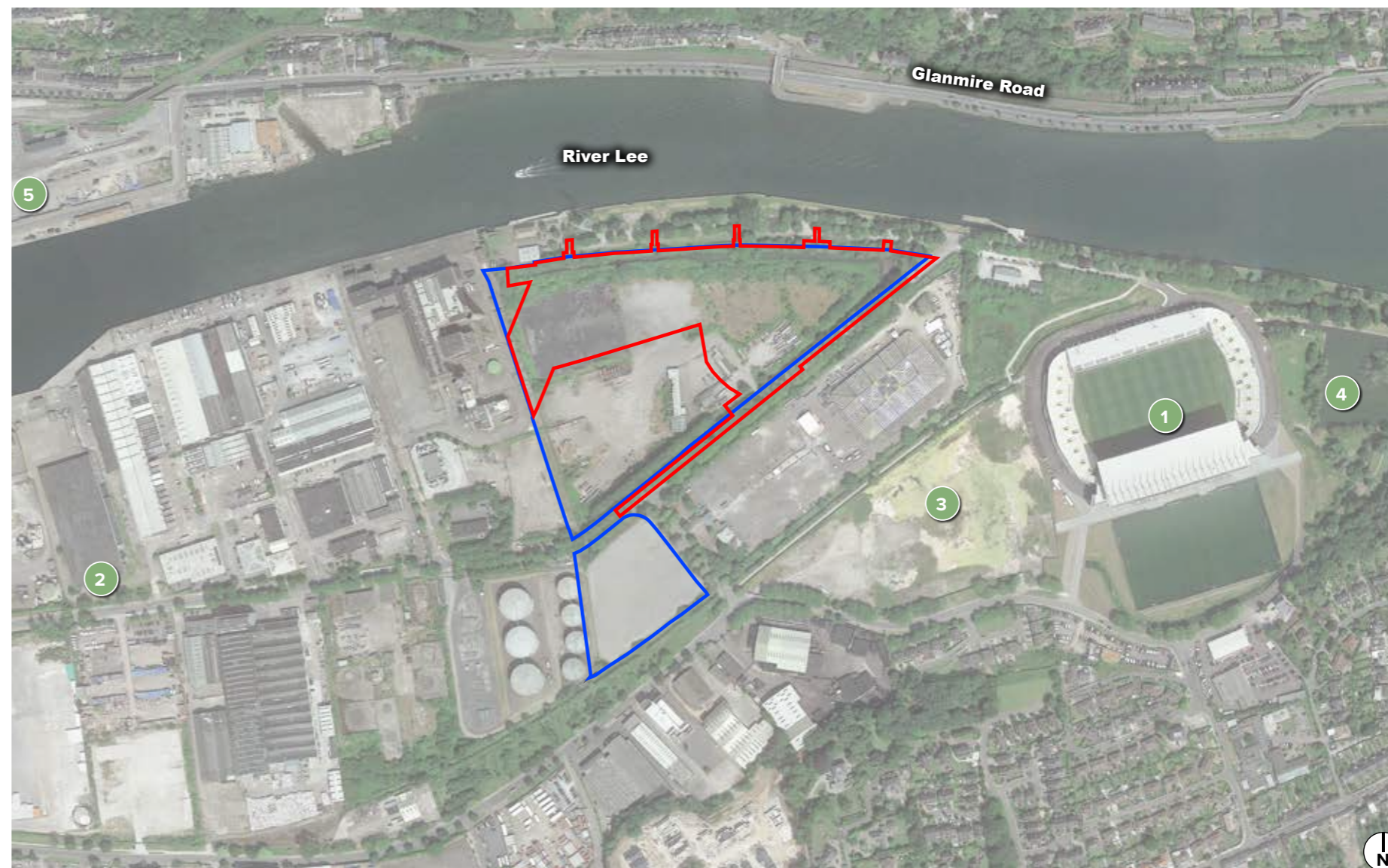
1.2 Local

Site Location

Located on the south bank of the River Lee to the west of Páirc Uí Chaoimh Stadium the site is ideally located to become a key component of the docklands redevelopment. The redevelopment vision for the wider area looks at how potential of the lands fulfil the councils targets to become a vibrant part of the city.

The location of the brown field site, on the banks of the river, possesses great potential for development to create a high quality, mixed use waterfront quarter, which can link the city with greenspace amenities that connect to the wider suburban area. The proposed development and the emerging landscaping aspires to stimulate the growth of the community, establishing a mixed use scheme that contributes to the local and wider aspirations of the city

The site has been subdivided from the Masterplan to two sites; North and South, divided by Centre Park road. A portion of the northern site (outlined in red) is the subject of this application.



Key

- Subject Site
- Land in ownership of Applicant
- ① Páirc Uí Chaoimh
- ② The Marina Market
- ③ Marina Park
- ④ The Atlantic Pond
- ⑤ Kent Train Station

1.0 Context

1.3 Site Description

The lands under the applicant's ownership is split into two parts, 18 and 3.4 acres respectively with a total approximate area of 21.4 acres (8.6 hectares) in size. The brownfield site has predominantly flat topography and the north is triangular wedge-shaped.

The subject site (red line 12 acres) is bordered with mature trees and watercourses to the north and southeast boundaries. Alongside the northern boundary runs the River Lee towpath. The Lee Rowing and Shandon Boat Clubhouses operate here. The Centre Park road is a double tree-lined avenue along the southeast boundary. To the west of the site is the ESB Charging Station for electric vehicles. Further west are numerous commercial and light industry businesses.

The site enjoys good aspect from all directions with no impacts of overshadowing from adjacent buildings. As part of the South Docks Development the neighbouring site to the east across Centre Park Road is proposing a large mixed-use development Marina Quarter including 1,000 apartments on a six hectares site area. Further east is the home of Cork County GAA, the newly renovated Páirc Uí Chaoimh.

The site appreciates great landscape views to the north over the River Lee towards the Montenotte (Tivoli) Ridge. This area was named after the late 18th century Napoleonic Battle of Montenotte in northern Italy. Montenotte obtained many substantial residences with terraced gardens on this south-facing hillside on the River Lee. In the early to mid-19th century the area saw an influx of wealthy merchants and prosperous middle class due to the city's ports and trading industries.



1 The Marina Greenway Car Park



2 Marina Park



Location Map



3 The Lee Rowing



4 Páirc Uí Chaoimh



5 Mature trees along Centre Park Road



6 Adjacent Property - LDA Site currently being Masterplanned

Key

- Subject Site
- Land in ownership of Applicant

1.0 Context

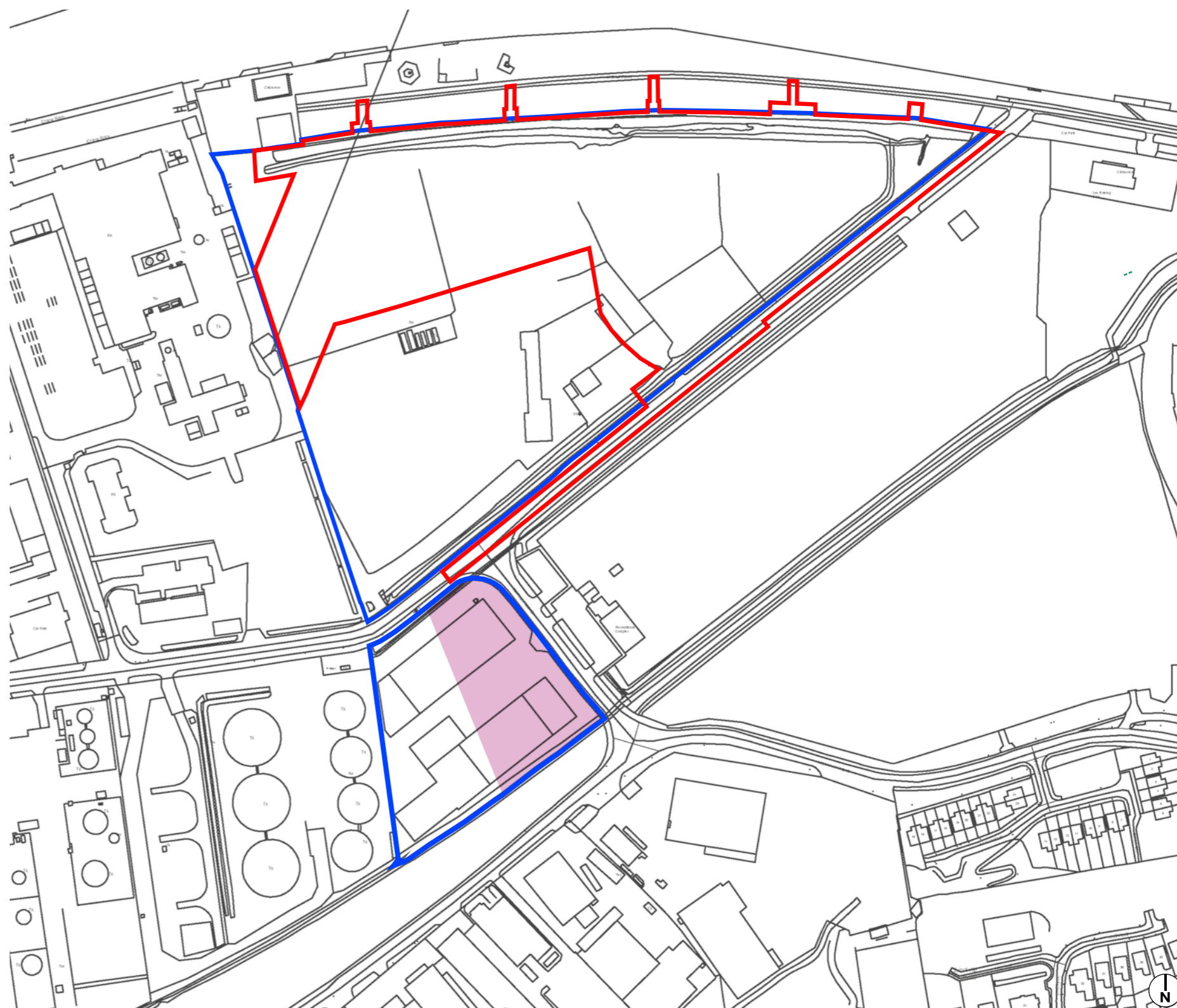
1.3 Site Description

The applicant's landholding comprises of several land use zonings including Mixed Uses, Education, Neighbourhood Centre and Open Space.

It is intended that the development of the land in the ownership of the applicant will be organised under two SHD planning applications:

1. The proposed development, outlined in red, which is the subject of the current SHD application. (www.cityparkshd.com)
2. A submitted SHD application for area highlighted in purple (www.formercorkwarehouseshd.com).

Please refer to the Section 7.0 – Layout / 7.4 - Masterplan for further information.

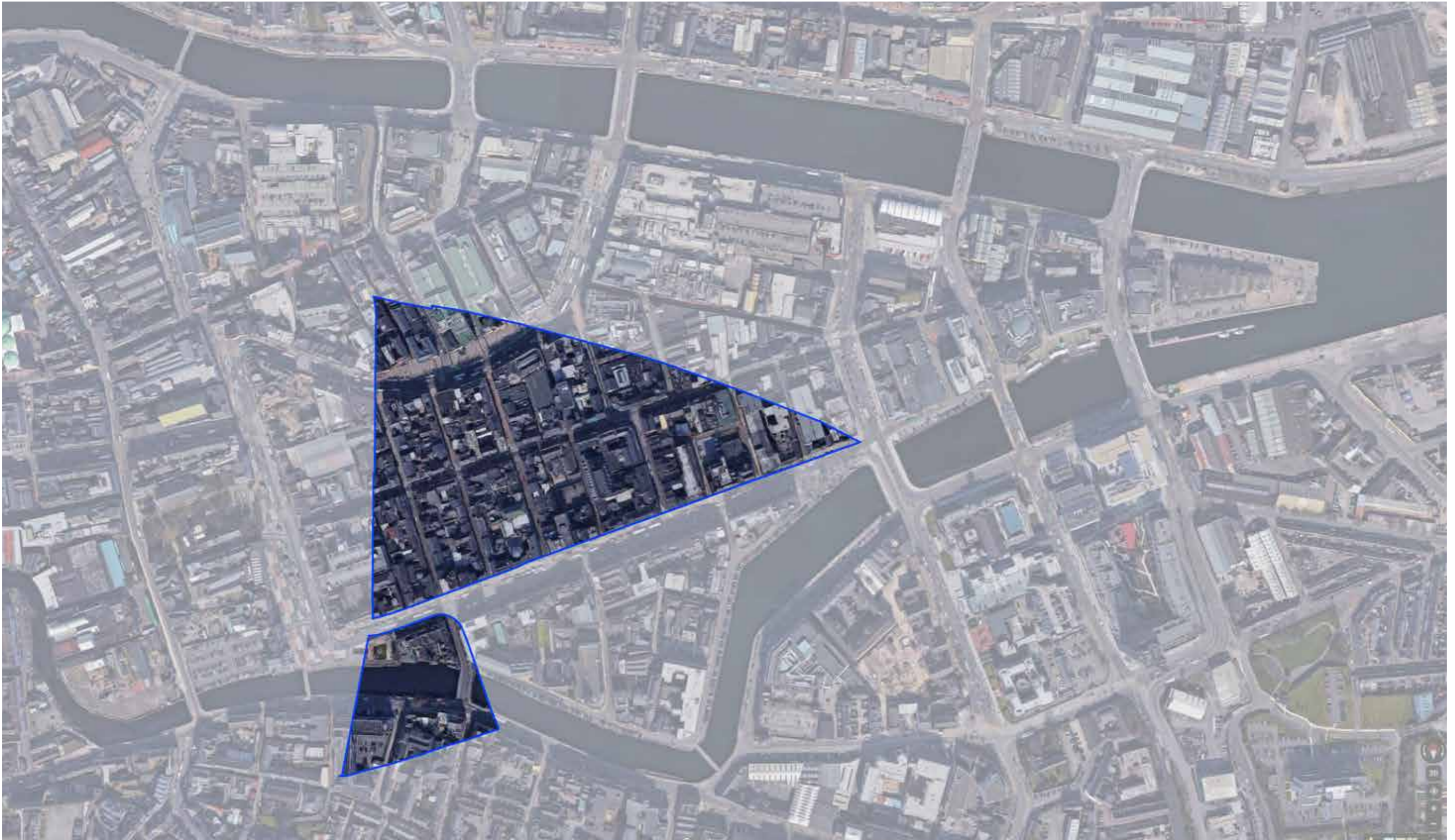


Key

- Subject Site
- Land in ownership of Applicant
- Submitted SHD Application

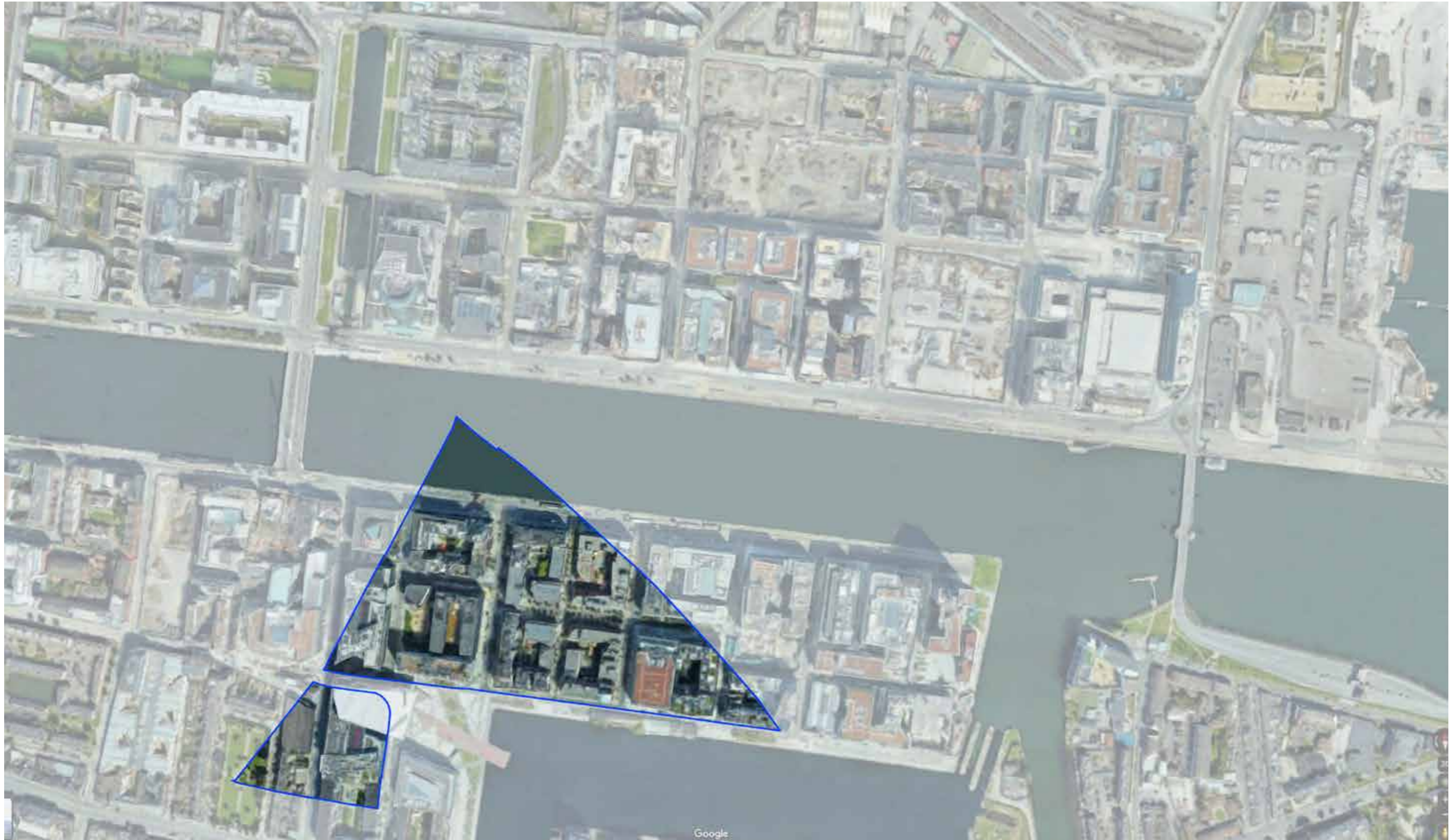
1.0 Context

1.4 Site Scale - Cork City Centre



1.0 Context

1.4 Site Scale - Dublin Docklands



1.0 Context

1.5 Site Photos

Key

- Subject Site
- Land in ownership of Applicant

- 1 **View 1**
Looking east along the Marina walk from the Shandon Boat Club
- 2 **View 2**
Looking West along the Marina walk toward the Shandon Boat Club
- 3 **View 3**
Looking south west from the Marina looking down Centre Parks Road and along the river



Key plan



1.0 Context

1.5 Site Photos

Key

Subject Site

Land in ownership of Applicant

View 4
Looking north east down the double tree-lined Central Park Road

View 5
Looking north from junction of Central Park Road and Marquee Road

View 6
Looking north west down double tree-lined Central Park Road



Key plan



1.0 Context

1.6 Existing Site Conditions

Surrounding Character

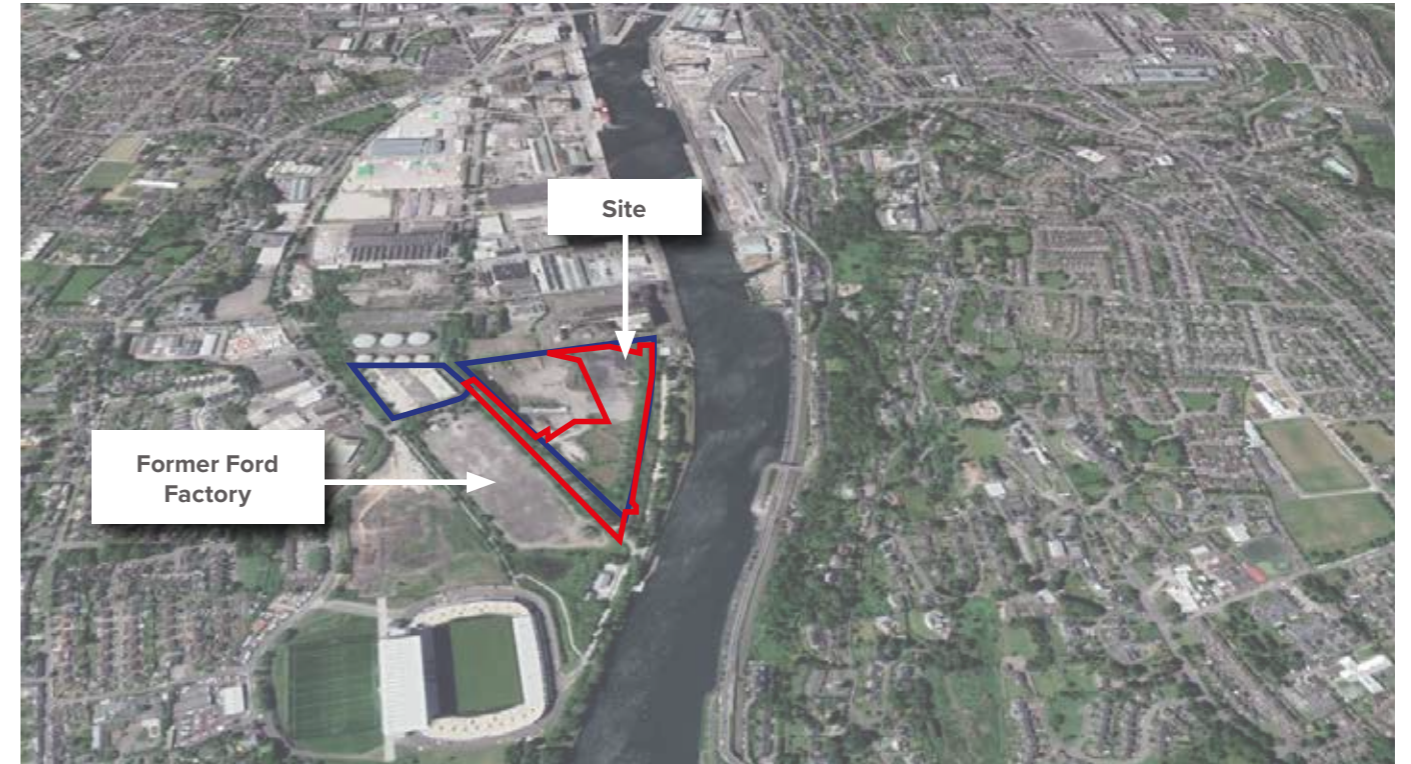
The site is located in the heart of Corks docklands, in what would traditionally have been the industrial side of the city. Historically the sites close proximity to the River Lee would have fed into the industrial operations of the surrounding area. With the industrial docklands area in slow rescindment and much of the industrial lands now vacant sites or warehouses in decline it provides a fantastic opportunity to redevelop the area. The envisioned City Council rejuvenation of the docklands has seen significant growth and change to the area and is paving the way for significant residential developments and improved park amenities. The on-going development of Marina Park and the recently granted planning permission to the Former Ford factory site adjacent set a great precedence for future development.

Existing Land Use

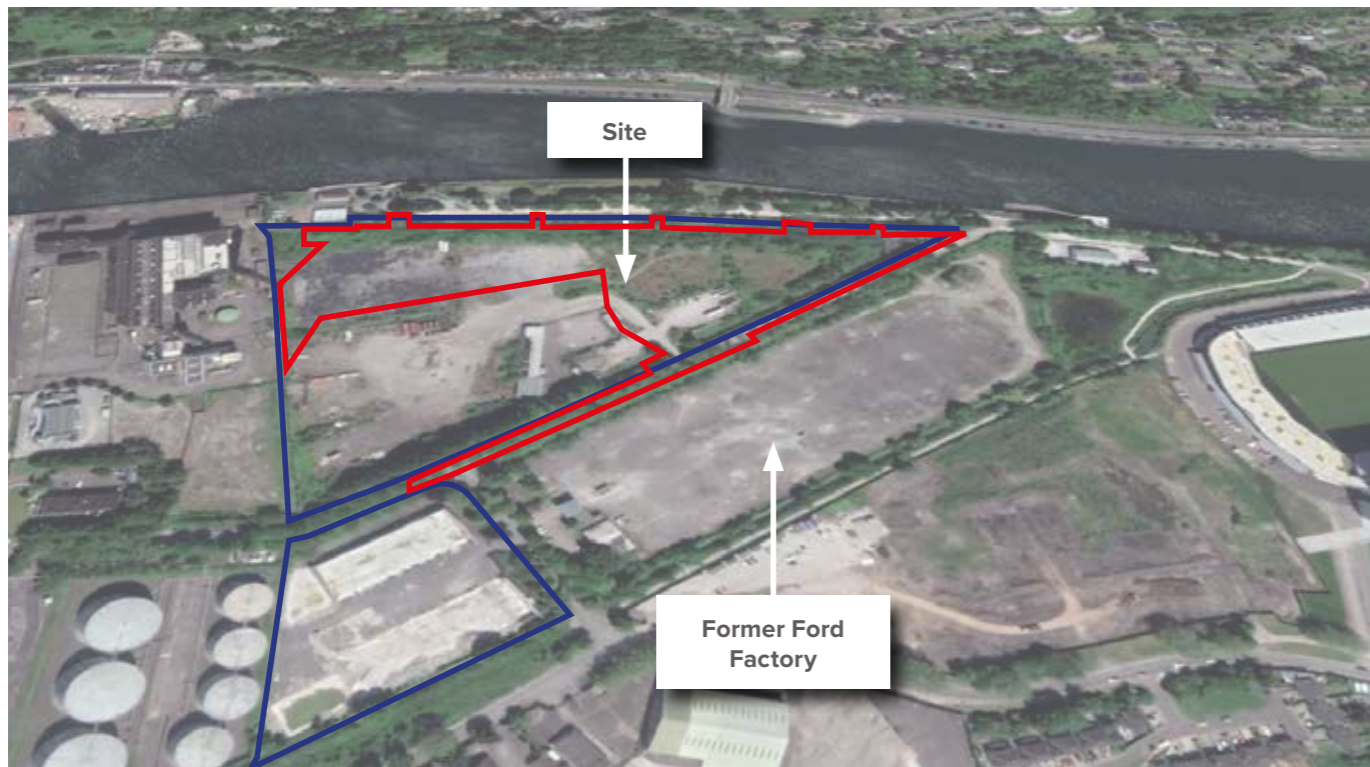
The subject site currently houses a series of unoccupied and dilapidated warehouse buildings.

In conjunction with the development plan the site has been divided and marked out to adhere to the zones outlined. The boundary of the subject site relates to the residential zone as outlined in the development plan.

- Key**
- Subject Site
 - Land in ownership of Applicant



Aerial view to West



Aerial view North



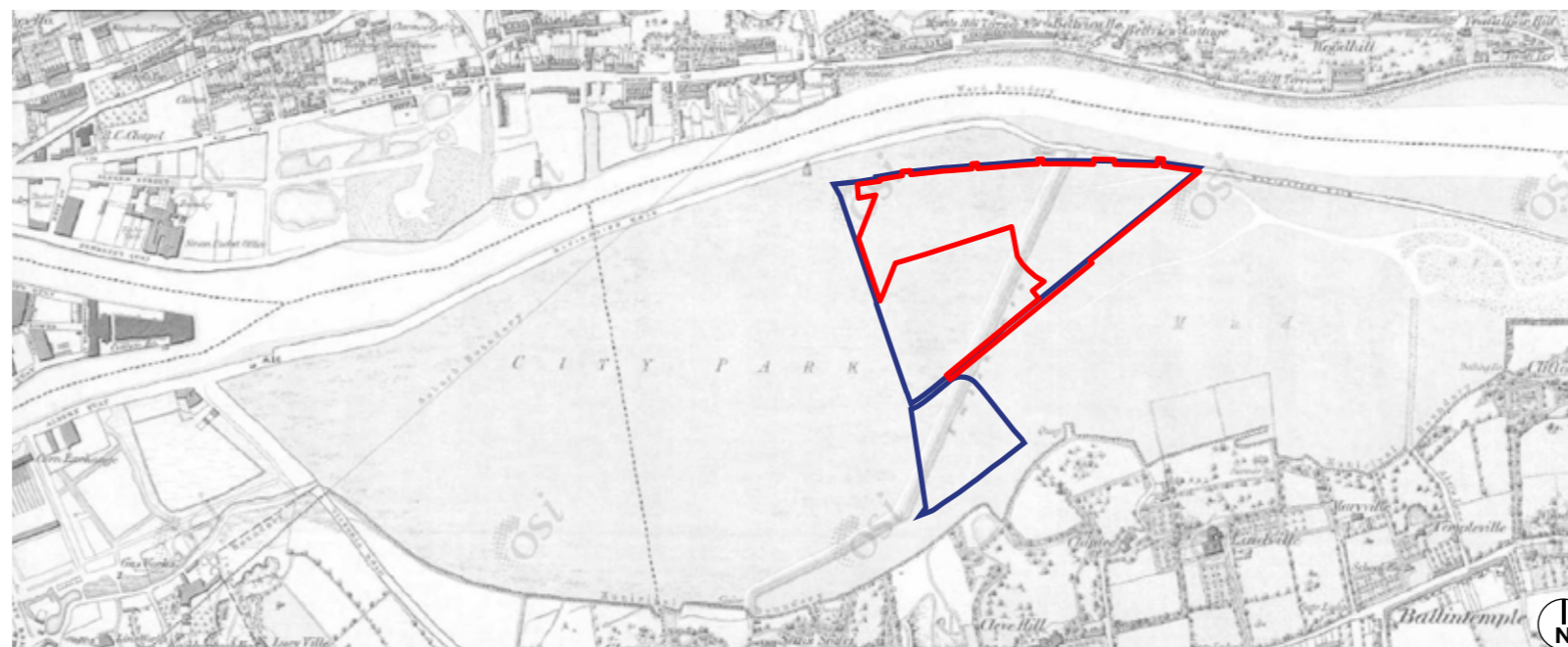
Aerial view to East

1.0 Context

1.7 Historical Context

GeoHive by Ordnance Survey Ireland Extract - Historic Map 6 inch B&W (1829-1841)

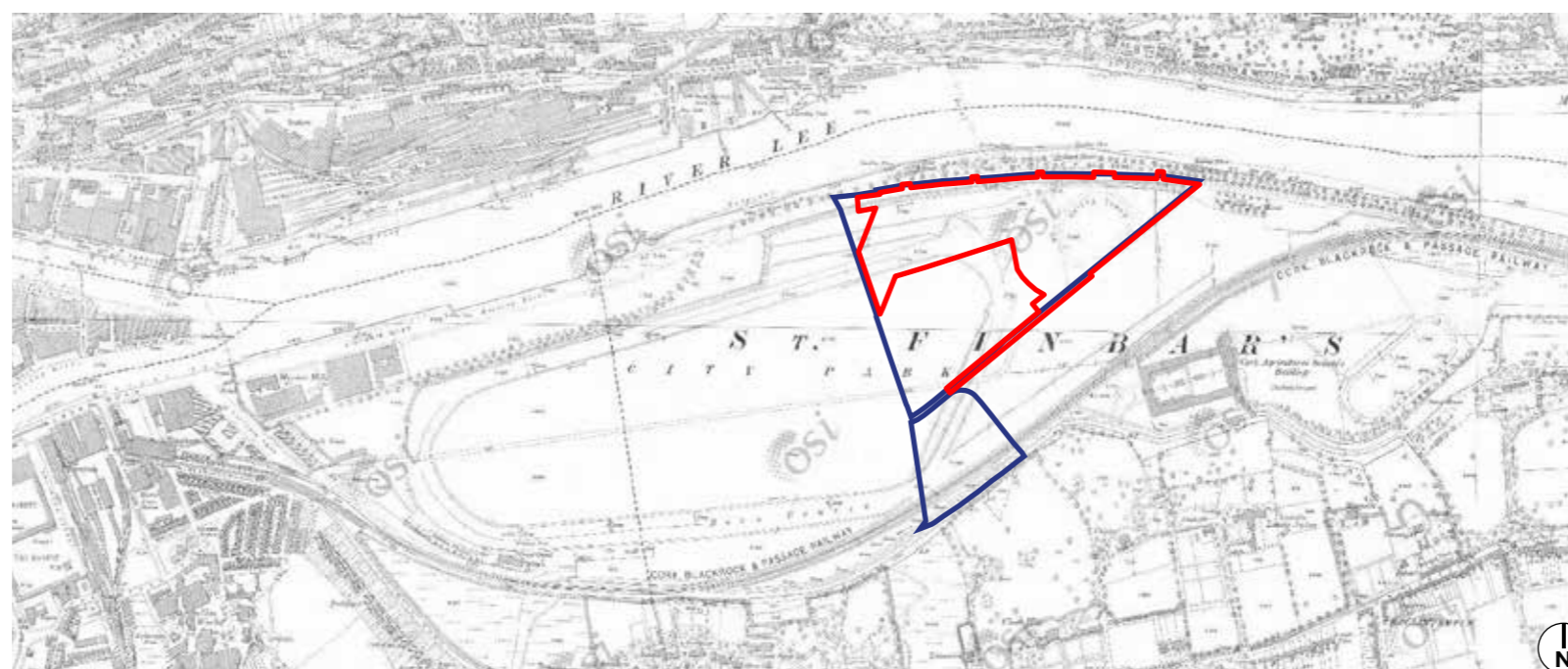
In 1820 the constitution of Cork Harbour Commissioners commenced with a robust programme of steam dredging, berth and river deepening for the development of quay and wharf building. The Cork Marina formerly Navigation Wall was the location dock for the city's trading ships. The river's silt deposits were towed ashore by wooden barges and reformed south of the river behind Navigation Wall. In time a large expanse of land developed into Cork City Park with Navigation Walk bordering alongside the River Lee. To the east an embankment separated the Mud flats area. Corcaigh, Irish for Cork comes from the word corcach, meaning 'marsh'. Circa 1856 a crop and tree cultivating experiment produced rows of Elm trees along Navigation Walk, today know as Marina Walk. (Cork Heritage)



- Key**
- Subject Site
 - Land in ownership of Applicant

GeoHive by Ordnance Survey Ireland Extract - Historic Map 25 inch (1897-1913)

At the end of the 19th century the maps show the site included parts of the City Park Racecourse which hosted national racehorse meetings between the 1860s and 1917. In 1916 Cork Corporation endorsed a proposal for the redevelopment of the Cork Park racecourse into a factory site for the motorcar manufacturing industry. The proposal from an international consortium wished to acquire the land from Cork Corporation and construct the vast site into factory buildings. Once in operation it provided employment for up to 2,000 workers. The local media and printed press were extremely enthusiastic of the proposed project and it was felt that this type of industry initiative would greatly assist with relieving poverty and inadequate living conditions (RTE Century Ireland).



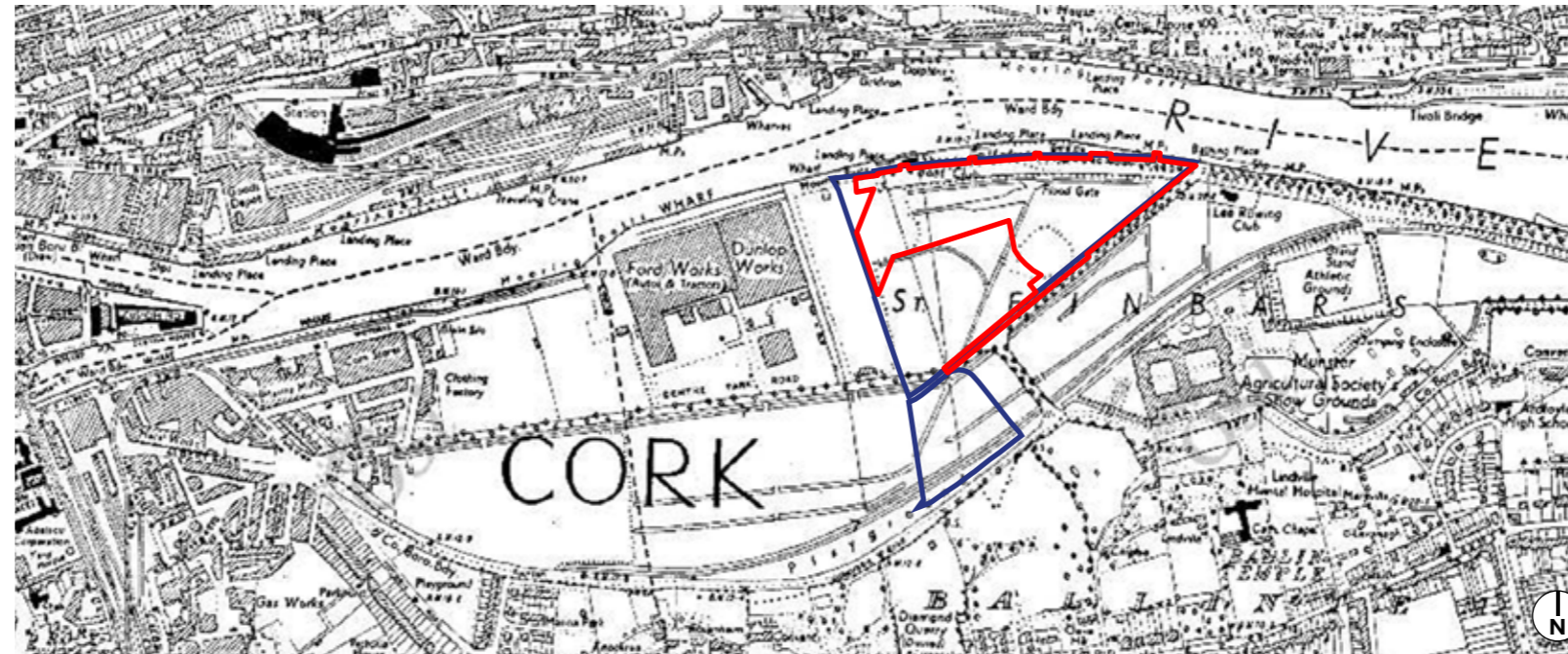
- Key**
- Subject Site
 - Land in ownership of Applicant

1.0 Context

1.7 Historical Context

GeoHive by Ordnance Survey Ireland Extract - Historic Map 6 inch B&W (1926-1937)

The site's use changed significantly from 1917 when it became a large industrial and manufacturing site related to the Ford and Dunlop Works located in large scale buildings at what is now the Marina Commercial Park. During the early to mid-20th Century, the port area became heavily industrialised and the site ultimately became part of the Tedcastle Oil Depot. In the early 1980s, the city was adversely impacted by de-industrialisation with the closure of factories, including the Ford operation in July 1984 leading to a decline in use of the South Docks landscapes. The site today has no specific land-use and is a brownfield site.



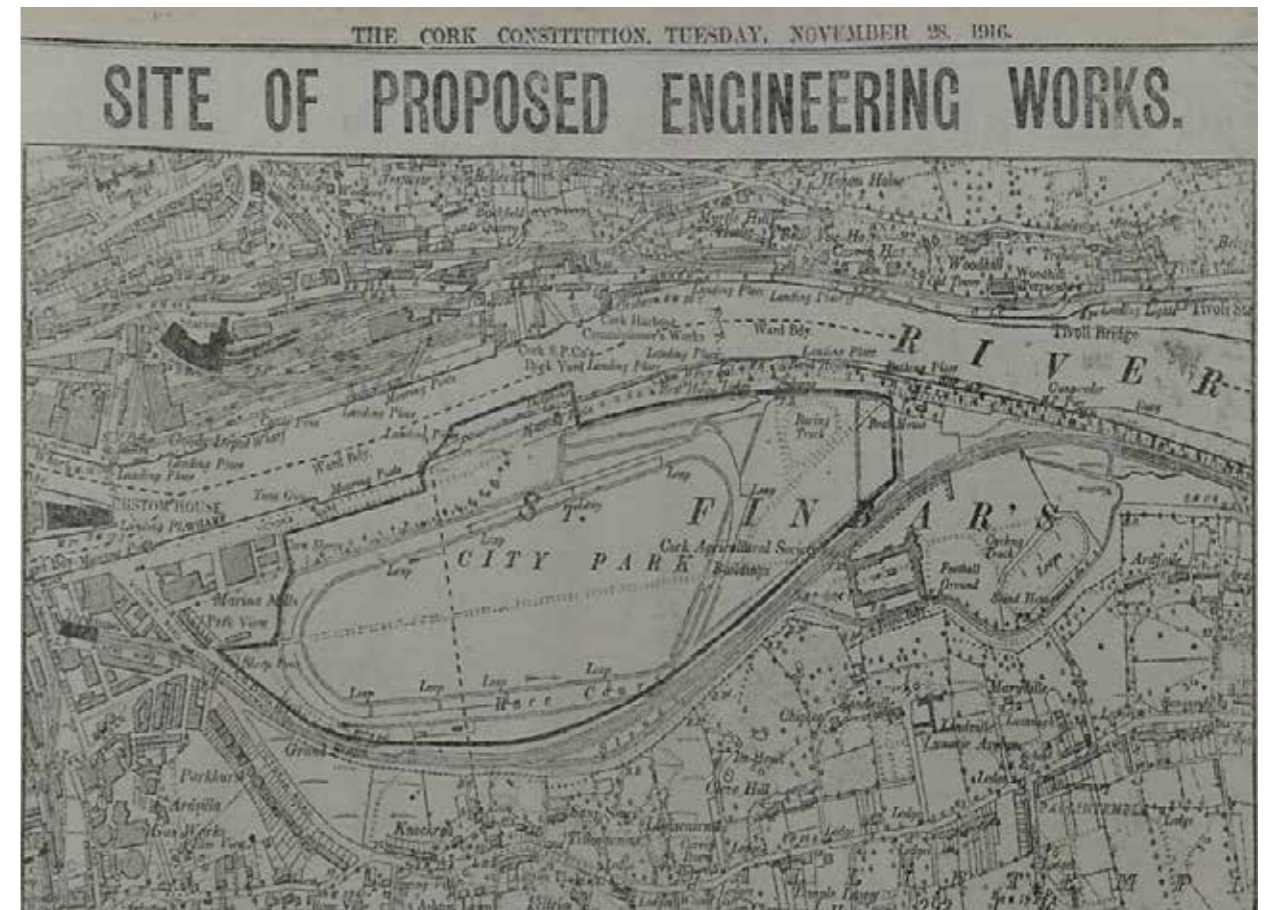
Key
— Subject Site
— Land in ownership of Applicant

City Park Historic influence

The historic use of the site has had an important influence on the scheme and the design team has drawn upon aspects of this heritage to create a unique development that is embedded in the history of the Docklands. The recent industrial past has informed the expression of the blocks, which take cues from the traditional industrial language of the area by using robust materials such as brick and metal. The development gets its name, City Park, in part from the historically adjacent City Park Racecourse as seen on the historic maps. The name City Park is reinforced by the proposed development sitting between Cork City and Marina Park, where urban meets nature.



1926 Workers at the first factory Ford Motor built outside of America in Cork



1916 Site of Proposed Engineering Works



1869 The Grand National Steeplechase in Cork Park RTE Century Ireland



1922 A Fordson tractor used to advertise the Ford Company

1.0 Context

1.8 Local Planning Policy



CORK METROPOLITAN AREA

TRANSPORT STRATEGY 2040



Cork 2050: Realising the Full Potential

This Strategy provides the framework for the future sustainable development and prioritisation of strategic infrastructural investment in Cork across key sectors including transport, housing, jobs, education, health, environment, energy and communications.

The Strategy advocates significant growth in Cork to complement national growth trends. It aligns with the emerging overarching strategy of the National Planning

Framework, which look to the Regions to release growth pressures on Dublin while ensuring an enduring positive return for the State.

The Cork 2050 Strategy coincides with the preparation of the National Planning Framework, demonstrating a strategic vision for Cork that is not only crucial for the sustainable growth of Cork, but moreover for the success of the whole of Ireland and the Southern Region.

Cork Metropolitan Area Transport Strategy (CMATS)

Key transport growth enablers are identified, including:

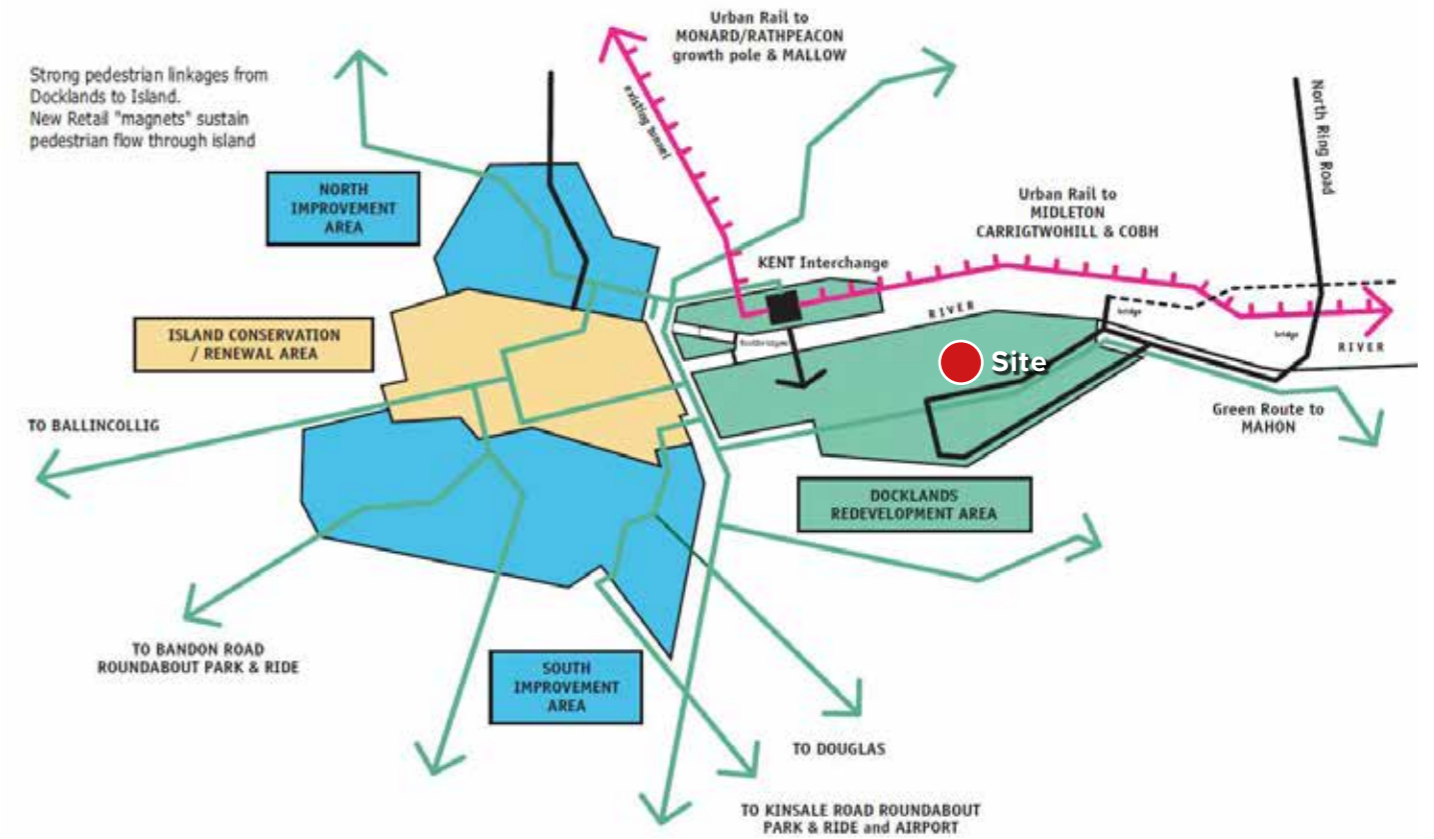
- The delivery of large-scale regeneration projects for employment, housing and infrastructure in the docklands.
- The provision of a Light Rail Tram system for the corridor between Ballincollig and Mahon, serving CIT, CUH, UCC, Kent Station, Docklands and Mahon Point meets the long-term objective for the metropolitan area for an east-west mass transit, rapid transport corridor and will unlock key development areas such as the Docks.

In advance of the development of the light rail, and to allow the consolidation of development to support its delivery, it is intended to serve this route with a high frequency bus service and to develop bus priority measures along the route.

Refer to chapter 7.0 Movement Strategy for more information

1.0 Context

1.8 Local Planning Policy



Cork Area Strategic Plan CASP 2001 - 2020

Extract - Structure Diagram for Metropolitan Cork

The Metropolitan Area Structure Plan forecasts the growth and development of the northern and eastern sides of Cork City. This will be achieved through maximising the potential and use of an existing railway corridor. This will provide the catalyst for a fully developed and integrated public transport system. This critical railway development opportunity coincides with a shift in public and private sector investment to these northern and eastern routes of the city.

Locating the growth potential along this key public transport corridor will achieve greater social inclusion, creating employment opportunities, providing increased services and amenities and a broader range of housing developments.

Key			
	Railway		Kent Station Interchange
	Potential Railway		Port of Cork
	Quality Bus		Cork Airport
	Major Roads		Rural Conservation Zone
	Minor Roads		Coastal Protection Zone
	Future Railway Station		Green Belt
	Existing Railway Station		Existing Settlement
	Park + Ride		Possible Expansion Areas
	Future Employment Centre		City Centre
	Existing Employment Centre		

Cork Area Strategic Plan CASP 2001 - 2020

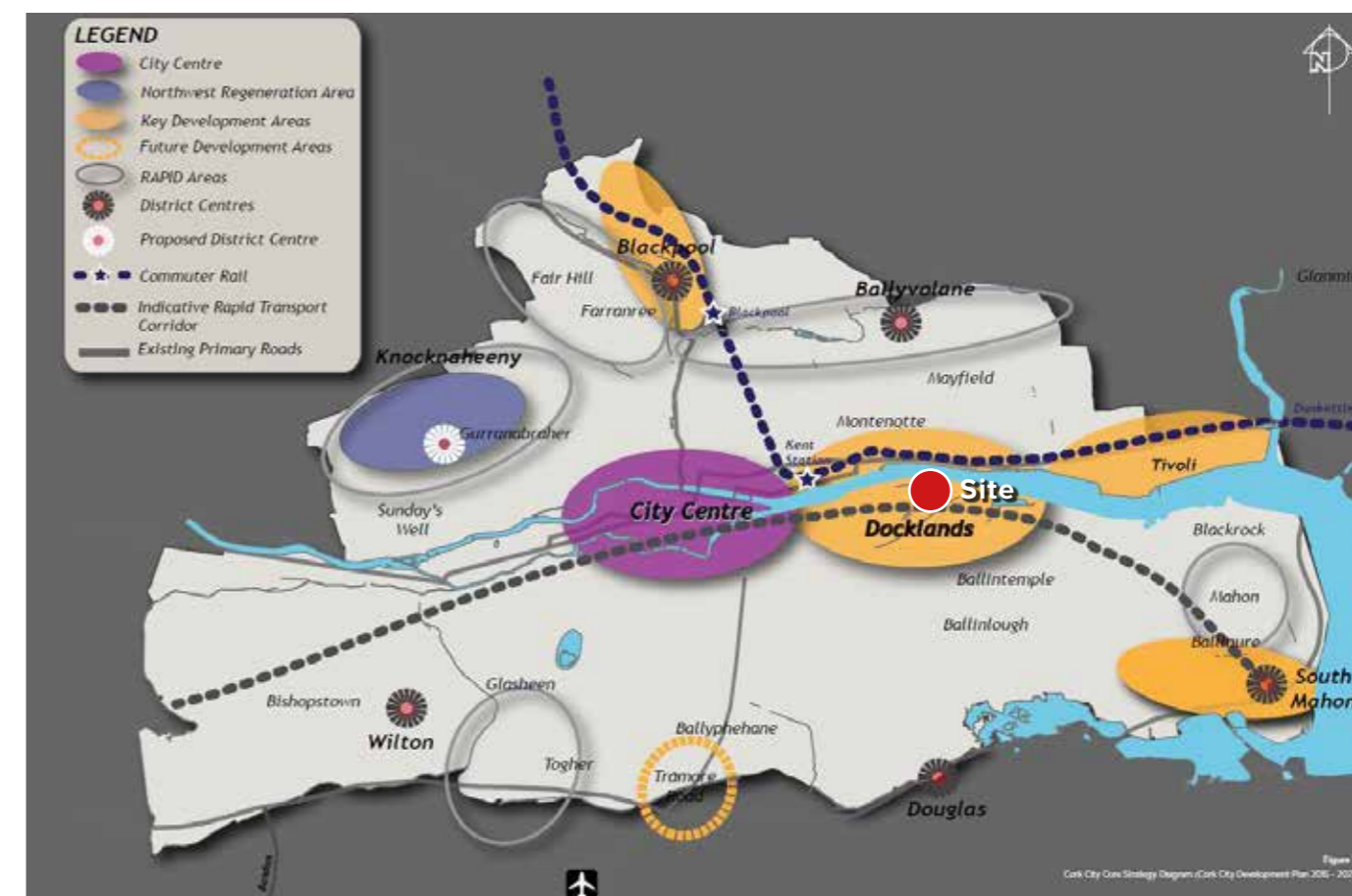
Extract - A Concept for the Inner City

The proposed spatial strategy for Cork City Centre and the Island presents an innovative revitalisation for the city. The primary focus is halting the decline in resident population, physical building fabric, and commercial vitality. These actions will be concentrated in a structured manner to four areas as outlined and include - the central Island, the northern and southern areas, and the Docklands new development area.

The Docks Area is recognised as a potential new district to address the urgent need for modern, mixed-use developments and is strongly backed by local and national stakeholders. Cork City Council has embraced the CASP process with the commission of the Docklands Development Strategy.

1.0 Context

1.8 Local Planning Policy



Cork City Docks Issues Paper - May 2017 Extract - Cork City Docks Strategic Context

The Cork City Development Plan 2015 - 2021 sets out the development policies for Cork City up to 2021 and beyond. The Plan and its strategic framework is established by National and Regional plans, policies and guidelines. Cork City has designation as a Gateway city under the National Planning Framework (NPF) Project Ireland 2040.

Cork 2050: Realising the Full Potential is the collaborative Cork City & County submission to Project Ireland 2040. This seeks recognition of Cork as counterbalance to the Greater Dublin Area and the primary leader of economic and population growth in the Southern Region of Ireland. This strategy consolidates Cork City and Cork Metropolitan areas focussing development on rapid transit corridors. It recognises Cork City and Tivoli Docks as key brownfield development sites for new sustainable urban communities.

Cork City Docks Issues Paper - May 2017 Extract - Cork City Core Strategy Diagram

The Cork City Development Plan 2015 - 2021 details 7 Strategic Goals which inform and interconnect all development and planning policies of the city.

The development plan emphasises the City Docklands regeneration as a 'Key Development Area', of national, regional, and local importance.

The Core Strategy diagram illustrates the strategic building blocks for the city. The Docklands provides key components for development at a strategic level and include: Housing, Employment, Transport, and Landscape.

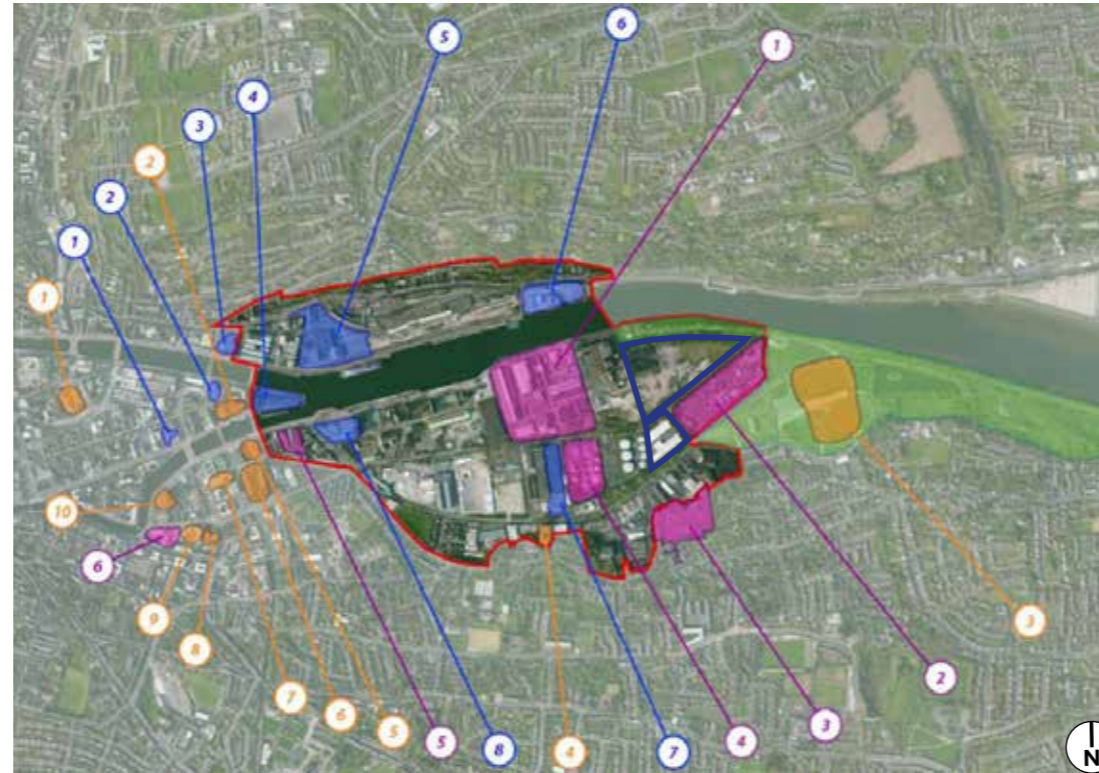
The housing provision includes 9,500 dwellings which constitutes 61% of new housing stock for Cork City.

1.0 Context

1.8 Local Planning Policy

Cork City Docks Issues Paper - May 2017 Extract - City Docks Development - 2005-2017

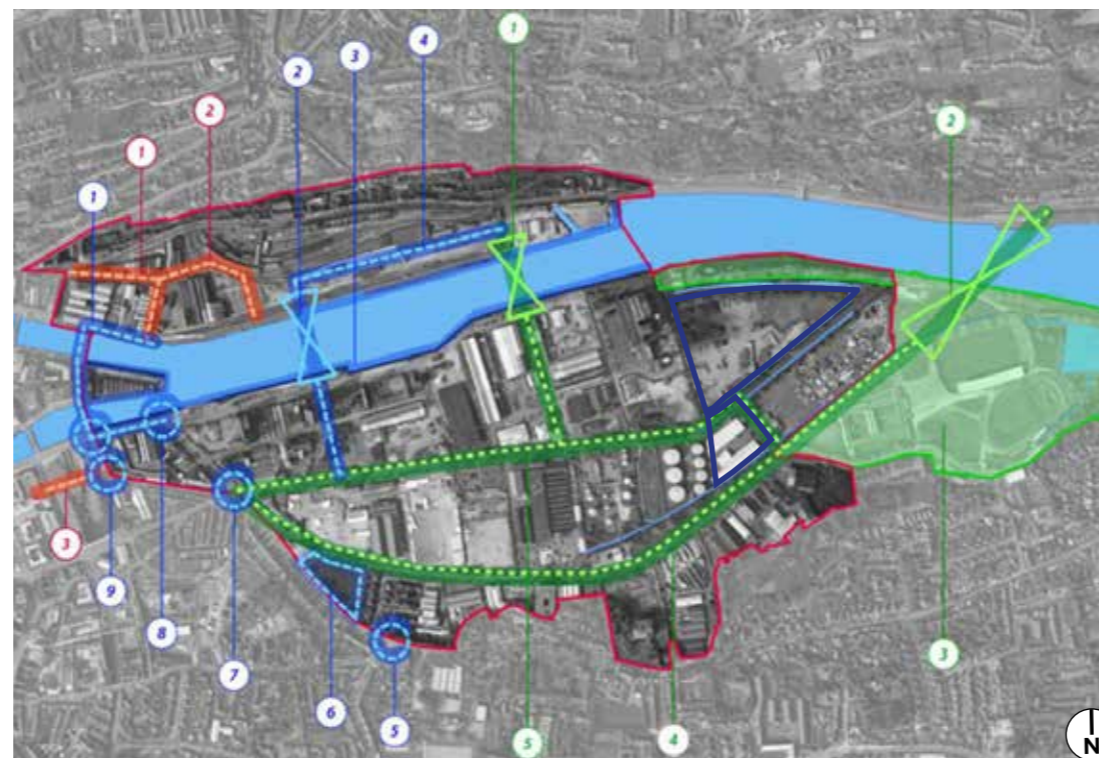
Cork City Council recognised the development potential of the City Docks with their first published City Docks Integrated Area Plan 1998. Over the next twenty years the City Council has developed visionary documents of the area including the Cork Area Strategic Plan 2001-2021. The annotated diagram illustrates the city's progress in delivering the City Docks vision. Surrounding the subject site there are numerous live planning applications including the Marina Commercial Park to the west and the redevelopment of the Former Ford Depot to the east of the site.



- Key**
- Land in ownership of Applicant
- | | |
|--------------------|---|
| ① Opera Lane | ① Marina Commercial Park |
| ② Lapps Quay | ② Former Ford Depot |
| ③ Páirc Uí Chaoimh | ③ Clevehill, Blackrock Road |
| ④ Phoenix House | ④ Topaz |
| ⑤ One Albert Quay | ⑤ Navigation Square, Albert Square East |
| ⑥ The Elysian | ⑥ Former Brooks Haughton |
| ⑦ City Hall | ⑦ South Mall |
| ⑧ Cotter Street | ⑧ Andersons Quay |
| ⑨ Copley Street | ⑨ Brian Boru Street |
| ⑩ School of Music | ⑩ Custom House Quay |

Cork City Docks Issues Paper - May 2017 Extract - City Docks Development - 2005-2017

In parallel with the City Docks Development programme, Cork City Council have progressed with major infrastructural proposals for the North and South Docks districts of the city. Key north-south connections with the diagram indicated include the Eastern Gateway, the Water Street, and the Mill Street Bridges. These will link up to the Kent Railway Station, connect with planned local and national road upgrades, and the South Docks Infrastructure projects.



- Key**
- Land in ownership of Applicant
- | | |
|---|------------------------------------|
| ① Lower Glanmire Road / Alfred Street Upgrade | Proposed Infrastructure |
| ② Kent Station Re-Configuration (on-site) | ① Lower Lee Flood Defence |
| ③ Port Lane | ② Mill Street Bridge |
| Proposed with Permission | ③ Quayside Amenity Area |
| ① Water Street Bridge | ④ New National Road |
| ② Eastern Gateway Bridge | ⑤ Blackrock Road Junction Upgrade |
| ③ Marina Park | ⑥ Kennedy Park Upgrade |
| ④ Monaghan's Road Upgrade | ⑦ Monaghan's Road Junction Upgrade |
| ⑤ South Docks Infrastructure | ⑧ Albert Quay Junction Upgrade |
| | ⑨ Albert Road Junction Upgrade |

1.0 Context

1.8 Local Planning Policy

Cork City Development Plan 2015 - 2021

Source: Cork City Harbour - Unlocking Cork Docklands 2012

Cork City Council published a study on a themed approach for the City Harbour. The diagram illustrates planned areas linking the North and South Docks. The City Council aims are as follows:

- Promote the Docklands Development area as a key opportunity of regional and national significance.
- Create vibrancy through a mixed-use and socially inclusive urban quarter.
- Orient the Docklands as an extension of the City Centre & Island.
- Work with stakeholders, local government, and landowners to overcome barriers and infrastructural deficits thus securing future development.



- Key**
- Land in ownership of Applicant
 - ① City Harbour Interchange
 - ② East Central
 - ③ Mid Urban
 - ④ Marina Lifestyle

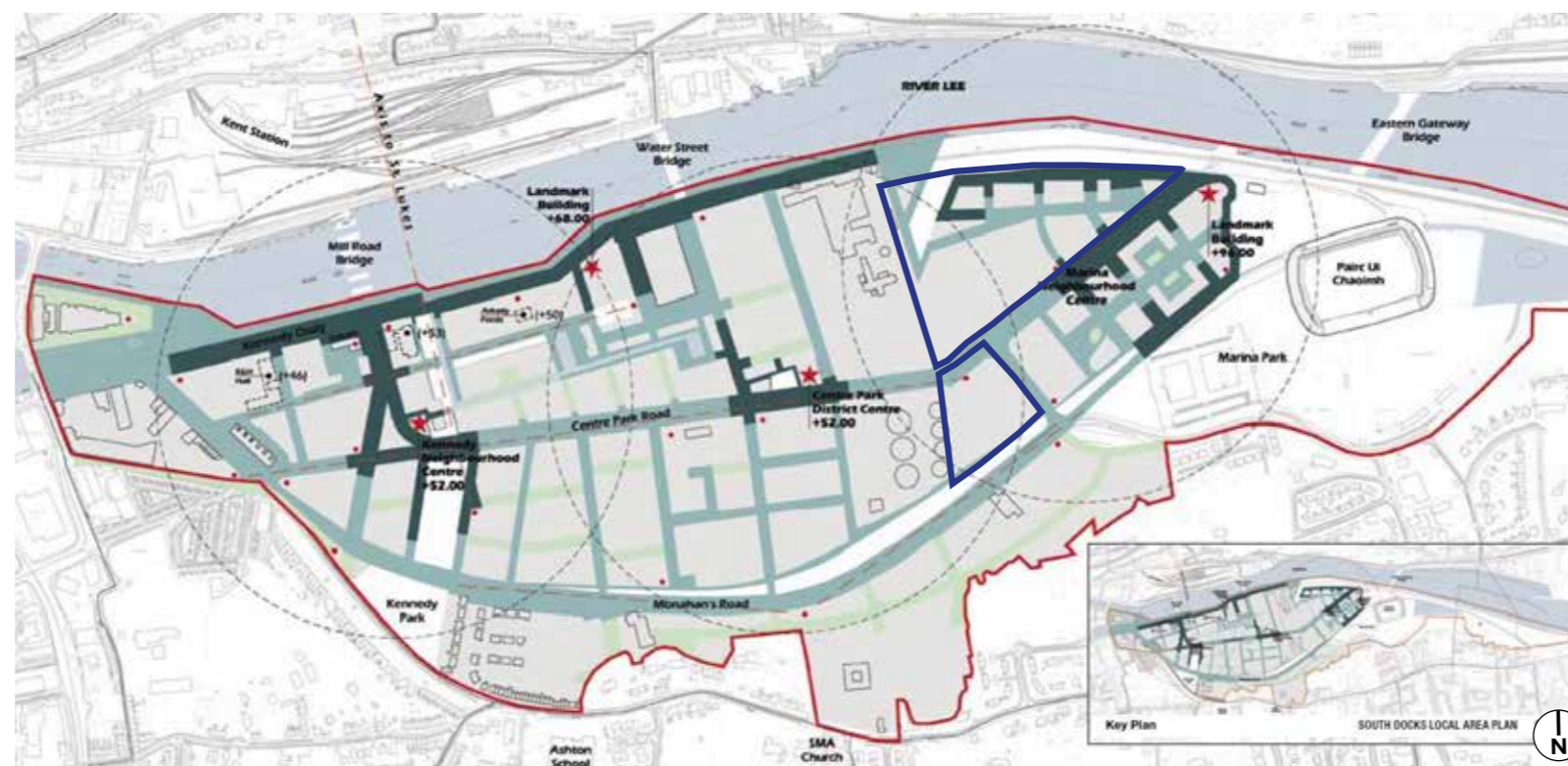
Cork City Council South Docks Local Area Plan LAP 2008

Extract - Building Heights in the South Docks

The LAP 2008 proposed a building heights strategy providing sustainable high densities which are respectful to neighbourhood communities and do not negatively impact with existing or proposed views of the city.

The strategy objectives includes the provision of strong street continuity. It identifies the importance of building typology informing activity and use reflecting the locality and district of the city.

Tall landmark buildings are encouraged within proposals for the South Docks to create a high quality and vibrant skyline to the city. Centre Park Road is identified as a main thoroughfare for the hierarchical development of tall buildings and civic spaces.



- Key**
- Land in ownership of Applicant
 - Up to 4/5 storeys at parapet +1 storey set-back
 - Up to 5/6 storeys at parapet +1 storey set-back
 - Up to 6/7 storeys at parapet +1 storey set-back
 - +52.00 Proposed Tall Building Height in m. OD (main)
 - [6] (+50) Existing Tall Building Height in m. OD (main)
 - Main Vistas
 - ★ Tall Landmark Building
 - Focal Landmark Building (to be designed as focal points to mark important corners and terminate vistas)

1.0 Context

1.8 Local Planning Policy

Cork City Development Plan 2015 - 2021 Extract from Map 1 - City Centre and Docklands Zoning Objectives

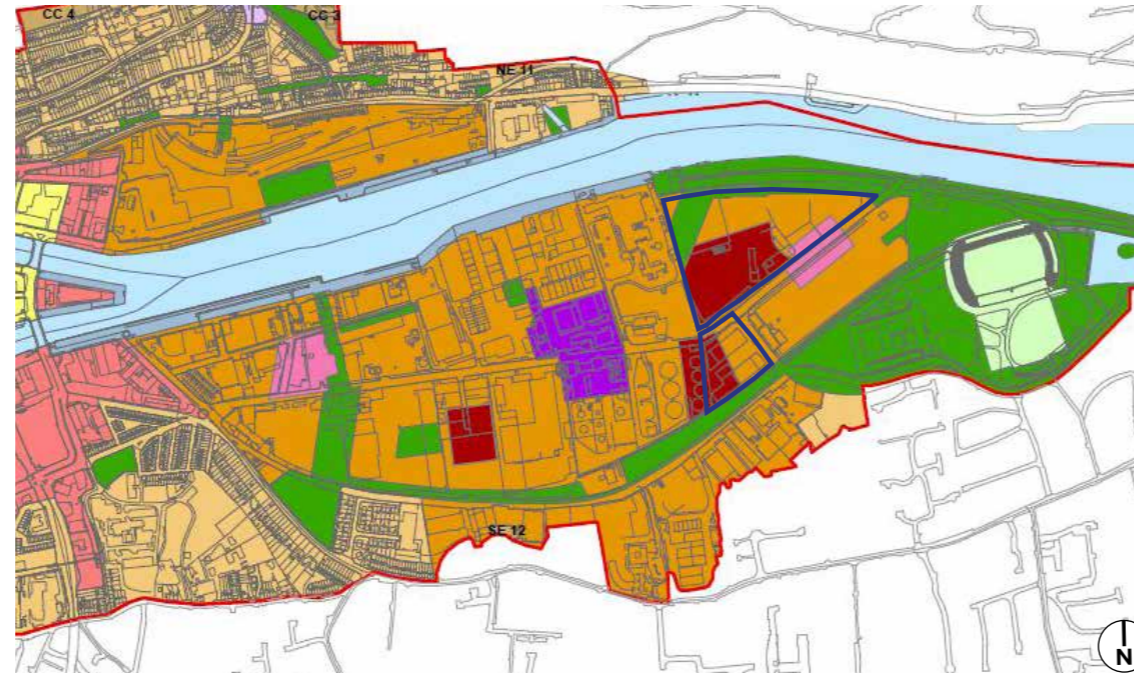
The land-use zoning indicates the planning objectives of the City Council and its administrative area. The zoning objectives (ZO) associated with this masterplan proposal for the subject site are as follows;

ZO 14 Public Open Space

The objective protecting, retaining, and providing recreational uses, open space, and amenity facilities.

ZO 16 Mixed Use Development

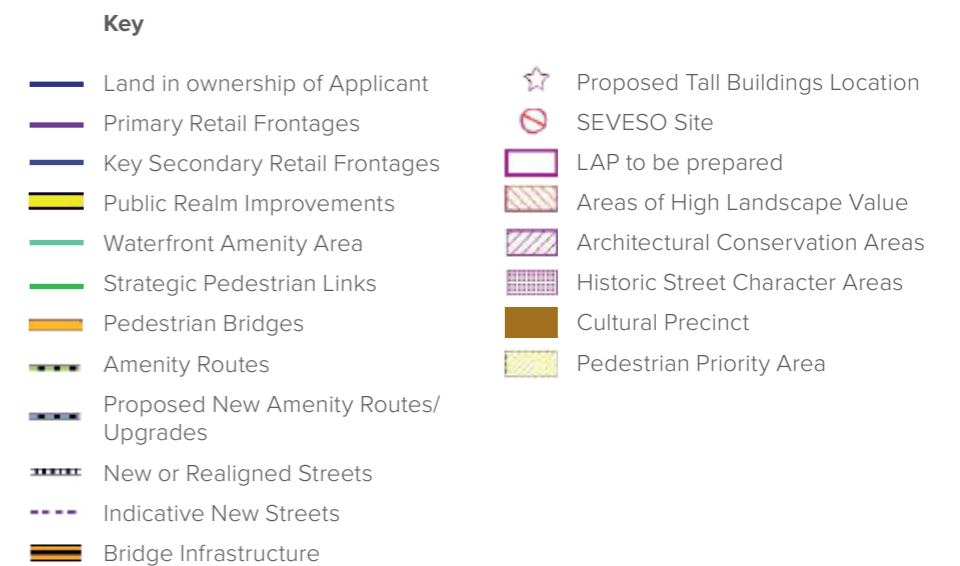
The objective promoting development of mixed uses ensuring the design of a vibrant urban area that coexists with sustainable development principles, transportation and self-sufficiency.



Cork City Development Plan 2015 - 2021 Extract from Map 2 - City Centre and Docklands Objectives

The South Docks Local Area Plan 2008 was prepared for the realisation and vision of the Cork Docklands Development Strategy 2001, and consists of four documents; the LAP, a Public Realm Strategy, an Infrastructure Strategy, a Strategic Environmental Assessment

Cork City Council objectives are as follows; promoting development of the South Docks as a new urban quarter; review of the LAP and proportional density and mix-uses and infrastructural requirements; upgrade of amenity and recreational facilities at Marina Park, Páirc Uí Chaoimh, Monahan Rd; overcome barriers working with key stakeholders with the South Docks development



1.0 Context

1.9 Planning Strategy

Zoning / Principle of Development

The proposed development complies with National and Regional planning policy while the proposed mix of uses complies with the land use zoning objectives for the subject lands. The emerging land use policy and precedent decision on the adjacent Ford Site, suggests that this area of the docklands will emerge as being predominantly residential in nature.

The Docklands has a strategic role to play in delivering compact growth for the City and to contribute to population targets outlined in both the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES).

Building Heights

Building heights can be accommodated due to the location of the site. The proposed heights are consistent with the advice contained in the Building Height Guidelines for Planning Authorities and the various criteria contained in section 3.2 of the guidance, as follows:

At the Scale of The Relevant City/Town

- The lands are served by public transport with high capacity, frequent service and good links to other modes of public transport. Existing high frequency bus services, running between the Apple (Hollyhill) / city centre and Mahon Point, are accessible at Ballintemple in approx. 8-10 min walk. The site is also within walking distance of the City Centre.
- The proposed development will improve the urban character of this area and integrate and address public realm improvements occurring at Marina Park.
- The massing and layout of development will provide for a high level of residential amenity, the creation of successful new spaces and linkages through the site and integration with adjoining open spaces and streets.

At the Scale of District/ Neighbourhood/ Street

- The development will address the surrounding streets and open spaces and provide permeability in the area.
- The proposed design will avoid monolithic built forms through the block based approach with generous amenity spaces.
- The redevelopment will enhance urban landscape of the area and fulfil long anticipated objectives of redeveloping the docklands.
- The proposed frontages to Centre Park Road will define the urban landscape.
- The mix of dwelling types and ancillary uses will be consistent with planning policy for the area.

At the Scale of the site/ building

- The design of the buildings will contribute to a strong urban design context and will ensure maximum availability of natural light.
- The proposal will be subject to a Daylight and Sunlight analysis and will comply with BRE guidance.

Density

We consider the proposed density to be appropriate to the location given the emerging urban context in the area, the strategic planning policies that seek a significant expansion in population in Cork by 2040, as outlined in the NPF and RSES and the planned transport infrastructure investment in the coming years as outlined in CMATS.

The density will be justified in extensive detail in the application documentation and the justification for any contraventions of the existing Development Plan will be outlined in full in a Material Contravention Statement. We note that An Bord Pleanála were supportive of increased densities on the adjacent Ford site

Connectivity

The area enjoys strong connectivity and is conducive to the development of a sustainable urban neighbourhood as follows:

- The lands are within walking distance of Cork City Centre and will benefit from the current infrastructure works taking place to extend the Passage West Greenway to the Marina.
- Recent improvements along Centre Park Road have introduced additional cycle infrastructure.
- The site is within 8 – 10 minutes walking distance of the nearest existing public transport stop at Ballintemple.
- There are significant plans for expansion of public transport in the area as outlined in CMATS. An initial BRT route will eventually be replaced by the Planned light rail system which will run adjacent to the site on Centre Park Road.

As a result of the advantageous location and reflecting the strong connectivity advantages, the proposal it is intended to include car parking provision at a rate of approximately 0.33 spaces per unit.

Education provision

The applicants has engaged with the Dept. of Education in respect of the delivery of schools in the South Docks and with specific reference to this site.

The Design Team have fully considered the relationship between the proposed development and future delivery of a school campus to the west of the site including, but not limited to:

- Daylight and Sunlight, Overlooking, Site Boundaries Integration, Access, and Complementary Uses.
- We note that the Dept. made submission on the recently approved SHD on the adjacent Ford lands and indicated their commitment to addressing the future demand in the area.

1.0 Context

1.9 Planning Strategy



Current zoning designations



How the masterplan responds to the zoning

Key

- Subject Site
- Land in ownership of Applicant
- LDA Site currently being Masterplanned
- Former Ford Factory Site (Granted Permission April 2021)
- Cork South Docks LAP (2008)

- Zones**
- Residential, Local Services and Institutional Uses
 - Schools
 - Neighbourhood Centre
 - Public Open spaces

1.0 Context

1.10 Emerging Schemes

The development prospects of the docklands and Cork City Councils vision for the creation of a vibrant, mixed use and socially inclusive urban quarter, has led to increased interest in the area. The future improvement plans for both transport infrastructure and transport services will significantly feed into the development of the area. These conditions and factors have prompted proposals for surrounding sites which have been taken into consideration for the subject scheme to enhance the opportunity for residential-led place making.

Marina Park and in particular the area west of Páirc Uí Chaoimh, is currently under construction. Phase 1 of 5 is nearing completion and is set to become a major enhancement of the much loved Marina, with the wider park and walkways attracting huge footfall, especially during the current pandemic. The park which aims to become the longest linear park in Europe, when completed, will be an high quality public realm amenity transforming the historic marina and docklands.

The Former Ford Factory site (Marquee Site) adjacent to the proposed development has recently been granted permission (April 2021) for the construction of 1,002 no. apartments and non residential uses and has been given due consideration for establishing an urban grain for the immediate area and wider collective vision for the docklands.

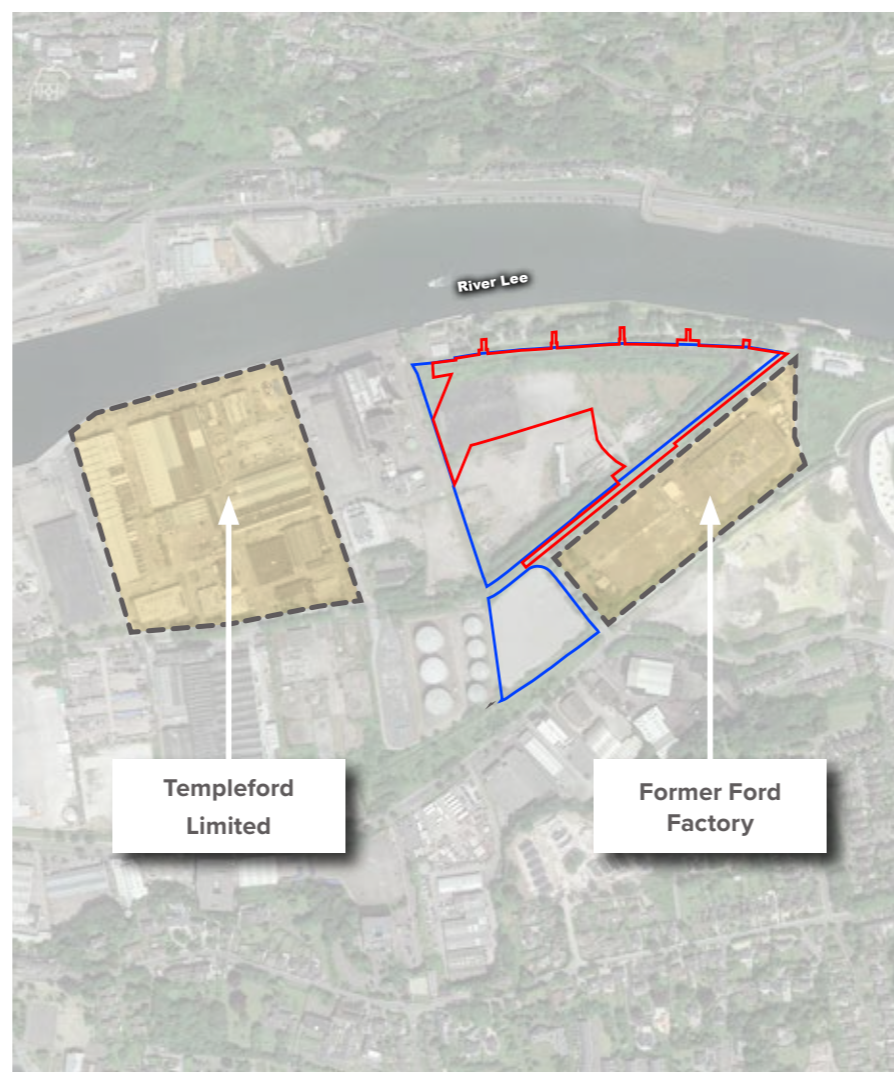
The Former ESB lands to the west of the Masterplan site are currently being scrutinized under design review by the Land Development Authority who aim to further enhance the area.



CGI of Marina Park (currently under construction)



CGI of Former Ford Site Scheme: O'Mahoney Pike



Surrounding developments



Block Model of Former Ford Factory Site



Design Scheme for Marina Park: REDscape Landscape Architects

1.0 Context

1.11 Precedents - Former Ford Site

The recently granted application has an important influence to the proposed development (subject of this application) as it is located at the opposite side of Centre Park Road.

The Former Ford Factory project is one of the first significant projects in the Cork South Docks area, which establishes a particularly critical role in the revitalisation of Cork City.

The granted development is divided into urban blocks, separated by streets in order to maximise views, and to introduce variety and appropriate scale to the public realm, the urban blocks are staggered. This slipping of urban block form provides greater variation in scale of buildings and spaces.

Following a similar premisses, the proposed development took into consideration the urban block precedent.



Extract from ABP-306166-19 - CGI view of the junction of Marquee Road and the Monahan Road Extension

Number Residential Units

1002

Density

275

Plot Ratio

2.89

Heights

2-14 Storey



1.0 Context

1.11 Precedents - Former Ford Site



Precedent from the recent nearby Decision on former Ford site (ABP 309059-20)

Land Use and Development Principle

The strategic role of the Docks is recognised by the Board Inspector in terms of the need to ensure compact growth of the City in line with National Policy. The Inspector refers to the significant package of funding announced in March 2021 under the Urban Regeneration and Development Fund (URDF).

Height

Having reviewed the Material Contravention Statement enclosed with the application, and assessed the scheme in accordance with the various criteria outlined in the Building Height Guidelines, the Inspector concluded that the Board may consider a grant of planning permission notwithstanding that the development would materially contravene the provisions of the development plan in respect of apartment design and building height.

Housing Mix

In the absence of a Housing Need Demand Analysis for the area, the proposed development was considered to be in compliance with the general requirement expressed in objective 6.8 of the Development Plan.

Plot Ratio / Density

In response to concerns raised by the Planning Authority in relation to the plot ratio of the development the Inspector noted the following: The plan notes that plot ratio is secondary to other built form and planning considerations and should not be used to justify a particular built form as qualitative standards will be overriding considerations. In some cases, higher plot ratios may be permitted. The inspector concurred with the commentary of the Planning Authority that an exceptional justification for the density of development proposed was required. However, it was considered that the plot ratio standards are clearly described in the plan as indicative and as a useful indicator only, secondary to other design criteria.

Roads and Transportation

The application site was considered to be well located in the city, proximate to the city centre and the intervening topography is amenable to alternative transport modes. It was also noted that the low intensity of surrounding uses is such that there is spare capacity in the surrounding road network.

Proposed public transport improvements identified in CMATS were identified as being of significant importance for the development of the docklands. The Inspector noted that:

The proposed development, and adjoining lands, will be a significant beneficiary of such network improvements and achieving a critical mass of development along such routes is a valid planning objective. I note the submission of the NTA in this regard.

Among the comments made by the NTA in their

submission include:

- CMATS proposes a light rail line in this locality, which is at route option and analysis stage.
- An interim high frequency bus service and bus corridor priority measures along the alignment of the light rail line is required in the short to medium term.
- The Cycle Network Map identifies a number of routes in the vicinity of the site and the Passage Railway Greenway Improvement Project is underway.
- CMATS Implementation Plan includes provision for the Docklands and Tivoli Road Network and Bridges, and schemes being progressed by the City Council include the Monahan's Road Extension Project.
- The provision of higher density development in this area complements CMATS' land use priorities.

The Inspector Considered that, having regard to the submitted assessment and the reports of the planning authority, and proximity to planned high-capacity public transport linkages and alternative transport options, that the proposed development would not give rise to unacceptable impacts on the city road network.

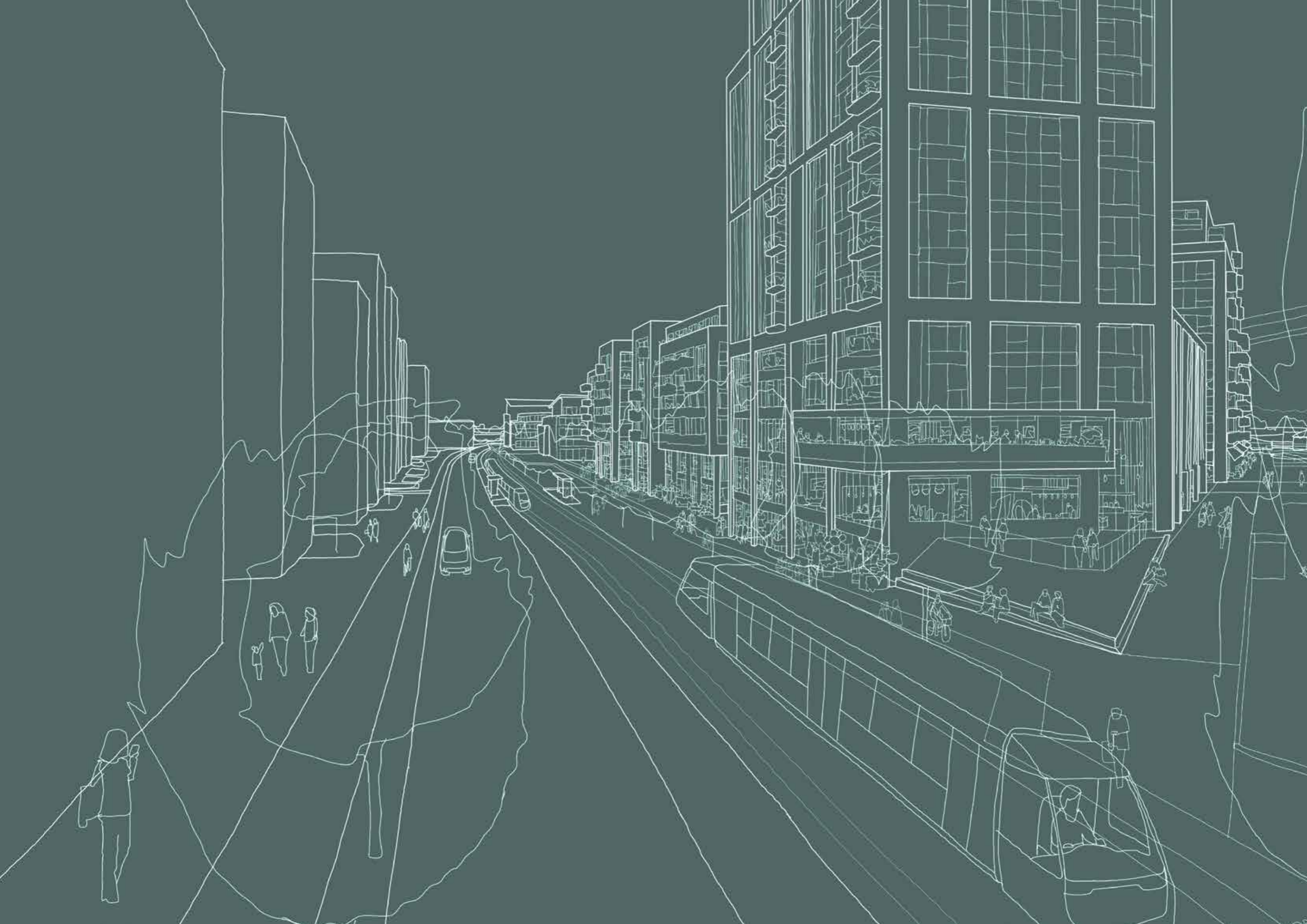
Flooding

This area is defended by the existing polder flood defences along the river at the Marina. CFRAMS mapping identifies current peak fluvial river levels (1% AEP) of 2.73 - 2.74mOD and the existing fluvial flood risk to the site is described as low and being mainly from the west rather than directly from the river to the north.

Having regard to the foregoing, the provisions of the development plan for the area and the submission of the planning authority in respect of flood risk, The Inspector was satisfied that the development satisfies the justification test set out in the guidelines.

School demand

The report refers to correspondence from the Dept. of Education which identified a commitment to the delivery of schools to meet demand in the area.





2.0 Connectivity

2.0 Connectivity

2.1 Wider Connectivity

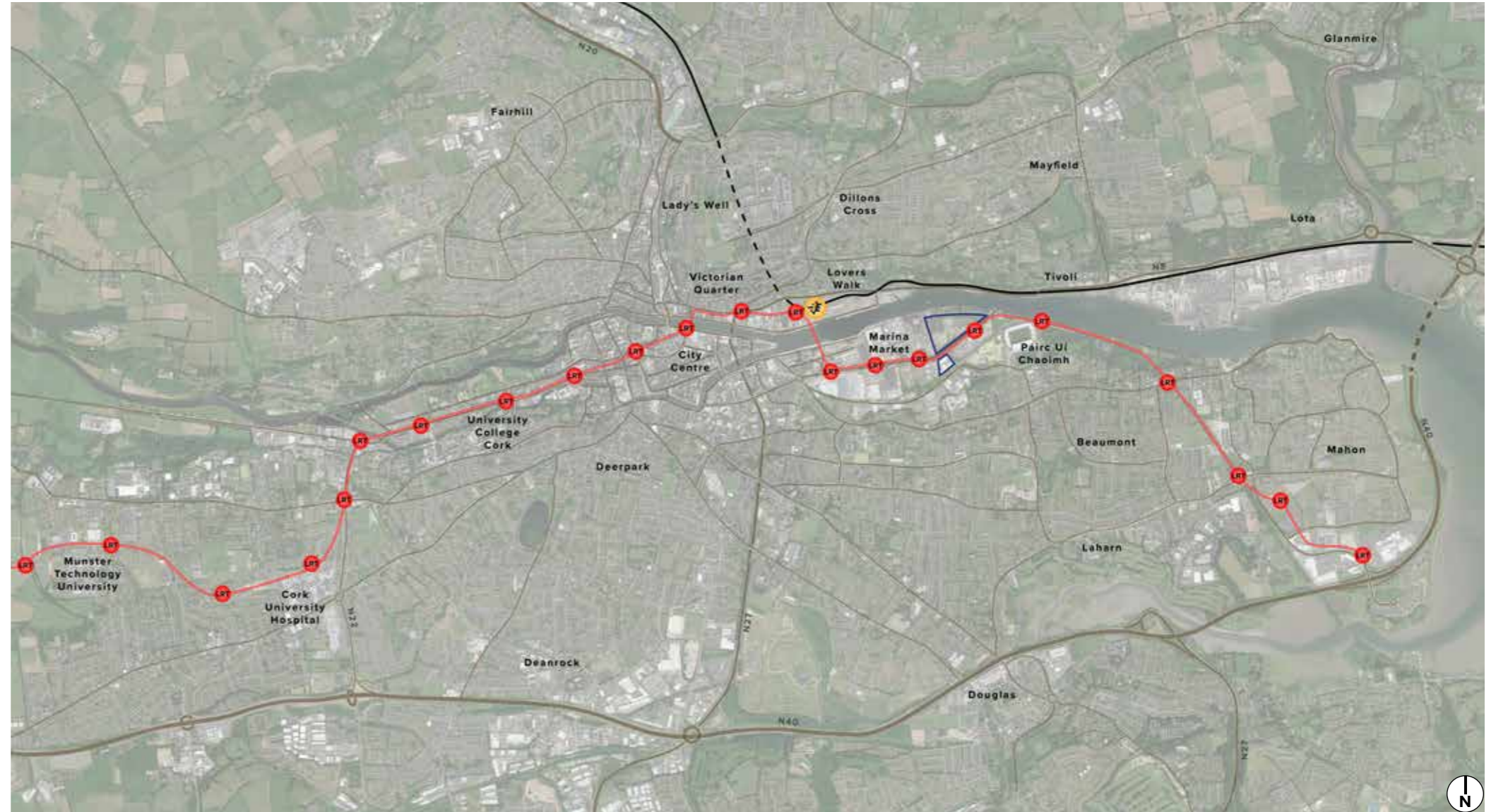


Connectivity is critical to the success of all urban regeneration projects. This development offers an opportunity to offer routes for movement from the banks of the river Lee through the south to the newly developed park.

The proposal in this document sets out the upgrading of the existing boundary onto Centre Park Road. This also allows for the reservation zone of 32m to allow for the future light rail development.

Routes through the site have been laid out to connect to those already established through the permission on the Former Ford site. Key to this will be the route that aligns with Marque Road.

Aligned with the best urban design principles it is proposed to prioritise pedestrians and cyclists with routes through and around the site. Connectivity will be further enhanced by the possible provision of two new pedestrian bridges along Marina Walk connecting the site with the northern bank of the River Lee. Public Transport will also be facilitated and seen as a key part of the development.

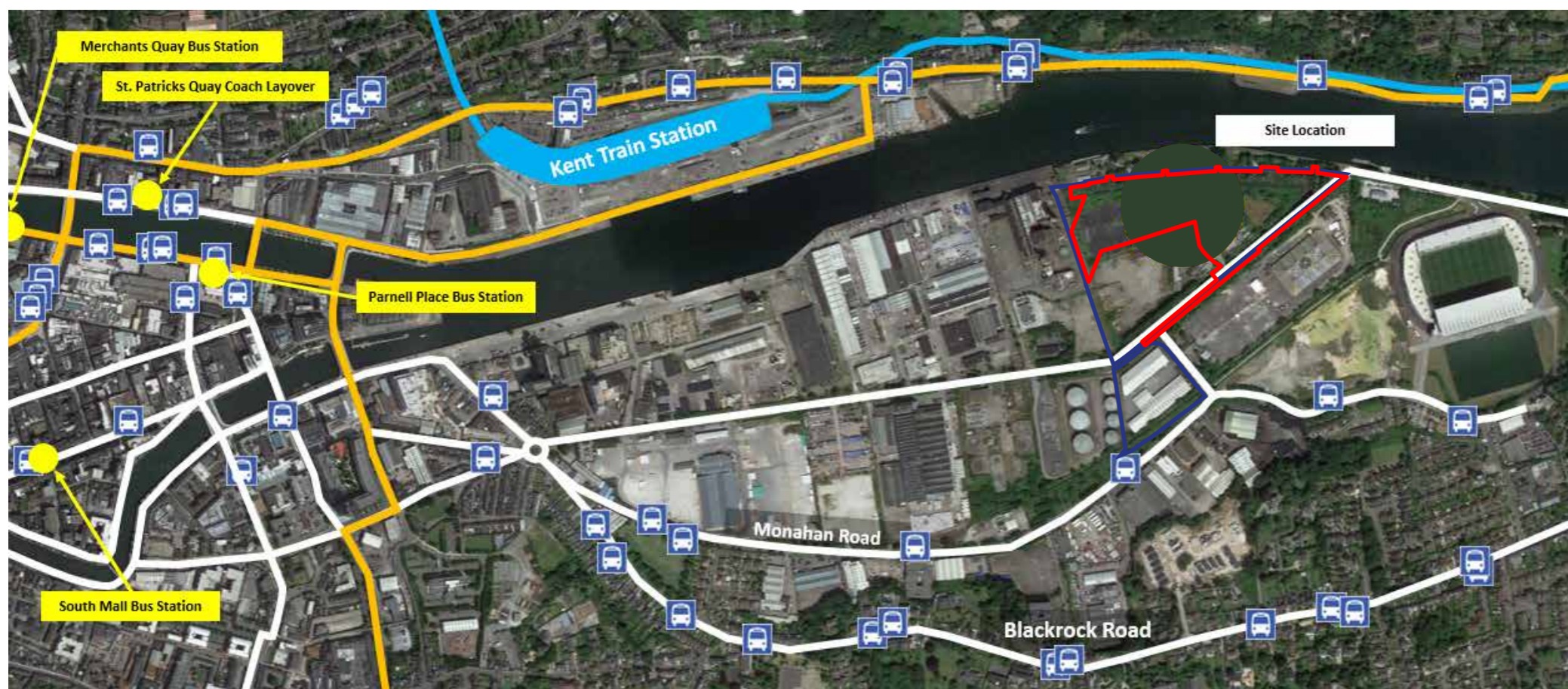


Key

- Land in ownership of Applicant
- Primary Road Network
- Existing Rail Network
- Proposed Light Rail
- Existing Train Station
- Potential Light Rail Stop

2.0 Connectivity

2.2 Public Transport - Existing



Cork City Bus Service Termini and routes/stops in site vicinity

Cork City Centre has a large number of public transport services including city bus services, regional and commuter bus services and commuter/suburban rail. These are described in more detail below.

Cork City Bus Network

Cork is served by a number of city bus services, with the majority of these travelling to or through the City Centre. There are 3 main bus-stop/termini areas in the city centre; namely South Mall, St. Patricks Street and Merchants Quay/Parnell Place Station.

The area around the site is currently serviced by a number of city bus services. The Bus Éireann 202/202A service (which runs from Mahon Point to Knocknaheeny

at 10-minute frequencies) diverts from its typical route (on Blackrock Road) onto Monahan Road once an hour for three hours in the morning and three hours in the evening.

This is primarily to serve local employment areas on Monahan Road. The site is a short walk from the nearest bus stop.

The 202 service has its' primary route corridor (with a 10-minute frequency) on Blackrock Road, approximately 800m walk from the site.

The newly launched 212 service (Kent Rail Station to Mahon Point) has an outbound stop on Centre Park Road approximately 200m from the site. This service continues onto Monahan Road and east to Mahon Point,

and westwards to Eglinton Street/Merchants Quay/McCurtain Street and on to Kent Rail Station. This service currently operates at hourly frequencies and is expected to increase frequency in line with development and demand along the corridor. Ultimately the 212 bus service serves as a precursor to eventual provision of a rapid transit system along the Mahon-City Centre-Ballincollig corridor, as per CMATS.

During the morning peak, Cork City Centre can be reached from the site within 30 minutes, with the western edge of the city centre area within a 45-minute catchment. Blackrock/Mahon Point and University College Cork both fall within a 45-minute catchment. Outside of this, the majority of the Cork City area is within the 60-minute catchment, as well as Riverstown to the north, and the Black Ash and Douglas to the south.

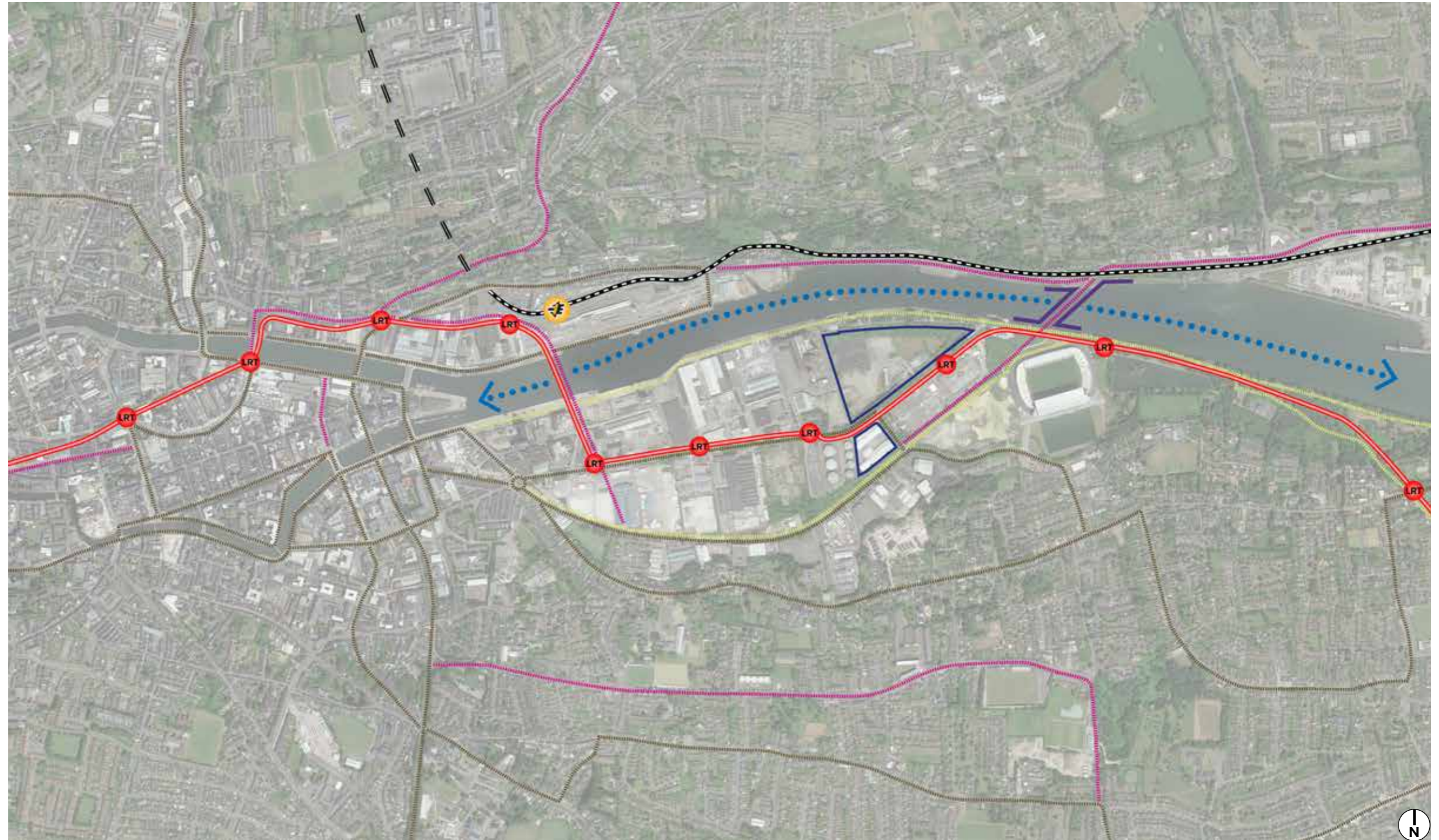
Key
— Subject Site
— Land in ownership of Applicant

Cork Airport lies just outside the catchment area. During the evening peak the site can be reached from Cork City Centre within 30 minutes. Blackrock and University College Cork can be reached by public transport within 45-minutes. Ballyandreen, Riverstown and Carhuo to the north are within 60-minutes by public transport from the site. Cork Airport, Douglas and the Black Ash to the south are also within 60-minutes from the site.

For maps showing the catchment areas, please refer to the Traffic and Transport Assessment prepared by ARUP.

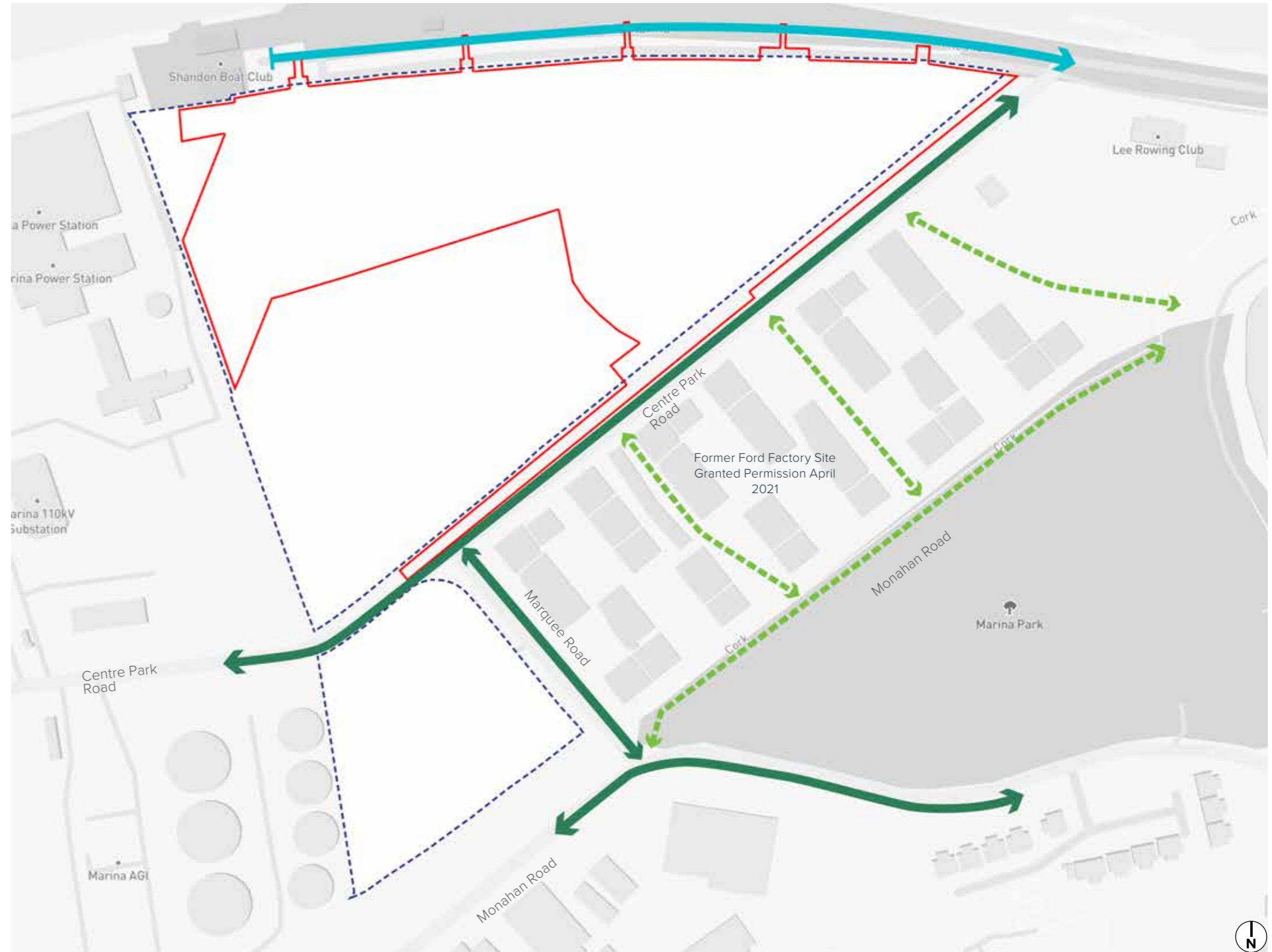
2.0 Connectivity

2.3 Public Transport Summary



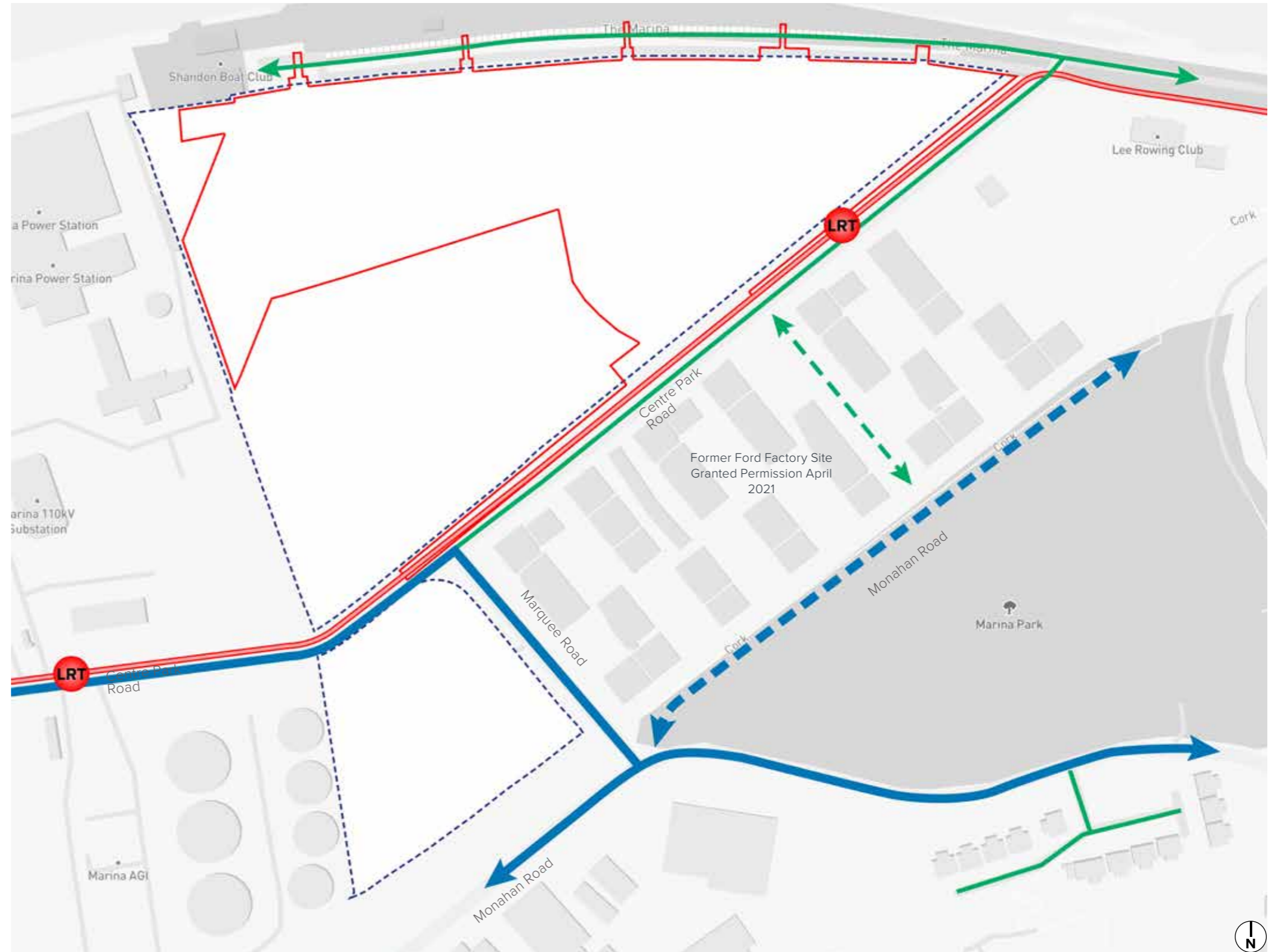
2.0 Connectivity

2.4 Surrounding Pedestrian + Cycle Routes



2.0 Connectivity

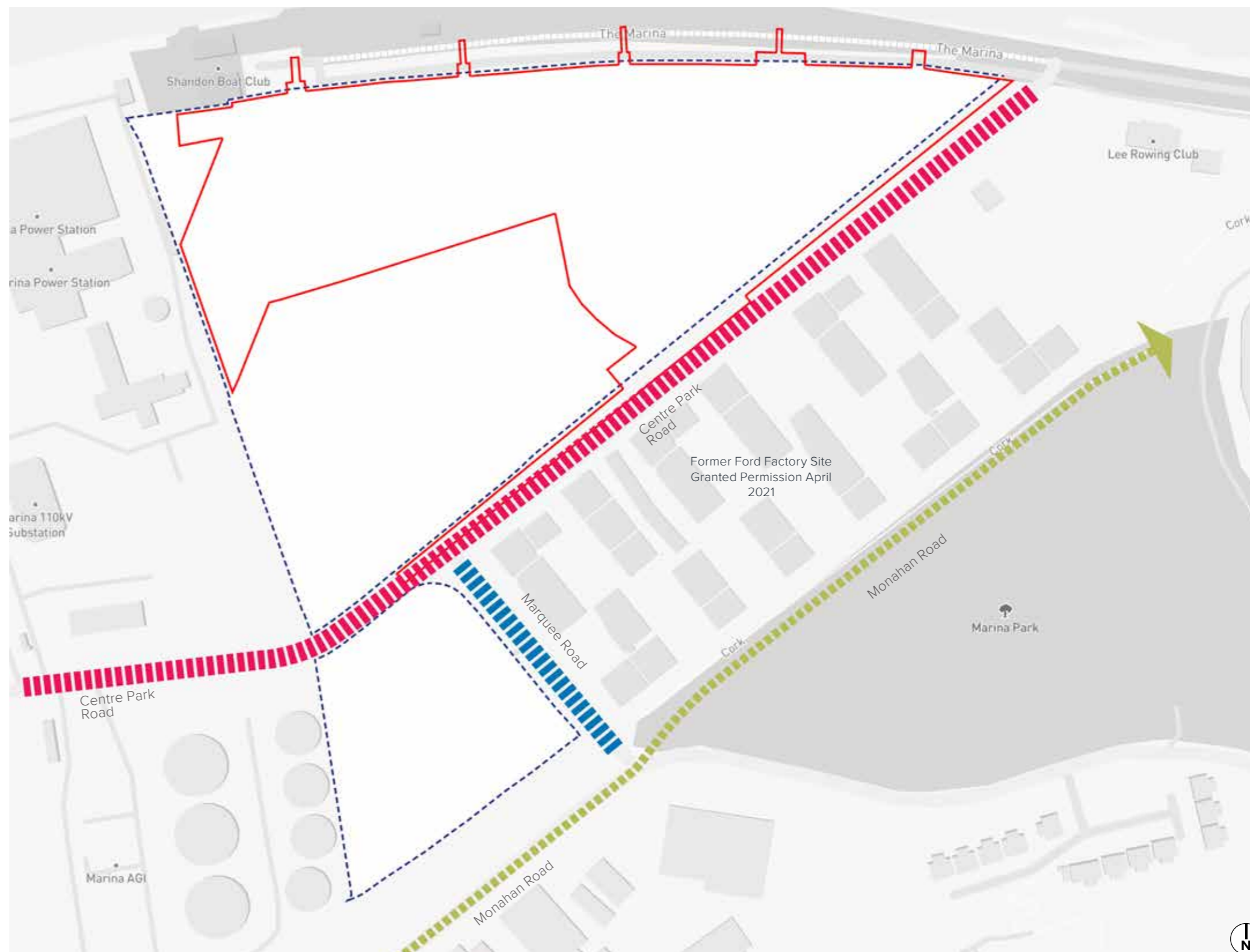
2.5 Vehicular Routes



2.0 Connectivity

2.6 Future Infrastructure

The design process of the proposed development began with the setting out of the required area for the 32m wide corridor for Centre Park Road and Marquee Road. Refer to chapter 9.0 Adaptability - for Levels and Infrastructure Interface



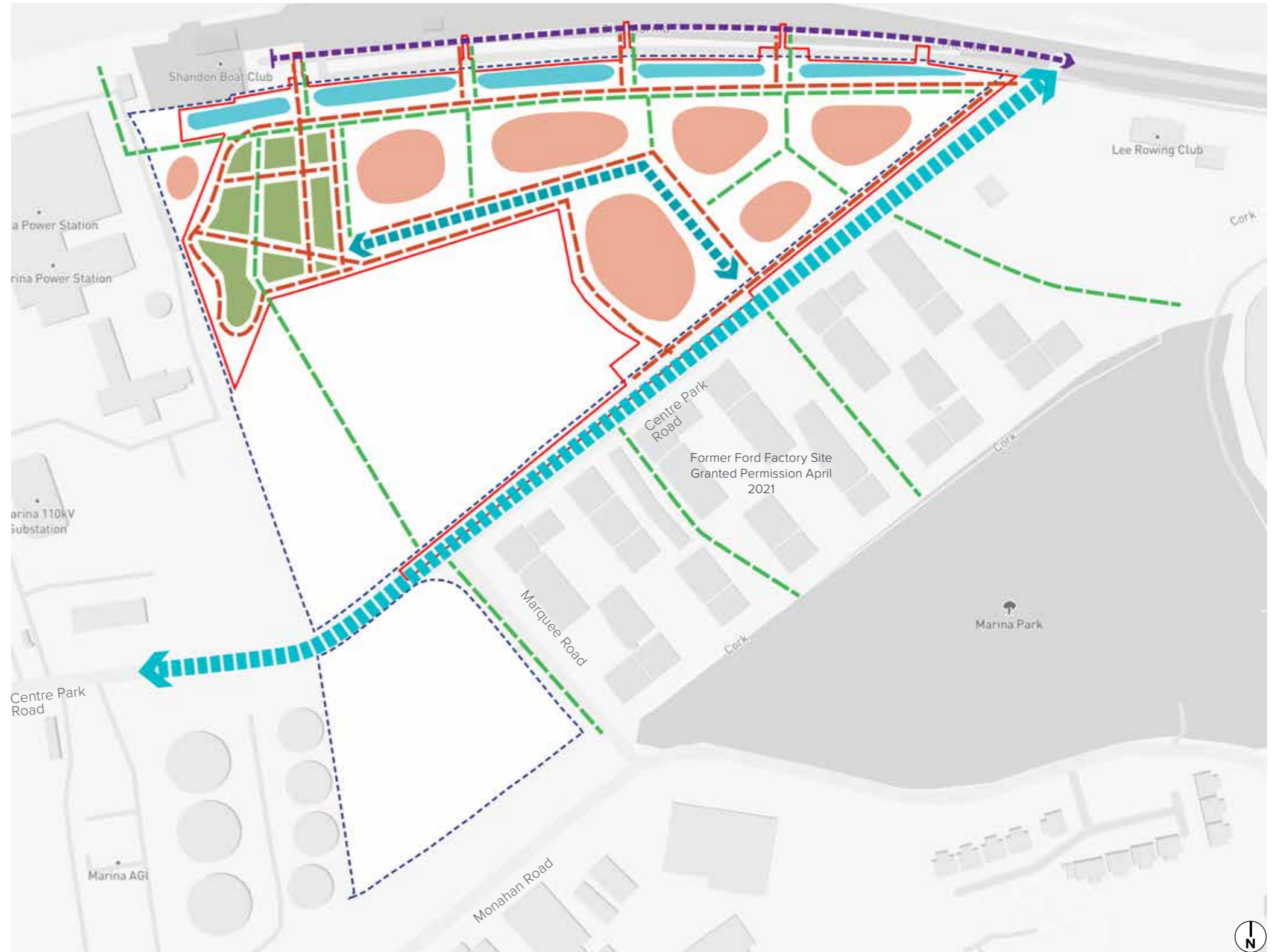
Key

Following the major future infrastructure proposals adjacent to the subject site:

- Subject Site
- - - Land in ownership of Applicant
- ▨▨▨▨ 32m wide corridor Centre Park Road
- ▨▨▨▨ 32m wide corridor Marquee Road
- ▨▨▨▨ Monahan Road Extension

2.0 Connectivity

2.7 Possible Connections

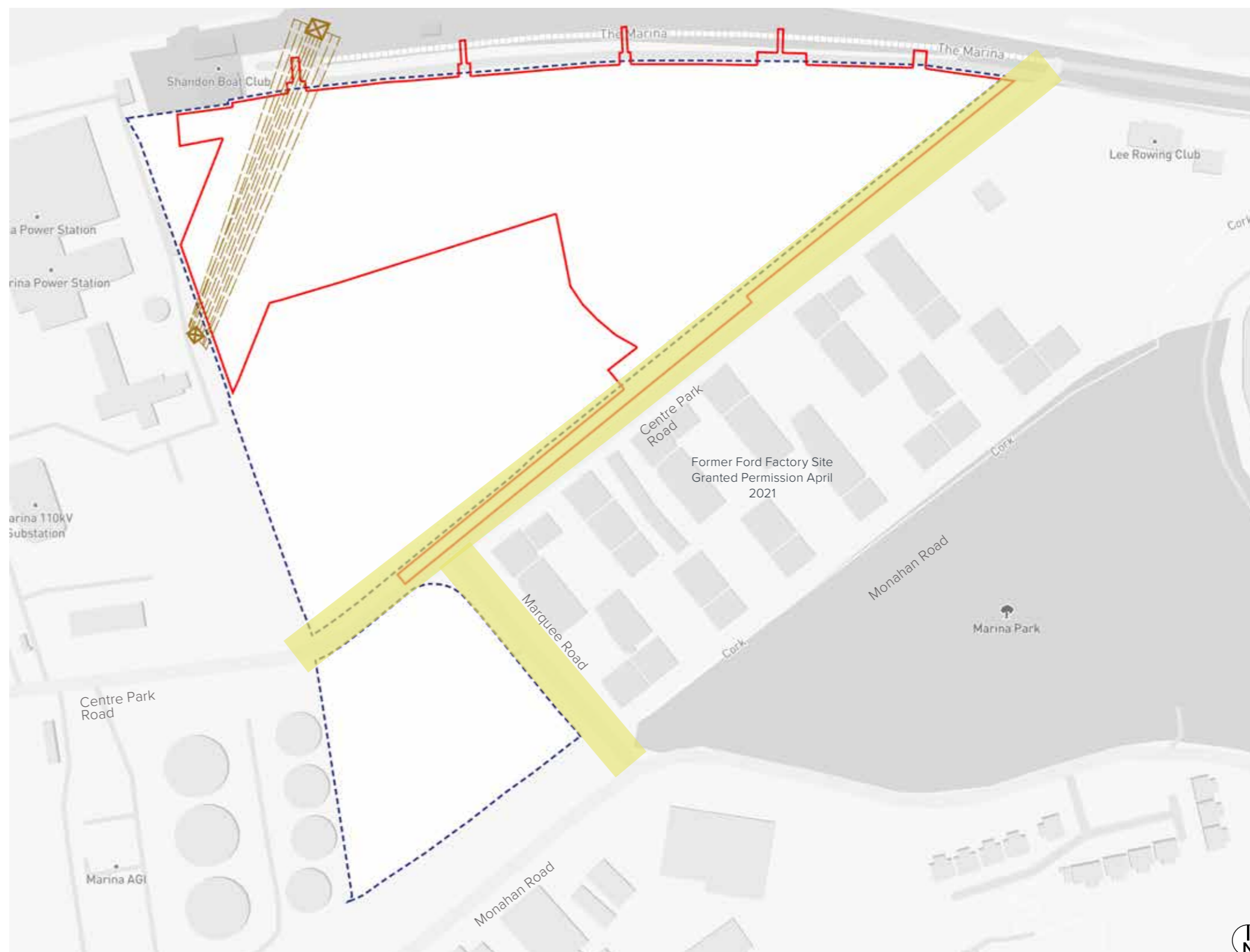


2.0 Connectivity

2.8 Wayleave

There is a Gas Networks Ireland (GNI) wayleave for a gas transmission pipeline on Centre Park Road. In this case, a wayleave is defined as a strip of land upon and over which GNI has acquired the rights to use for the transmission or storage of gas. This wayleave is 18m wide (9m either side of the pipe) and is centred on Centre Park Road. There is also a distribution pipeline on Marquee Road with an associated wayleave, both of which are shown on the map adjacent.

In addition to the GNI wayleaves, there are existing overhead powerlines traversing the subject site with associated adjacent pylon structures which have been clearly identified in the application drawings. These power lines cross over the area of the site zoned for Public Open Space which has been designed as a major new open space and multi-functional parkland with both functional and aesthetic purpose.



Key

- Subject Site
- - - Land in ownership of Applicant
- - - Powerlines Traversing Subject Site
- Wayleave





3.0 Inclusivity



3.0 Inclusivity

3.1 Site Accessibility

- 3-INCLUSIVITY**
- HOW EASILY CAN PEOPLE USE AND ACCESS THE DEVELOPMENT?**
-

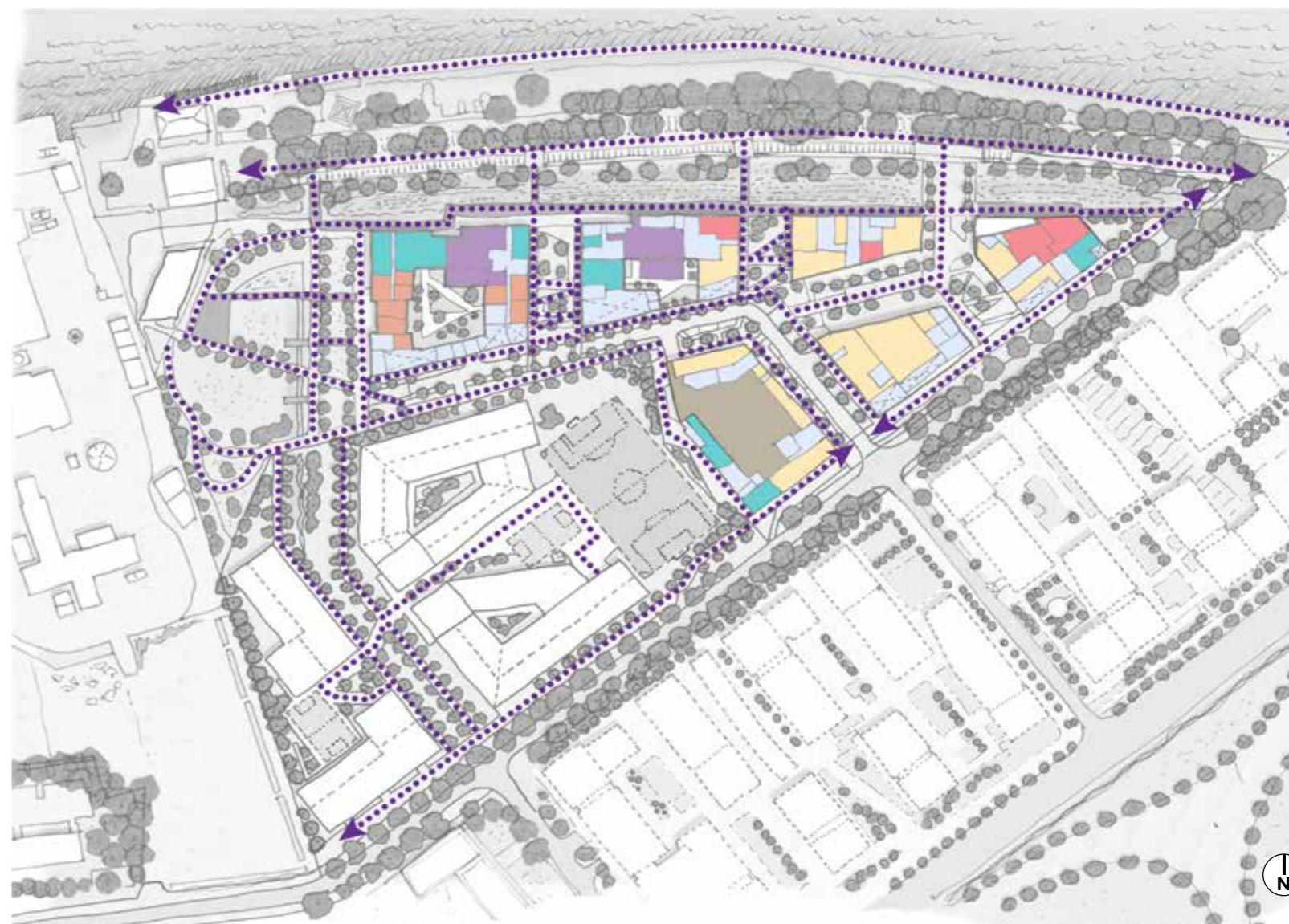
Inclusivity for all will be central to the Design Teams thinking for the proposed scheme ensuring all buildings and external areas are accessible.

The principle will be to create a new local/ village centre to the east of the site with the future Light Rail stop to be aligned and connect to this.

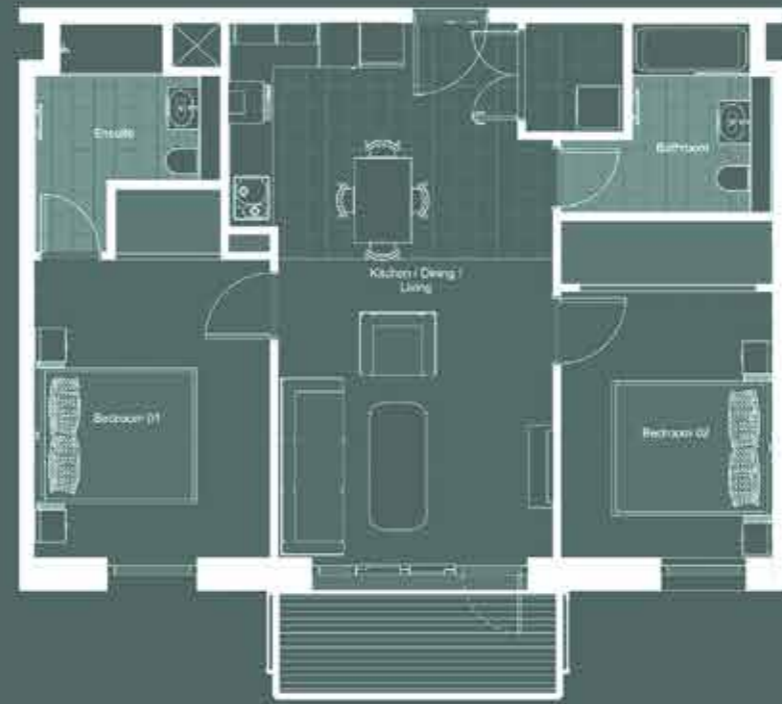
The design of the proposed blocks provide active frontages which enable easy access by all. Also, there is a range of public, communal amenity spaces and facilities for children of different ages, parents and the elderly.

The Landscape composition, including streets and footpaths, provides for movement by any person with mobility impairment. A key design feature will be the retention and enhancement of the existing open water channel to bring water around and into the site. The layout and landscape comprises with roll-over kerbs and level crossing of all streets which will comply with the relevant standards.

- Key**
- Pedestrian Access Routes
 - Residential Units
 - Commercial
 - Communal Amenity Space
 - Crèche
 - Café/Restaurant
 - Circulation/Services
 - Parking



Illustrative Site Plan





4.0 Variety



4.0 Variety

4.1 Apartment Mix



Variety is important to create a community that is varied in its mix and interest. This will be achieved through a mix of commercial spaces with the provision of Build to Sell apartments. The development seeks to balance the provision of a residential apartment scheme with both residential and amenity spaces.

The proposed development provides for a mix of 1-2-3 bed apartments which varies in sizes and orientation in order to ensure a mix of tenures across the scheme.

The open space also contributes to the quality of life diversity in providing a range of public spaces: outdoor seating areas and pedestrian walk paths along the river.

The scheme includes for two Crèches and children's play areas to provide facilities to attract families. All of the above combined with the proximity to Cork City centre create a sustainable development in a district location.

The development seeks to balance the provision of a residential apartment scheme with both residential and amenity spaces:

- The proposed development provides for a mix of One, Two and Three bed apartments which varies in sizes and orientation in order to ensure a mix of tenures across the scheme.
- The scheme will meet the 10% Part V commitment required.
- The open space will also contribute to the quality of life diversity in providing a range of public spaces: outdoor seating areas and pedestrian walk path.
- The scheme includes for a Crèche and children's play areas to provide facilities to attract families.

All of the above combined with the proximity to both Cork City and Marina Park create a sustainable development in a district location.



Typical 1 Bed layout: Single aspect



Typical 2 Bed layout: Single aspect



Typical 3 Bed layout: Single aspect



Gym



Lounge



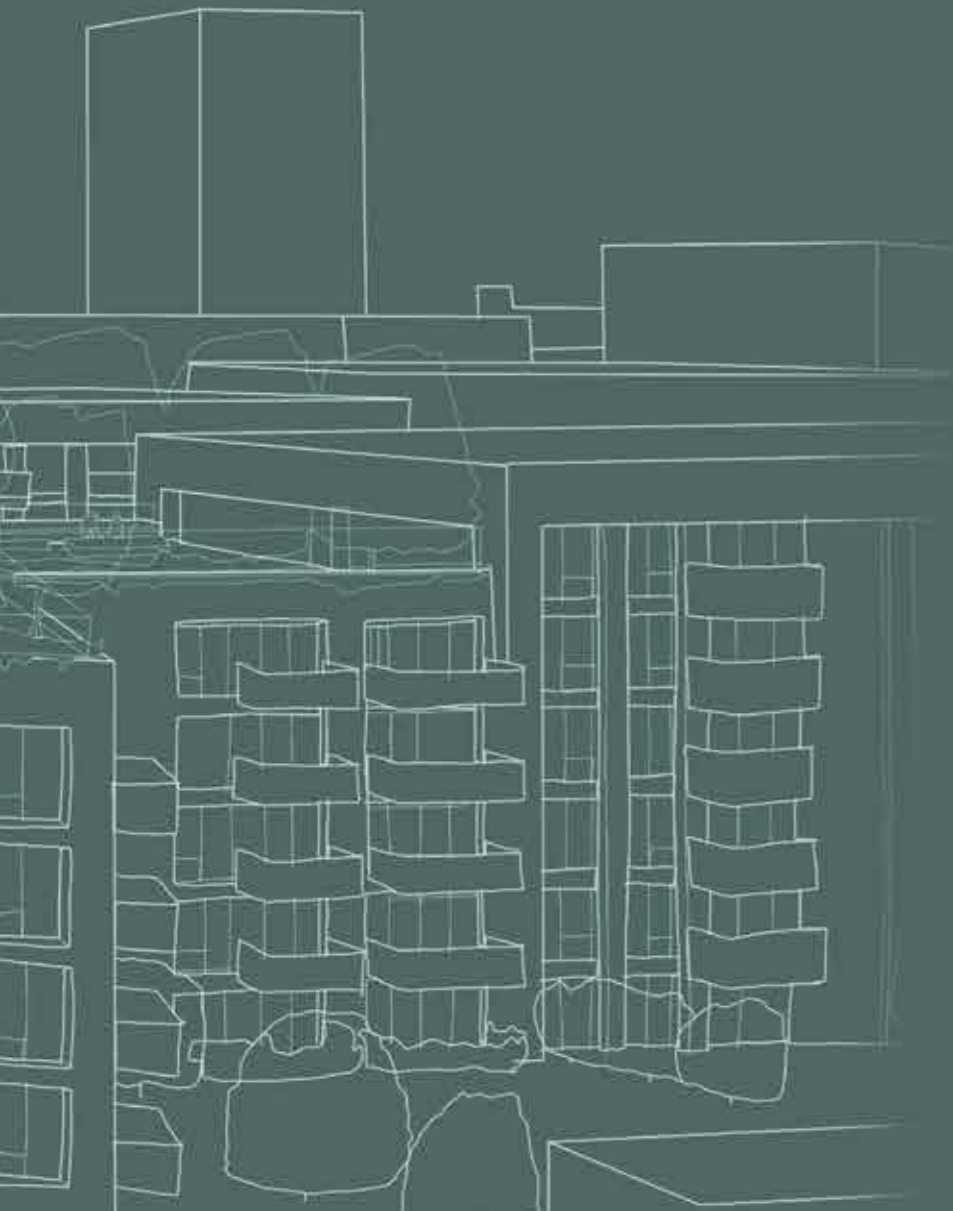
Workshop



Crèche



5.0 Efficiency





5.0 Efficiency

5.1 Design Efficiency



5 - EFFICIENCY

HOW DOES THE DEVELOPMENT MAKE APPROPRIATE USE OF RESOURCES, INCLUDING LAND?

The higher density of the proposed scheme is proposed to make an efficient use of these valuable zoned lands and includes an appropriate area of public open space which will link to the wider green network section along the river.

The apartment units are suitable for all family and age demographics, and are designed such that there is adequate space and generously sized communal and private open space available within the development.

Also, a Building Energy Rating (BER) report produced by ARUP has been provided. The document demonstrates the ability of the proposed design strategy to achieve Part L compliance and the target BER standard for the residential units.

See table outline the result of the DEAP 4 calculations for selected 8 apartment units.

Breakdown of Apartment BER Results

The table below outlines the result of the DEAP 4 calculations for apartment types 1 through to 8.

Apartment Type	Apartment Reference	Building Energy Rating Band	Energy Value (kWh/m2/Yr)	CO2 Emissions (kgCO2/m2/Yr)	Renewable Energy Ratio
1	A-3402	A2	47.60	9.36	.302
2	B-0901	A2	33.49	6.59	.293
3	B-0105	A2	44.16	8.68	.292
4	C-0102	A3	65.49	12.88	.36
5	C-0510	A2	40.05	7.87	.30
6	D-0117	A2	49.86	9.81	.331
7	E-0110 (DL-02)	A2	39.12	7.69	.28
8	F-0109	A2	39.83	7.85	.284

A further breakdown the Output documents can be found in Appendix C for each of the apartment types.

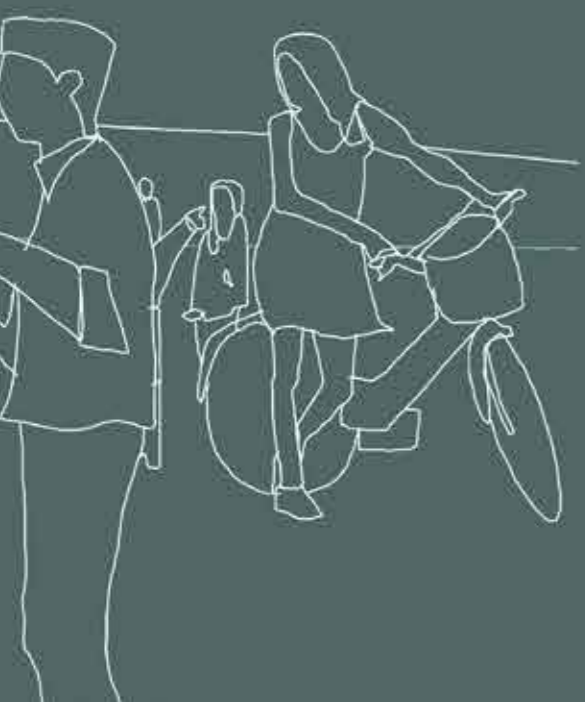
(Source: Arup - City Park Development at the Former Tedcastles Site, Provisional Building Energy Rating (BER)/Part L Compliance, Reference: 267365-ARUP-XX-XX-RP-M-0003)

During the design process, the environmental effects of the project were considered at all stages to ensure that the development has been optimised to amplify positive environmental effects while reducing negative environmental impacts wherever possible. The design of the proposed development, which aims to produce a new high-quality residential community, has undergone a robust interrogation of the relative alternative options while paying consideration to the various environmental effects to ensure that positive outcomes are achieved as much as possible.





6.0 Distinctiveness



6.0 Distinctiveness

6.1 Distinctiveness

- 6-DISTINCTIVENESS**
- HOW DOES THE DEVELOPMENT PROMOTE A GOOD MIX OF ACTIVITIES?**
-

Given the scale of the proposed masterplan it is important that the development breaks down the blocks into a number of distinctive areas. The proposed scheme will create a new local centre with a number of distinctive residential neighbourhoods and is of a density and character that embrace to its location next to a future high-quality rail service.

The proposed layout of the streets and design of the buildings will create a high quality residential environment which contributes to the visual landmarks within the development.

The apartment blocks design create distinct character areas, each characterized through a combination of varying facade modulation and a palette of high quality finishes.

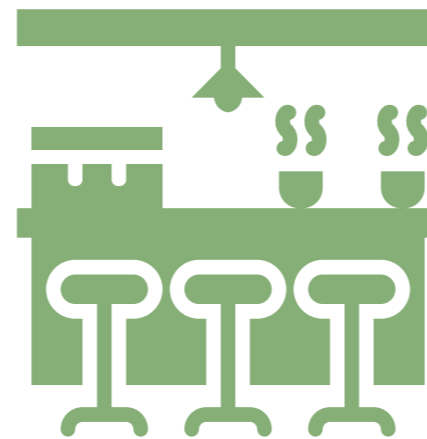
It is proposed that the main distinctive feature of the masterplan will be a new landmark residential tower of circa 35 storeys to create an identifying feature to mark the new local centre and the development itself.



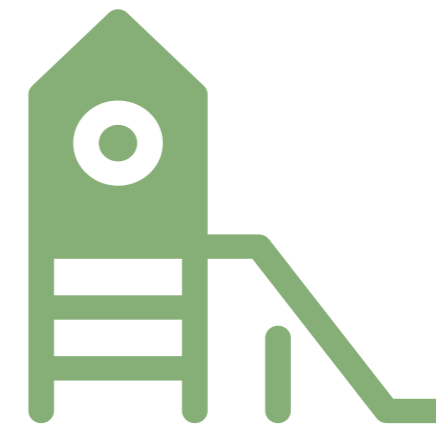
The proposed development will see the rejuvenation of this brownfield site as part of the overall regeneration of the Former Tedcastles site - South Docks.



The buildings have been designed to create a distinctive style that is modern and contemporary in nature. The use of quality materials will help to create a distinctive scheme.



The scheme includes for a number of commercial spaces that can accommodate multiple uses including service uses such as Cafe / Restaurant and flexible workspaces.



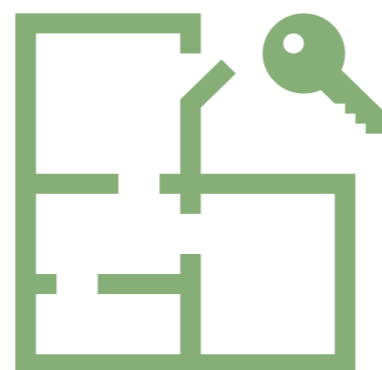
Childcare is an important aspect of all residential developments, especially in a time of under supply in the market. We are incorporating a crèche to attract young families to the development.

6.0 Distinctiveness

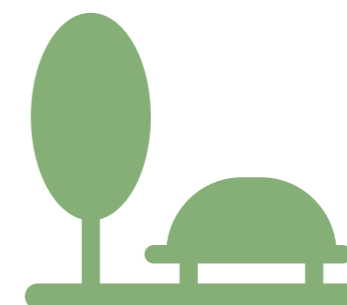
6.1 Distinctiveness



The development includes communal amenity spaces that would suit a gym that can provide the residents / local community with a facility to maintain their fitness levels.



The proposed development includes for the provision of a mix of home types ranging from one, two and three bedrooms that will attract a mix of individuals, families and older people to occupy the development. Facilities have been included to provide for all of these types.



Open space has been provided for in a number of ways. Courtyards and green spaces to provide open space amenity for both the public and scheme residents. See accompanying landscape architects report for full details on the landscape design strategy.



Space has been provided for commercial activity. These spaces will allow for the provision of retail or services in the locality bringing activity and vibrancy along the ground level street frontage and also creating employment opportunities.



A large amount of bike storage facilities has been provided to ensure that there are no impediments to people being able to store them. This includes accessible bicycle storage for those with mobility impairment and also spaces for cargo bicycles.



Communal external amenity open spaces will provide spaces for families to live, play and congregate with others in the community.





7.0 Layout



7.0 Layout

7.1 Urban Design Strategy

7-LAYOUT

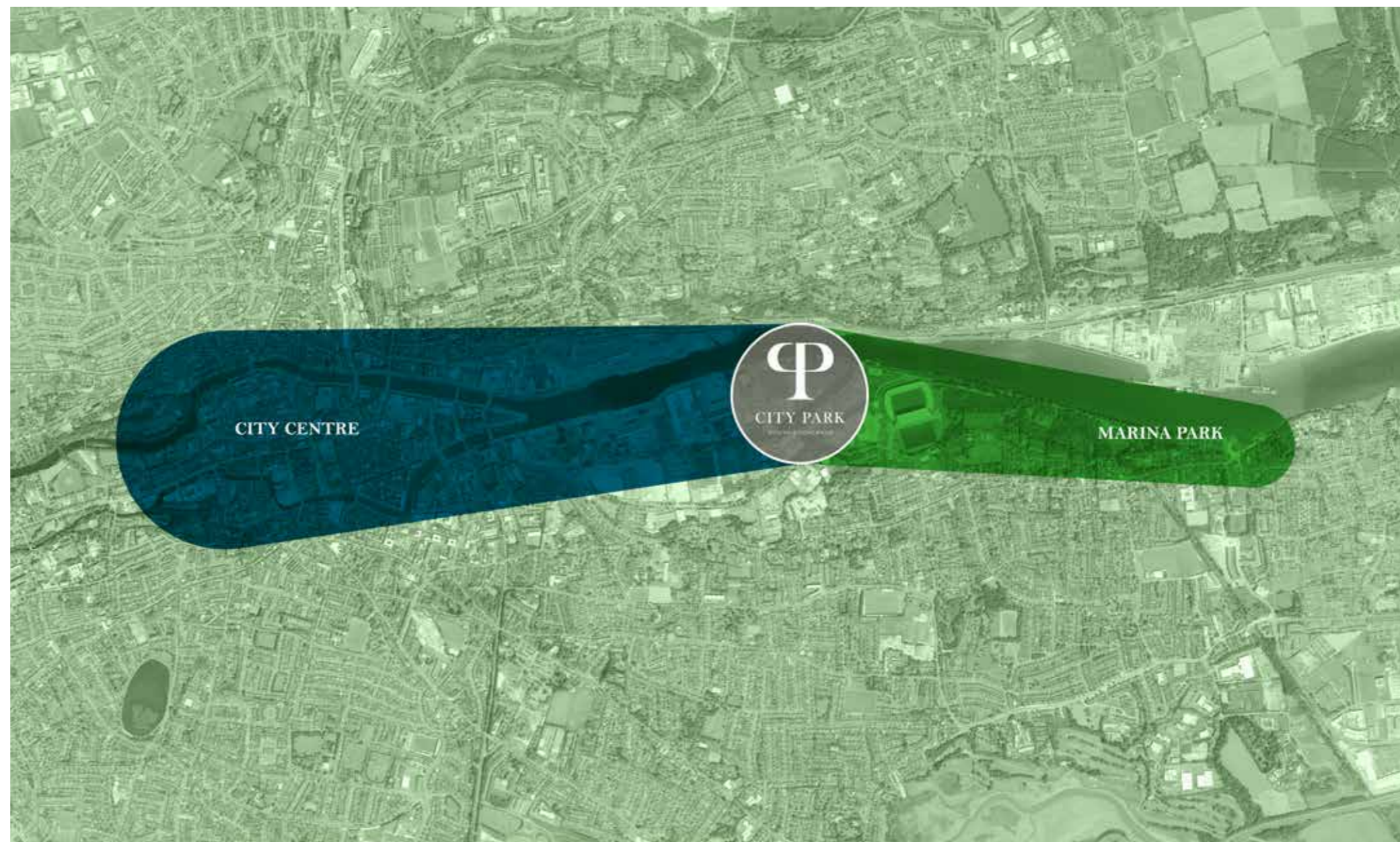
HOW DOES THE PROPOSAL
CREATE PEOPLE-FRIENDLY
STREETS AND SPACES?

The proposed layout has been developed as a result of the collaborative work of the design team, the applicant and in consultation with Cork City Council and An Bord Pleanála.

The proposed site layout creates a series of urban blocks ranging in height, rising from the west to it's highest in the east. These are set within high quality public realm and river side amenity spaces, maximising the potential of this natural amenity to the scheme and public alike.

The design approach considered the improvement and attractiveness of the public realm; activeness and permeability of its connections; and appropriate screening of the development.

The proposed site layout strategy is based on the principles of best practice urban design. The layout provides a simple, easy, attractive and safe access for pedestrians and cyclists.



The development where **URBAN** meets **NATURE**

7.0 Layout

7.1 Urban Design Strategy



Following the context analysis, the design strategy includes:

Future infrastructures

The plans for the future redevelopment of the South Docks contain numerous infrastructure objectives including the widening of Centre Park Road with a 32m corridor (shown in purple above) to allow space for a light rail system with a stop along the south of the site. This corridor is to be centred on the existing road with 16m setbacks either side,

Zoning areas

The lands within the applicants ownership is divided by four zoning areas as follows:

- The south west corner, shown in red in the graphic above, has been zoned for future educational use.
- A large portion in the north west corner under existing high voltage power lines and a strip running parallel to the River Lee shown in green, has been zoned for public open space.

- A portion of lands in the south is zoned neighbourhood centre (hatched pink above)
- The remainder of site is mixed use and is split into two sections by the western public open space zoning.

The application site consists of the entirety of the public open space and neighbourhood centre zoned lands along with the larger block of mixed use zoned lands (hatched green, pink and yellow above). The portion of mixed use zoned lands on the west side of the public open space were not included as to access them would require crossing the public open space and this would be outside of ABP's remit in relation to SHD's as the public open space does not allow for residential uses.

Although the educational zoning is not included in this application, the design of the proposed development took into account the possible future school development in respect to proximity, overlooking and daylighting and a masterplan for the proposed site and these lands are included within this application.



Considering the above premise, the orange outline above demonstrates the developable area of the site within the applicant ownership.

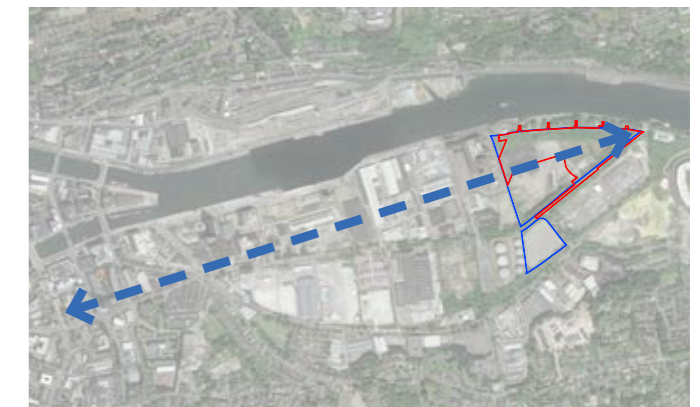
Surrounding development

The Former Ford Factory development, granted under ABP SHD Case reference: TA28.309059 established an urban grain that was considered with building lines perpendicular to Centre Park Road, as shown in blue. The design solution for the proposed site acknowledged the permeability created by this urban grain and respected these lines to encourage connectivity and permeability from the newly completed park to the south, through both sites to the Marina Park along the River Lee.

Creating an axis

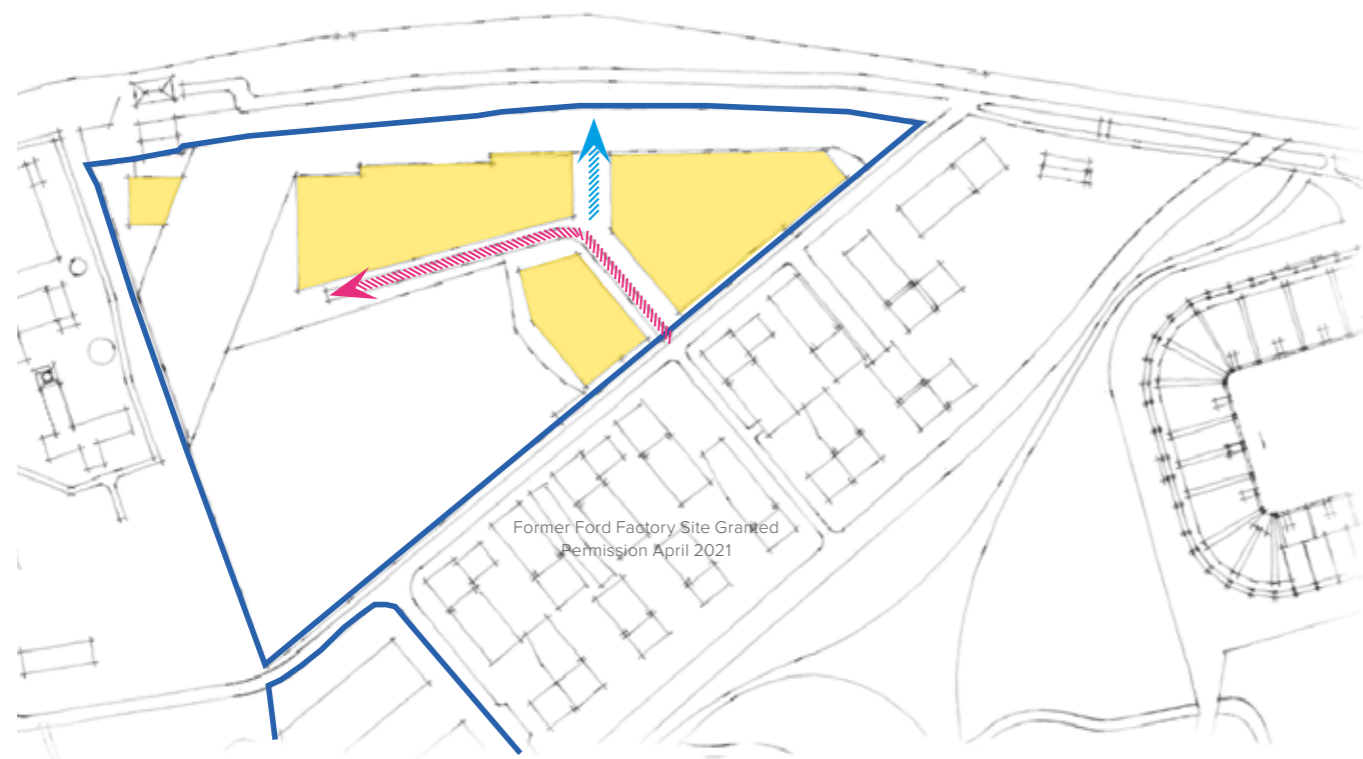
An series axes were apparent with an east west axis along the line between the eastern point of the site and the southern chimney in the ESB Generating Station to the west, shown in purple. The site of the chimney is a logical position for a vista from the eastern tip of the

proposed site framed on the northern side by the ESB Power Station and urban blocks on the proposed site. This axis creates a sightline through the site towards the historic power station and onto The Elysian tower in the city centre, connecting the site into the surrounding context. The intersection of the axis and the connection with the Former Ford Factory site creates a natural centre point for the proposed development



7.0 Layout

7.1 Urban Design Strategy



Preliminary massing

The initial massing of the urban blocks was designed to align with the boundaries of Centre Park Road, the northern public open space, the connection to the Former Ford Factory site and the primary axis that had been established. This initial massing included a block designed to interact with the ESB Generating Station and to hold the north-western corner of the site. This block was removed later in the design process and may be part of a future planning application.

Primary connections

These urban blocks are bisected by an access road that runs perpendicular from Centre Park Road and turns west through the site towards the public open space on the western edge (pink arrow above). Establishing a strong primary route helps to set out the hierarchy of spaces as the massing develops and promotes legibility within the plan.

At the bend in this access route a break is made in the urban blocks to allow for a connection towards the River Lee (blue arrow above). Creating a link between the existing network of roads and spaces, Marina Park and the proposed development is essential to creating a vibrant urban grain.



Secondary connections

A series of secondary connections (green arrows above) further break down the urban blocks and create a number of active and vibrant frontages. This network of connections also increases the permeability of the site for residents and visitors alike by creating visual links from the subject site through to the River Lee.

These spaces between the blocks become natural gathering points for residents and visitors alike while also promoting solar penetration through to the pedestrian route along the open channel along the northern site boundary.

Podium and courtyards

In order to provide an element of car parking and prioritise pedestrian movement through the site, as well as enhance the design of the public realm, a podium was created (shown in orange above) connecting from the centre point of the axes up towards the north-eastern focal point of the site.

Due to the nature of the proposed development and building on the objectives within the various plans for the South Docks, it was decided that all the landscaped areas between the buildings would remain open and accessible to the public. Courtyards within the blocks (hatched in pink above) were used to create communal outdoor spaces for the use of the residents, and also to maximise the amount of daylight getting into the blocks.

7.0 Layout

7.1 Urban Design Strategy



Landmark tower

In order to articulate the proposed massing, the heights of the blocks were extruded vertically in a progression parallel to the river and Centre Park Road, culminating at the landmark tower on the eastern apex. This tower will act as a focal point of the site and a landmark within the city and for the approach to Cork from the east. Initial concepts saw the height of the tower as the culmination of increasing height of the adjacent blocks step-by-step to allow for appropriate emphasis and a bookend in the east to the granted Custom House Tower scheme in the west.

The tower anchors the proposed development by acting as a visual and physical landmark located at the natural culmination of the South Docks in the east.

Opening the blocks

The massing of the blocks was broken up in order to create a human scale and in order to compose a more open urban structure. This opening up improves visual permeability throughout the development and allows for increased activity and passive surveillance, while maintaining semi-private communal spaces for the residents.

Legible scale

Through the consultation process with CCC and ABP for the scheme, it was agreed to lower and standardise the heights of the blocks leading up to the landmark tower. This was done to create a strong uniform series of buildings that speaks to the former docklands use. It was felt that it was important that the tower read as such or else it would look compromised against the other blocks. This rationalisation of the heights increases the legibility and calmness of the scheme while also giving the focal point of the development space to breath and be seen.

Final stage

Following the various consultations undertaken and the iterative process by the design team, the proposed scheme in this application emerged. The proposed design creates a contemporary re-imagining of the docklands and serves as a high quality landmark for this prominent and important site within Cork City. The landmark tower with its strong and clean architectural language will serve as a landmark for the city and for all that approach the city from the east creating a new life for this currently under-utilised urban site.

7.0 Layout

7.1 Urban Design Strategy

The final version of the masterplan as submitted in this application consists of six urban blocks arranged north and south of the principal axis running from the ESB Generating Station in the west to the apex of the proposed site in the east. These blocks are set within an extensive and high quality landscape which provides permeability from Centre Park Road to the River Lee.



Key

- Subject Site
- 1 Neighbourhood Centre
- 2 Ecology Park (Open water channel)
- 3 City Park Plaza
- 4 City Park (Public Open Space)
- 5 Indicative Schools

7.0 Layout

7.2 Design Development - Design Consultations



Design Evolution:

The design process has been an extensive and iterative process which involved multiple parties including the Design Team, Cork City Council (CCC) and An Bord Pleanála (ABP). This process has provided the opportunity for the scheme to respond to the specific site challenges and evolving surrounding character, creating a richer and more successful development proposal. As outlined in earlier chapters, numerous factors informed the design process from site constraints, such as the existing open water channel, adjoining educational zoning, future infrastructure and flood levels. These all contributed to refine the final layout, building form, massing and height.

A variety of preliminary design options were explored and tested, with early iterations of the scheme dating to 2019. Through careful consideration of site context, orientation and adjoining properties the scheme evolved to the submitted proposal. During this evolution period a number of different height and massing options were studied to assess the impact of these on the surrounding context assessed in detail, while trying to retain key architectural intentions. The above considerations were cognisant of the potential future land development to surrounding plots, creating a landmark development to South Docks and a high quality residential scheme.

The following pages aim to summarise the evolution of the scheme through the design and planning application stage process.

Timeline

Early Pre Planning Consultations

- 1st October 2019
- 8th January 2020
- 6th October 2020

From October 2019, to October 2020, the applicant liaised with CCC on three separate occasions to present the scheme.

Re-Imagined Masterplan

- April 2021

A competition was established to re-imagine the masterplan for the lands with CWOB's proposal selected to proceed with. This initial masterplan was developed further to allow for consultation with CCC.

First S247 Submission to CCC

- 14th May 2021

The permissible area for the SHD application was established which excluded the two zoning areas at the both applicant's site (Former Cork Warehouse Company Site and Former Tedcastles site).

First S247 meeting with CCC

- 22nd July 2021

CCC broadly welcomed the development. Some considerations were highlighted: Density reduction, building height strategy and site context.

Second S247 Submission to CCC

- 2nd September 2021

The second submission excluded the Former Cork Warehouse Company Site from the proposal as the two lands of the applicant's ownership (Former Cork Warehouse Company Site and Former Tedcastles site) are separated by Centre Park Road which facilitates the planning strategy.

SHD Pre-Application submission to ABP and CCC

- 20th October 2021

Following the Section 247 pre-planning meeting with Cork City Council. The design was developed in accordance with their comments and opinion.

Follow this submission, Urban Strategies urban design consultants came on board which contributed to the urban design strategy and scheme evolution.

Tripartite meeting with ABP and CCC

- 20th December 2021

A comprehensive agenda was discussed which assisted the design team to progress the proposal.

Last Submission to CCC

- 27th January 2022

As suggested at the Tripartite meeting, further dialogue with Cork City Council occurred in order to assist in addressing the remaining CCC concerns.

Extra meeting with CCC

- 1st February 2022

CCC confirmed their interested in the landmark building on the prow of the site, however they expressed their concerns regarding the height of the other blocks.

Meeting with Department of Education

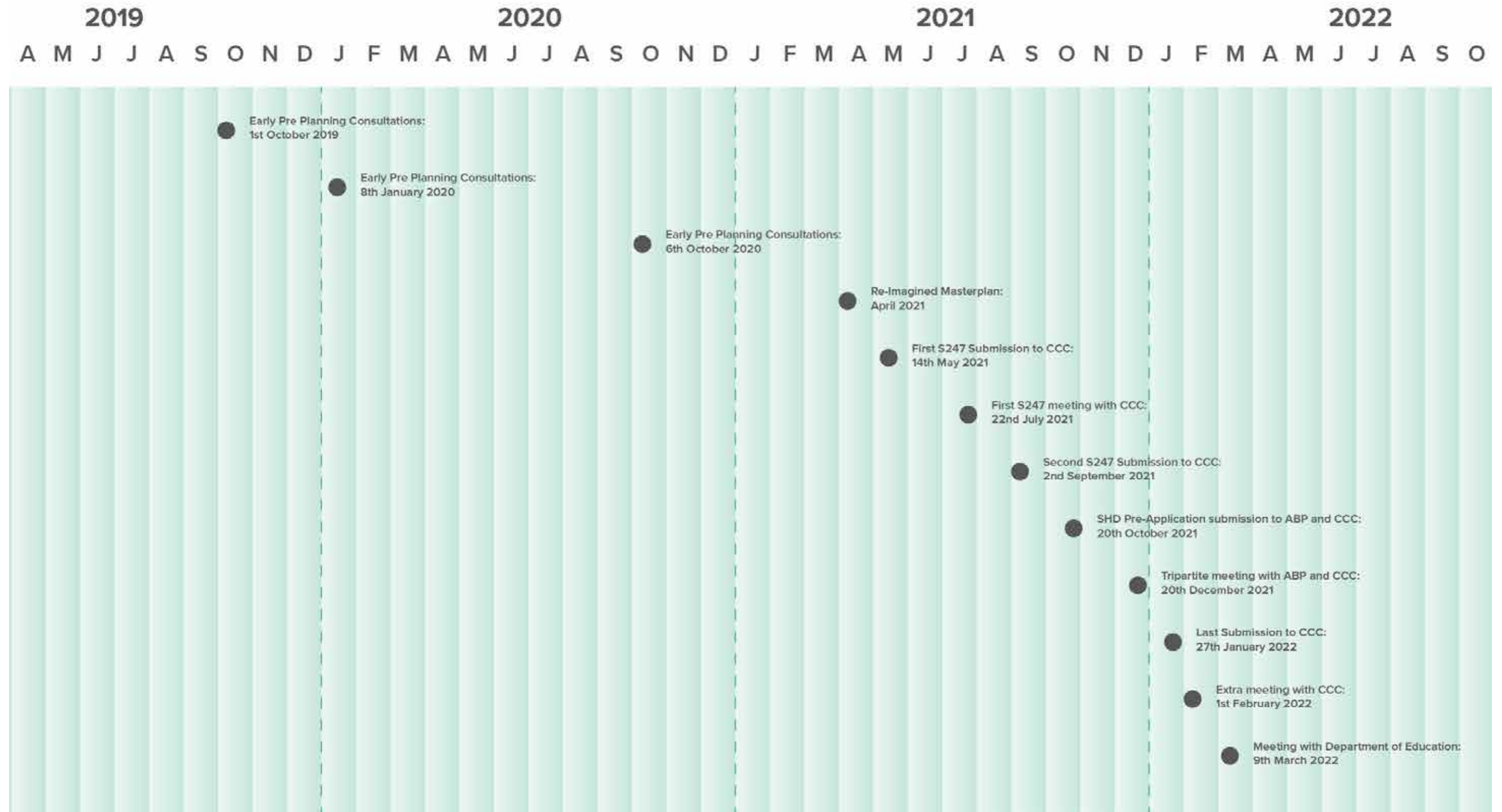
- 9th March 2022

A meeting was held with representatives from the Department of Education to review the approach to the masterplan and in particular the interaction with the proposed educational zoned lands.



7.0 Layout

7.2 Design Development - Design Consultations



7.0 Layout

7.3 Design Evolution

2019

2020

2021

2022



Early Pre Planning Consultations by CCH Architects

A twenty five storey tower was designed at the tip of the site, looking down the river, with the remaining parts of the development stepping down to seven stories along Centre Park Road. At ground level along Centre Park Road, provision was made for retail, offices, hospitality, gym, Crèche and future education facility.

The design was of a mixed use development, consisting of 2,700 no. one/two/three/four bed apartments, with 4,300 sq.m. of commercial space, underground parking, private and landscaped semi-public open spaces



7.0 Layout

7.3 Design Evolution

2019 2020 2021 2022



Re-Imagined Masterplan

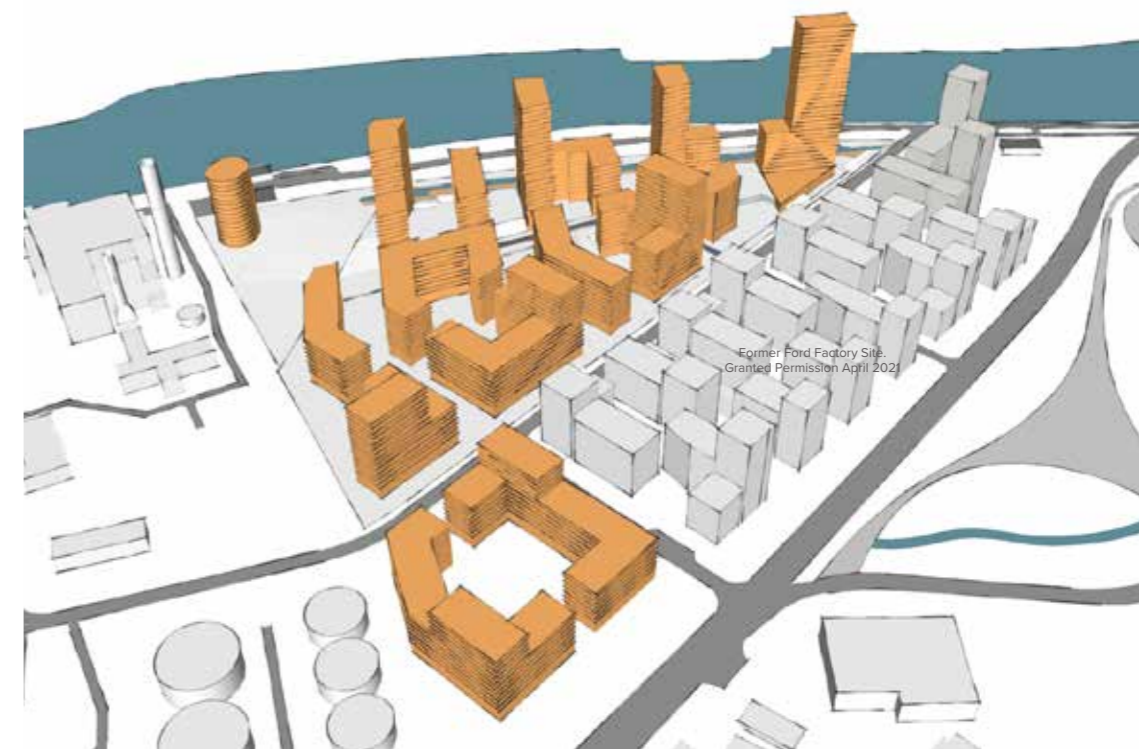
The initial design feasibility considered the development of the entire site from the point of establishing a cohesive masterplan. This strategy included viewing specific zoning requirements, such as those related to the provision of schools, objectively in the context of possible alternative nearby locations, such as the State-owned neighbouring ESB site.

The design consisted of 11 no. blocks from Block A through to Block K laid out across the full range of the site in such a way as to promote connectivity with the surrounding area and proposed future developments as well as allowing access and permeability through the site towards the River Lee. Block A was set against the Marina Park edge of the site, emphasising this as the primary elevation. Each block was developed as with a base building with a tower element which created an active environment at street level while also developing a dynamic skyline. There was 3 no. access points to the site from Centre Park Road which created a series of link roads that were integrated into the existing infrastructure.

The heights of the buildings ranged from 8 to 32 stories and provided 2,790 residential units



Plan



Massing

Key

Proposed Development

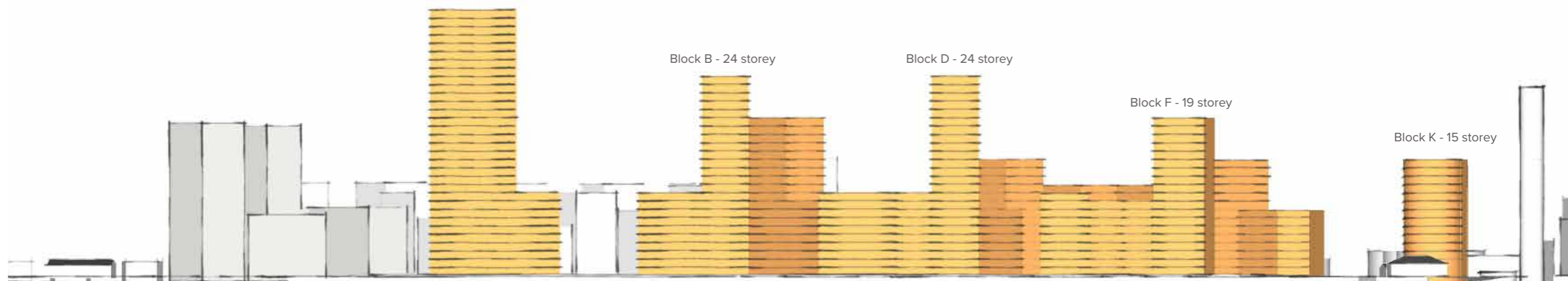
Block A - 32 storey

Block B - 24 storey

Block D - 24 storey

Block F - 19 storey

Block K - 15 storey



River Front Elevation

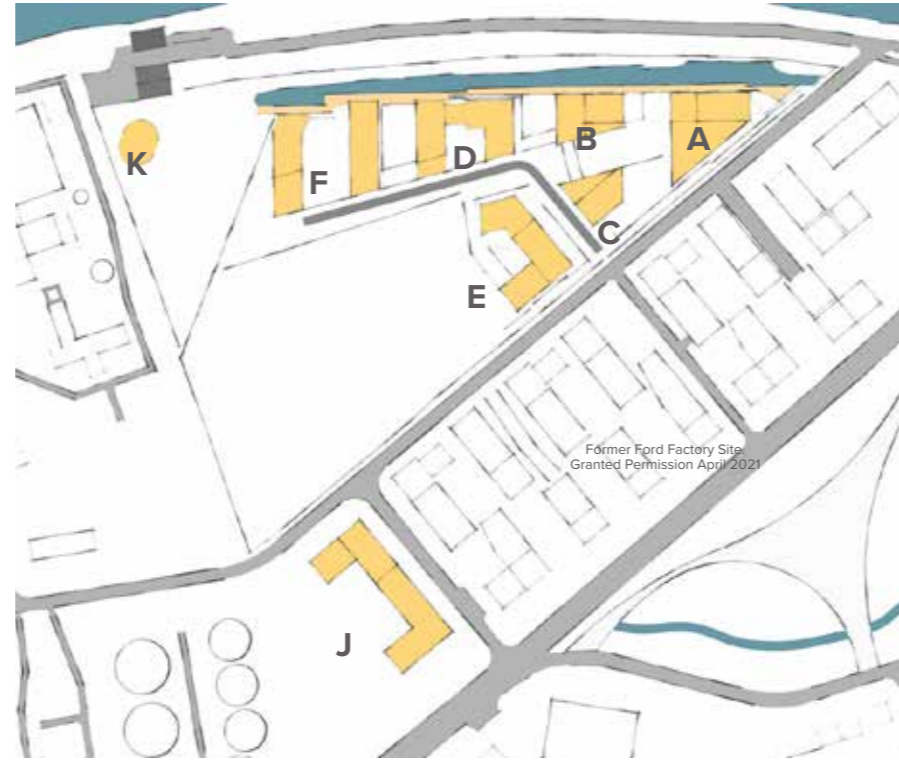
7.0 Layout

7.3 Design Evolution

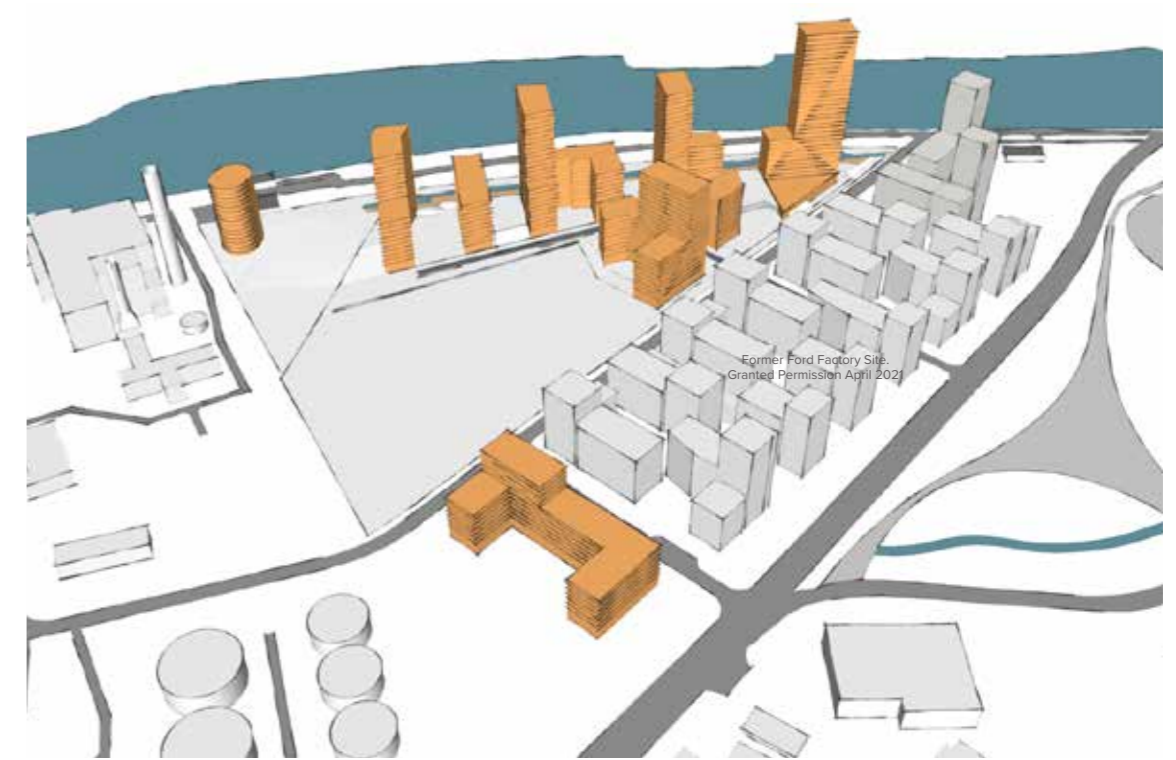
First S247 Submission to CCC

The design was primarily influenced by the existing zoning for the site, which included two areas zoned for schools. The first, and larger of these, necessitated the removal of Blocks G, H and I as well as reducing the size of Block E. Block J was also impacted by the adjacent school zoning which reduced its overall size and footprint. One of the connections from Centre Park Road into the site was removed as it bisected the educational zoning, but one was retained to create a route through the development. The height of Block A was increased by one storey to emphasis its role as a landmark.

The heights of the buildings ranged from 8 to 33 stories and provided 1,515 residential units.



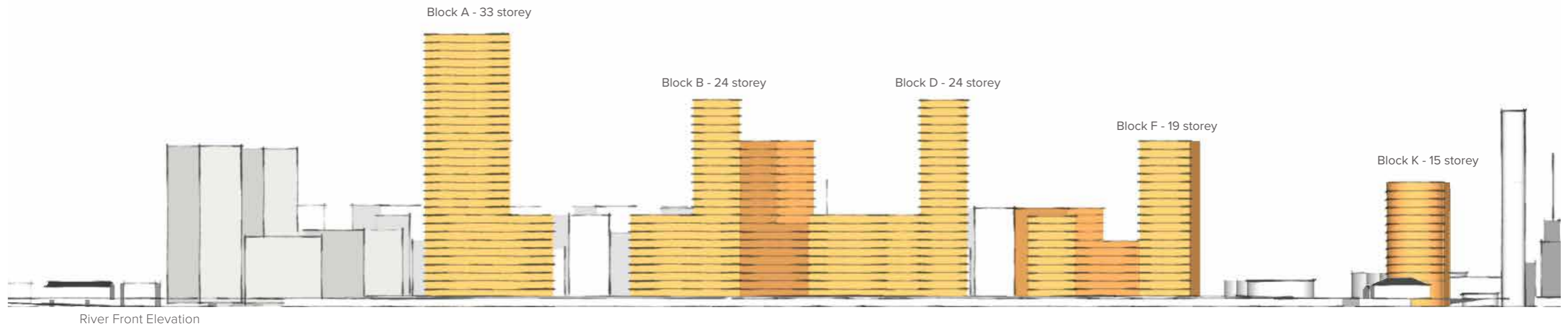
Plan



Massing

Key

Proposed Development



River Front Elevation

7.0 Layout

7.3 Design Evolution

Second S247 Submission to CCC

One of the most significant developments at this stage was the removal of Block E in its entirety as well as the removal of Block J from this application. Block E was omitted to allow for greater flexibility for a potential future development on the site bounded by Centre Park Road and the street within the proposed development, while it was decided that Block J (block in pink), located on the Former Cork Warehouse site, should be subject to a separate planning application. Block K was refined to a more rectilinear shape instead of an oval to increase adaptability and functionality. Block C was reconfigured as a courtyard block, similar to the rest of the subject scheme, while also moving to align with Centre Park Road so as to present a strong edge to the boundary of the site. Significantly more 3-bed apartments were proposed to ensure the long term viability and flexibility of the final scheme. The final move was to flip Block A tower to align with Centre Park Road and in turn emphasis this main promenade and connection back towards Cork City.

The heights of the buildings ranged from 8 to 33 stories and provided 1,029 residential units.



Plan



Massing

Key

- Proposed Development
- Former Cork Warehouse site submitted SHD application (www.formercorkwarehouseshd.com)



River Front Elevation

7.0 Layout

7.3 Design Evolution

2019

2020

2021

2022



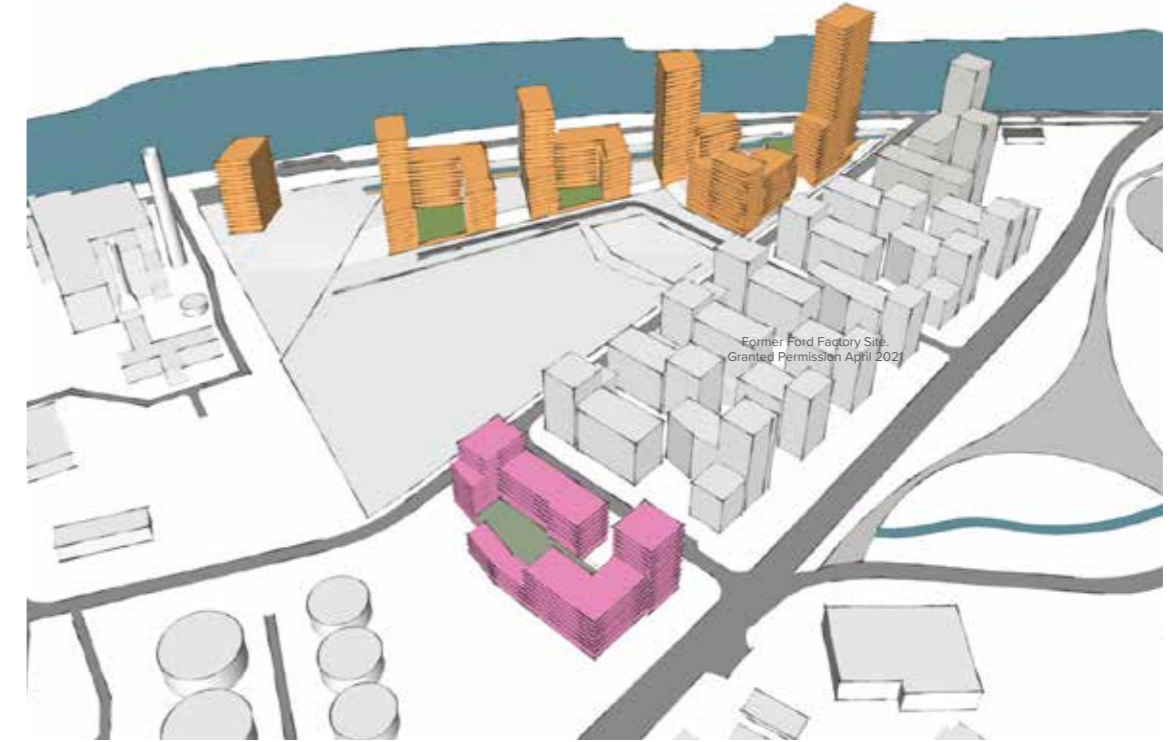
SHD Pre-Application submission to ABP and CCC

The scheme was developed in further detail with regard to both the overall site, the massing and the individual blocks. The refinement of the massing included creating more of a separation between Block D and F to allow further connection between the site and Marina Park. Each block was progressed in terms of architectural articulation and material selection. This revised proposal also allowed greater permeability through the site and started to develop the character areas of the Ecology Park along the waterway, City Park Plaza between Block A, B and C and City Park to the west of the site.

The heights of the buildings ranged from 8 to 33 stories and provided 1,030 residential units



Plan



Massing

Key

- Proposed Development
- Former Cork Warehouse site submitted SHD application (www.formercorkwarehouseshd.com)

Block A - 33 storey

Block B - 24 storey

Block D - 20 storey

Block F - 19 storey

Block K - 15 storey



River Front Elevation

7.0 Layout

7.3 Design Evolution

2019 2020 2021 2022



Tripartite meeting with ABP and CCC

This scheme was discussed at a Tripartite meeting between the applicant, Cork City Council and An Bord Pleanála, and developed in response to Cork City Council commentary on the design as presented at the Section 247 pre-planning meeting.

Early in the design process the applicant and C+W O'Brien reached out to Urban Strategies to avail of their extensive expertise in developing a sound strategy for the heights of the blocks in the proposed development. As a result of this collaborative process a less linear approach to the block heights was taken, as seen in the image below. Block A remains the tallest tower and this feature is emphasised by the lowering of Blocks B, D and F along the Marina Park elevation. Block K is raised to bookend the elevation and to respect the potential future developments of the adjacent sites towards the city centre.

Another key area of improvement of the proposal relates to the overall articulation of the top, middle and base sections of each building as well as the introduction of a stepback at the upper floors of the base buildings which soften the scale of the buildings. The towers tops are articulated to differentiate them from the middle portions of the buildings, while the design of the base has been further developed to relate more directly to the specific conditions found at ground level.

The heights of the buildings ranged from 8 to 35 stories and provided 970 residential units.



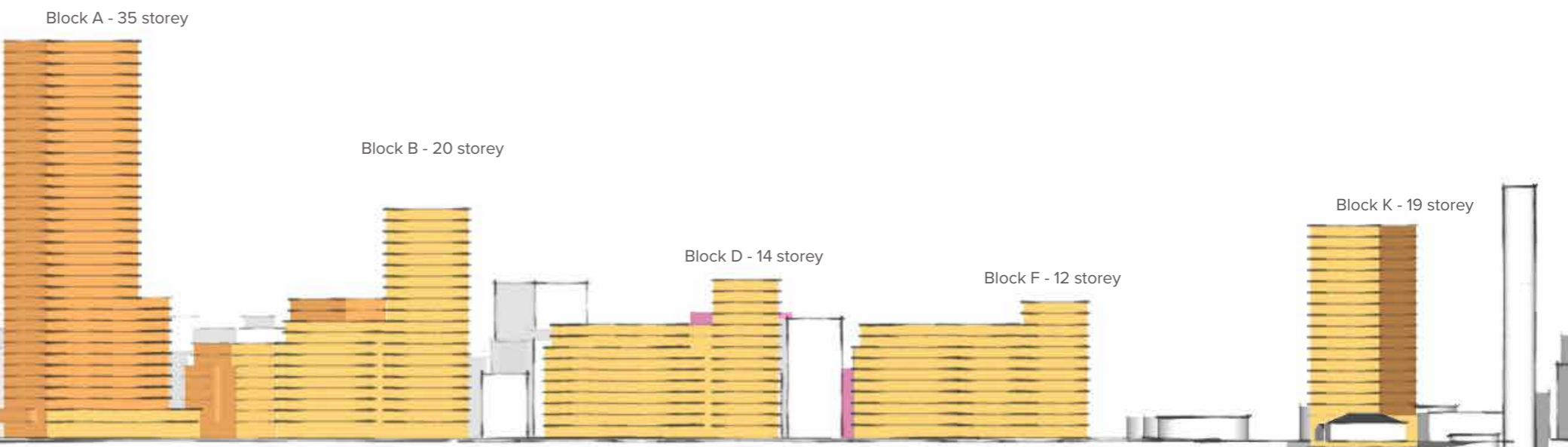
Plan



Massing

Key

- Proposed Development
- Former Cork Warehouse site submitted SHD application (www.formercorkwarehouseshd.com)



River Front Elevation

7.0 Layout

7.3 Design Evolution

2019

2020

2021

2022



Submission to Cork City Council

Following on from the Tripartite meeting, the design team entered into further dialogue with Cork City Council (following a suggestion from An Bord Pleanála). A revised scheme was presented to Cork City Council as part of this process.

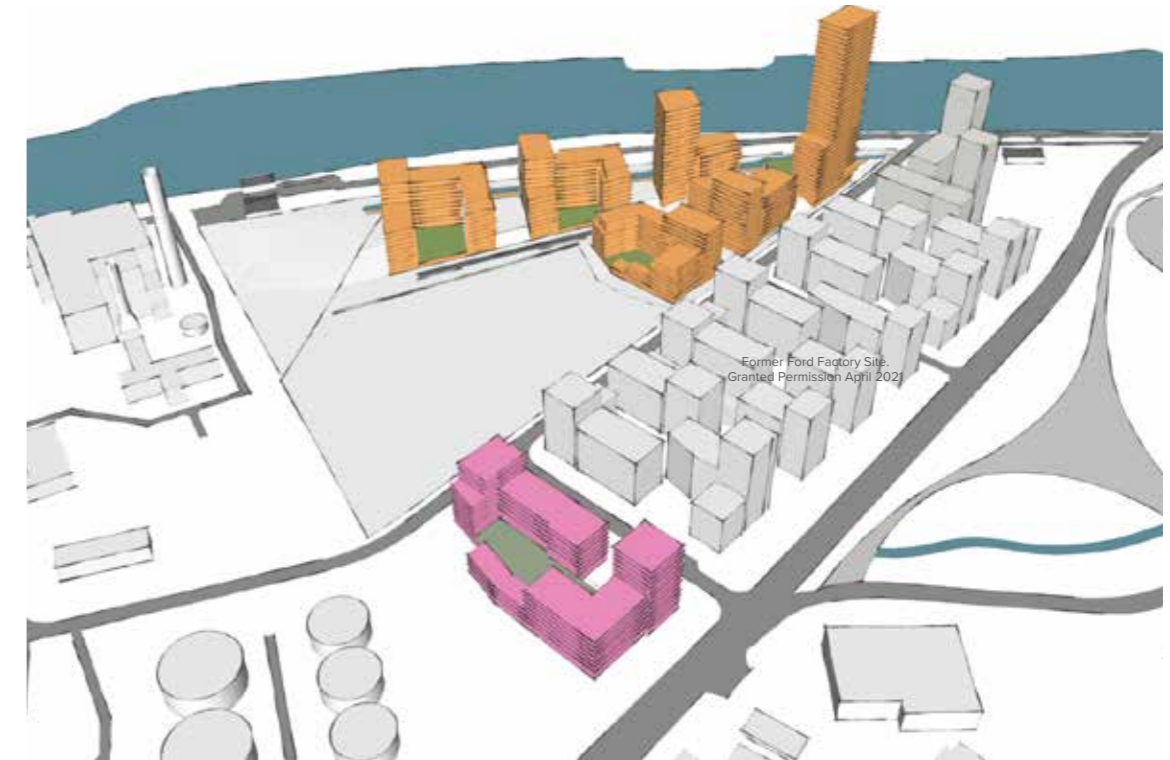
There were three key design changes at this stage – the omission of Block K, omission of Centre Road link and inclusion of Block E and neighbourhood centre. Following on from the Tripartite meeting it was decided to omit Block K from the proposed development and to focus on clarifying and refining the core blocks. The Centre Park link road was also removed to for increased flexibility for the future potential development on the lands zoned for schools. As part of this process an indicative school layout was developed to demonstrate how the future school needs could be met while paying respect to the overall masterplan of the proposed development.

The addition of Block E was included to complete the remaining zoned lands between Block C and the lands zoned for schools in the south-west of the proposed site. A number of Neighbourhood Uses have been positioned in line with the current Cork City Zoning in the south side of Blocks C and E fronting onto Centre Park Road.

The heights of the buildings ranged from 8 to 35 stories and provided 917 residential units.



Plan



Massing

Key

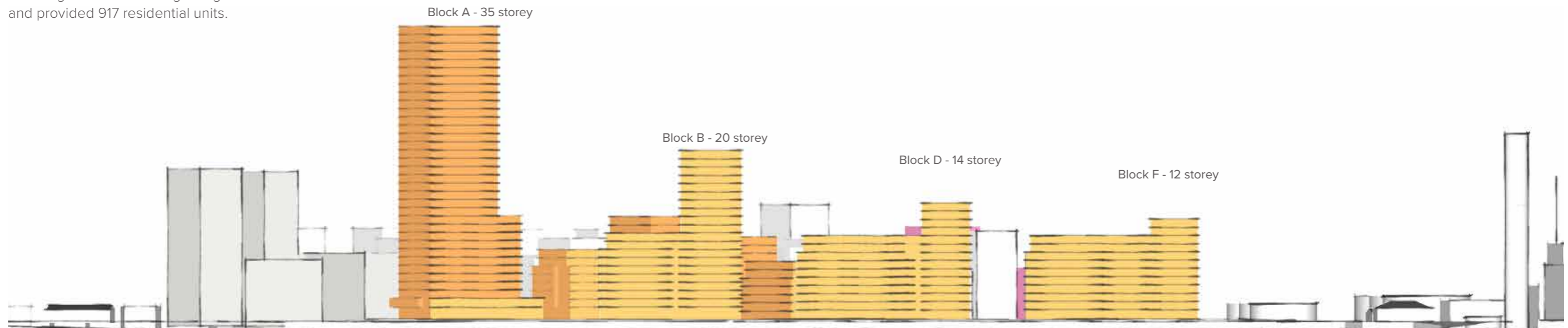
- Proposed Development
- Former Cork Warehouse site submitted SHD application (www.formercorkwarehouseshd.com)

Block A - 35 storey

Block B - 20 storey

Block D - 14 storey

Block F - 12 storey



River Front Elevation

7.0 Layout

7.3 Design Evolution

2019

2020

2021

2022



Proposed Development

Following on from the meeting with Cork City Council, further changes were made regarding the architecture and urban design proposals which led to the current proposal.

The most significant change relates to the reduction in the proposed heights of the secondary towers on the site and the refinement of the tower façade design. It was agreed that there was a need for a landmark building, Block A, at the prow of the site, but there was a preference for the complete removal of the tower elements in the remaining blocks. The material palette has been reviewed and refined to create a cohesive visual environment.

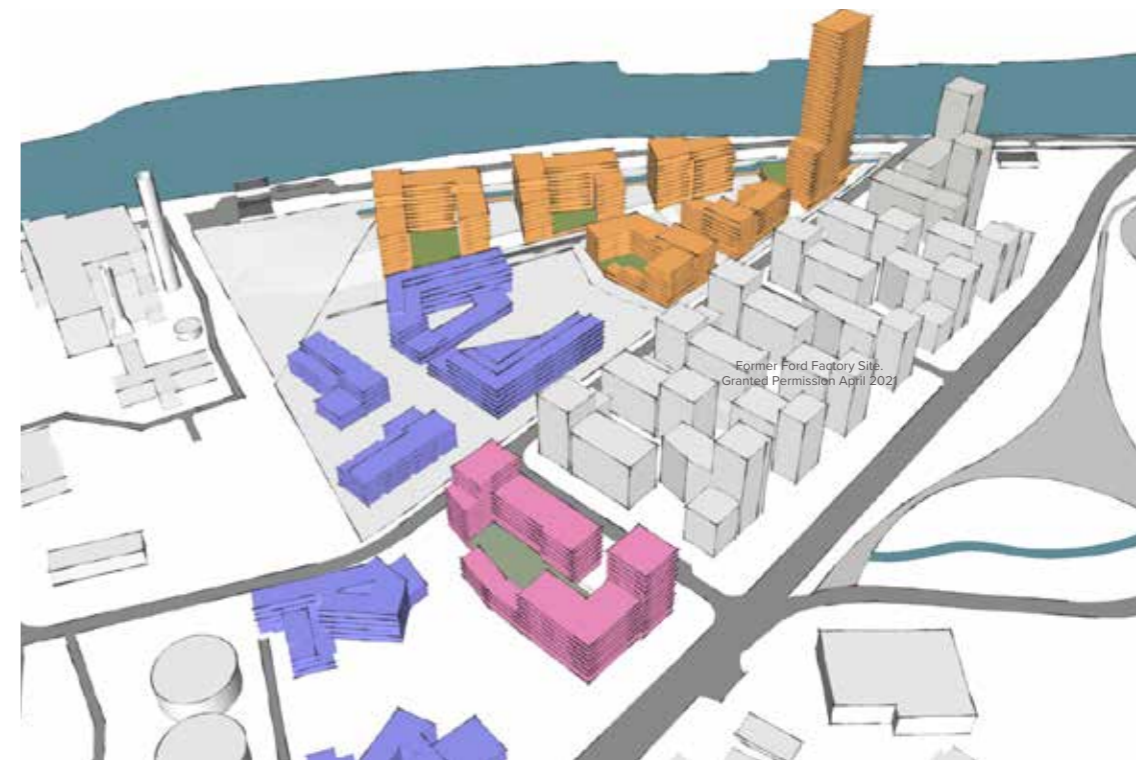
The changes included:

- Further refinement of Block A's façade to add articulation to it and enhance the landmark nature of the building. The proposed design is for a tower with an elegant and sophisticated appearance that will be a strong focal point for the site and the city.
- A reduction in the height of Blocks B, D and F to remove the tower elements with heights being set at 8 to 10 storeys. Setback floors have been maintained on part of the river frontage to allow the massing to be broken down to a human scale.
- A reduction in the height of Blocks C and E to remove the tower elements with heights being set at 6 to 8 storeys. Setback floors have been maintained on part of the Centre Park Road frontage to allow the massing to be broken down to a human scale.
- The material palettes have been reviewed with changes to the selected bricks to reflect the bricks used in the former ESB Power Station and Odlums Mill buildings to the west. High end materials such as brick, metal and glass are used throughout the development with bronze feature elements employed to link all the blocks to the tower.

The heights of the buildings ranged from 6 to 35 stories and provides 823 residential units.



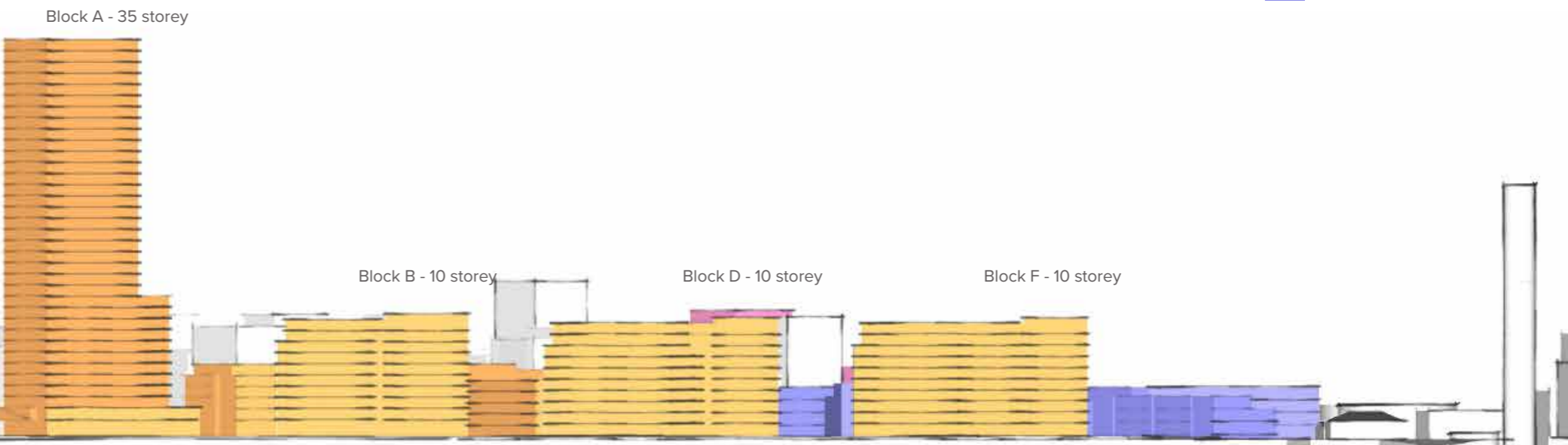
Plan



Massing

Key

- Proposed Development
- Former Cork Warehouse site submitted SHD application (www.formercorkwarehouseshd.com)
- Indicative School blocks



River Front Elevation

7.0 Layout

7.4 Masterplan



Illustrative Masterplan of the Proposed Development

7.0 Layout

7.4 Masterplan

Masterplan Considerations

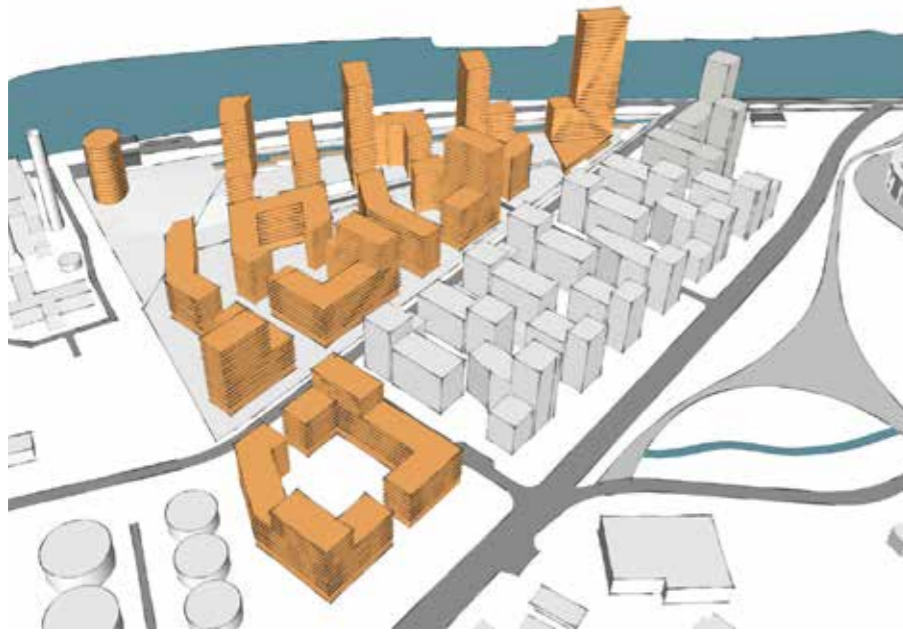
The proposed development has been designed to consider the surrounding context in particular

- 1 Large Public Open Space in the western end of the site and running along the northern boundary providing 1.55 hectares of new parkland for the area (includes the open space zonign along the river)
- 2 High quality plaza to provide a central heart for the development and surrounding residents
- 3 Landmark Tower at the eastern apex of the site, where Centre Park Road meets Marina Park
- 4 Primary Cycle & Pedestrian sloped access from Centre Park Road through the site to the Marina Park and the River Lee
- 5 Access to under croft resident car/cycle parking areas
- 6 Primary Vehicle access route from Centre Park Road.
- 7 On-grade parking / car share spaces and visitor bicycle parking
- 8 Set-back facade to southern access road providing a corridor for the future upgrade of Centre Park Road

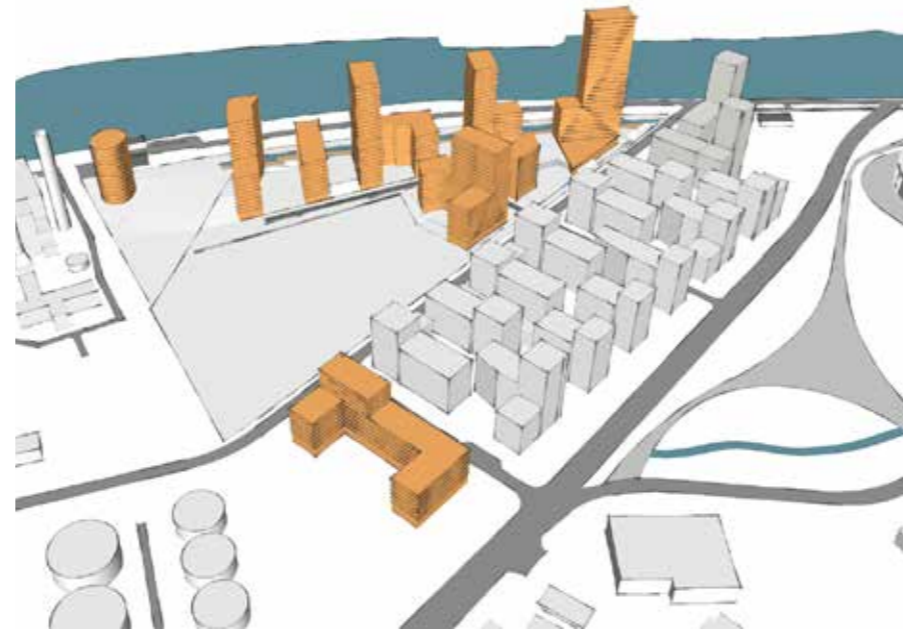


7.0 Layout

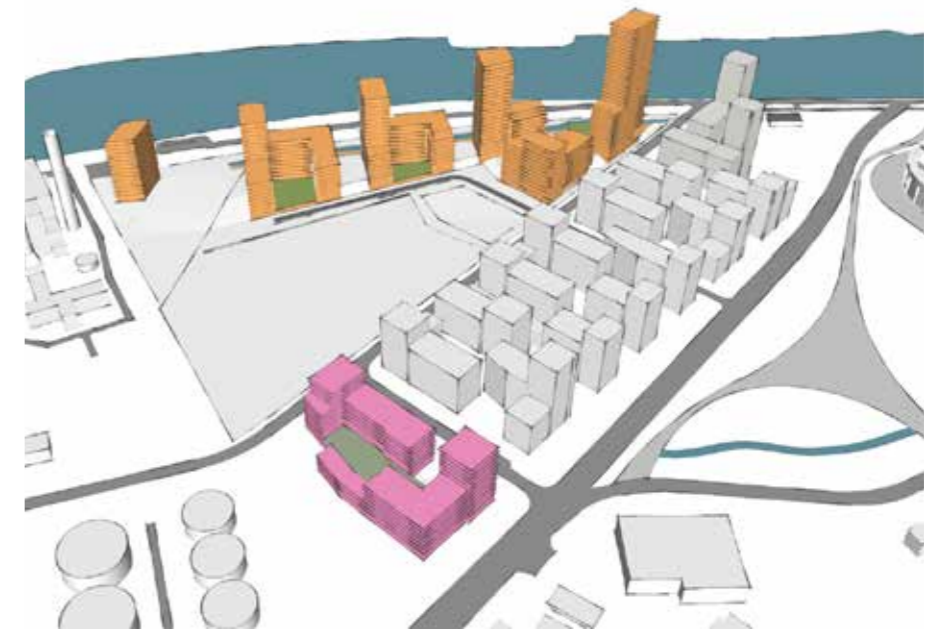
7.5 Proposed Massing Evolution for this Planning Application



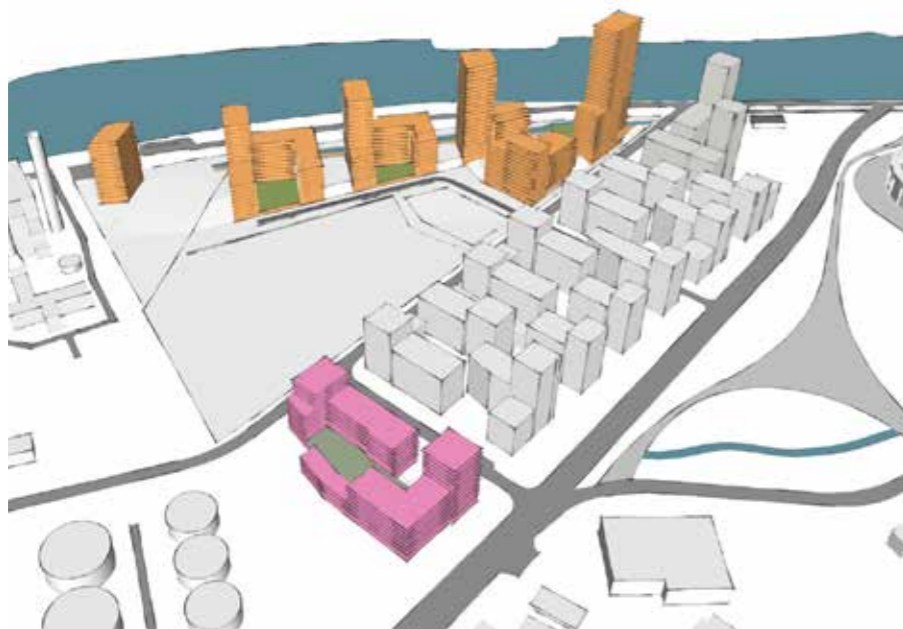
Re-Imagined Masterplan



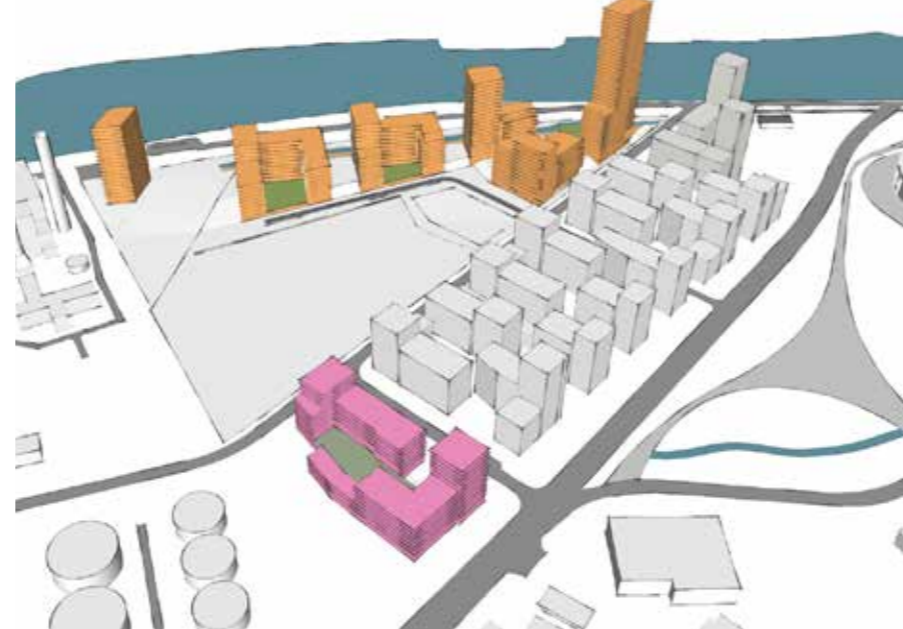
First S247 Submission to CCC



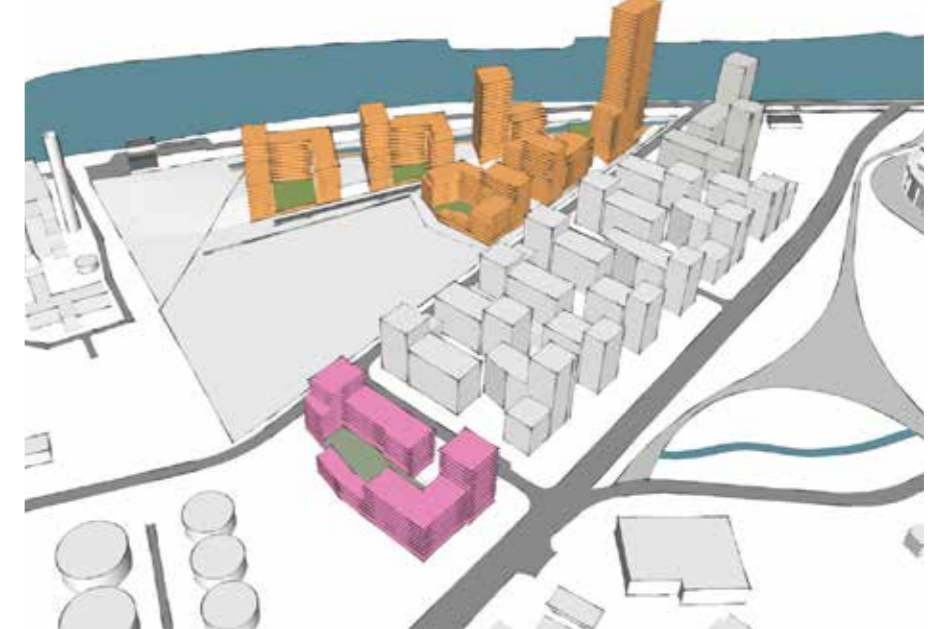
Second S247 Submission to CCC



Tripartite meeting with ABP and CCC



Submission to CCC



Proposed Development

7.0 Layout

7.5 Proposed Massing Evolution for this Planning Application

The proposed massing responds to the site location, orientation and unique aspects such as adjacent land topography which varies substantially along the northern edge of the site. Most of the site is relatively flat, however the large embankment consisting of a polder originally built to reclaim the lands runs along the northern boundary was considered carefully when laying out the proposed blocks. The polder measures between 70 and 100m in width along the site boundary with the CCC owned Marina Park running between the proposed site and the River Lee. The polder also contains a large linear attenuation pond that will be re-imagined as part of the landscape proposal. The park is lined with many mature trees that add to the parkland feel of the area. The tree lined Centre Park Road forms the southern boundary while the protected brick built former ESB Power Station is just to the west of the site.

A single level podium is being built into the embankment with this raising the landscaped public open space between Blocks A, B, C, D & F up level with the polder which improves day/ sun light penetration and also allows improved amenity for public use. Carefully considered and designed ramps and stairs are used to allow the public free passage from Centre Park Road to the river. This design solution successfully removes the impact of the embankment and negates the effect of any retaining structure required.

The block forms respond to the existing docklands nature of the neighbouring lands avoiding units directly overlooking these spaces where possible and allowing adequate set back for green landscape buffer zones to be incorporated into the final landscape layouts.

Proposed blocks are set back adequately from any boundary, please refer to site plan drawing for dimensions.

While the blocks respond to the existing site context and the precedent of the Former Ford Factory site granted permission, the blocks also provide allowance for future integration into the regeneration ambitions of the CCC development plan providing set-backs, rational urban block alignment and provision for grass verge, cycle and

footpaths to the southern site boundary also with space provided within the subject site for the future widening of the road to the south.

The massing proposes to create a strong identity to the South Docks area, promoting quality and accessibility. The development responds to the existing local amenities while acting as a catalyst for further future developments prompting the urban regeneration of the surrounding area.

The sites position along the on the eastern periphery of the South Docks regeneration area reinforces its potential as a pivotal development to enhance the local environment.

The architecture seeks to break down the overall massing through elevation treatment and height articulation creating dynamic spaces within the development. The massing has been considered and broken down to bring a sense of permeability between

buildings while uniting the elements to create a strong community development. Permeability through the site has been carefully maximised while negotiating the various site levels whilst also being integrated into a holistic landscape strategy. The strategy provides a number of routes through the site with building edges and their internal uses responding to the respective edges.



7.0 Layout

7.6 Building Heights Strategy

Development Management Criteria

This Section responds to the Development Management Criteria of the Urban Development and Building Heights Guidelines 2018 at the specified scales, as referenced in Specific Planning Policy Requirement (SPPR) 3(a):

“It is a specific planning policy requirement that where:

(A) 1. An applicant for planning permission sets out how a development proposal complies with the above criteria; and

2. The assessment of the planning authority concurs, taking into account of the wider strategic and national policy parameters set out in the National Planning framework and these guidelines then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise”

The Development Management Criteria are addressed in turn below:

At the scale of relevant city / town

The criteria for assessment of developments at the scale of the relevant city/ town are addressed below:

“The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport;”

The site is located to the East of Cork City centre within walking distance. The city centre and Kent Station are within 2km of the site. The site is served by an hourly bus from Kent Station with stops along Monahan Road. Upgrades of local pedestrian links are ongoing with proposals in place for increased public transport. This is a site in a central location which ensures good accessibility and access to a full range of public transport services.

This brownfield site is located in an area which is less sensitive in terms of its visual amenity context. The proposed development will improve the urban character of this area and integrate and address public realm improvements occurring at Marina Park and the

approved Monahan Road Extension. Provision is made to the East for landmark buildings and the granted Former Ford Site permission sets a precedent for acceptable heights. The application is accompanied by appropriate visual and landscape assessments to allow for an appropriate assessment of this proposal.

“Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape visual assessment, by suitably qualified practitioner such as a chartered landscape architect”

The development provides for the appropriate higher density redevelopment of this strategically located brownfield area. The massing and layout has been considered in terms of the provision of a high quality residential amenity, the creation of successful new spaces and linkages around the site and integration with adjoining open spaces and streets. Particular attention has been given to the future educational context to the west, the proposed upgrades of the Centre Park Road to

the south and the proposed upgrades of the Marquee Road to the south east.

The scheme has been designed based on best practice place-making principles creating an active urban edge forming street frontages opening onto and engaging with the existing route of Centre Park Road and also the linear river park on the northern boundary which will be used more and more as the adjoining lands are redeveloped into the future creating a linear route through to Cork City Centre. Engagement of the proposed building form with the public realm has been considered carefully by C+W O'Brien architects and Parkhood Landscape Architects to design a high quality public realm which offers significant public open space enhancements.

The building forms have been designed to create a place with a unique identity, marking the eastern edge of the Cork South Docks area while also integrating into the developing regeneration potential of the adjoining lands. This results in significant enhancement in the character of the area.

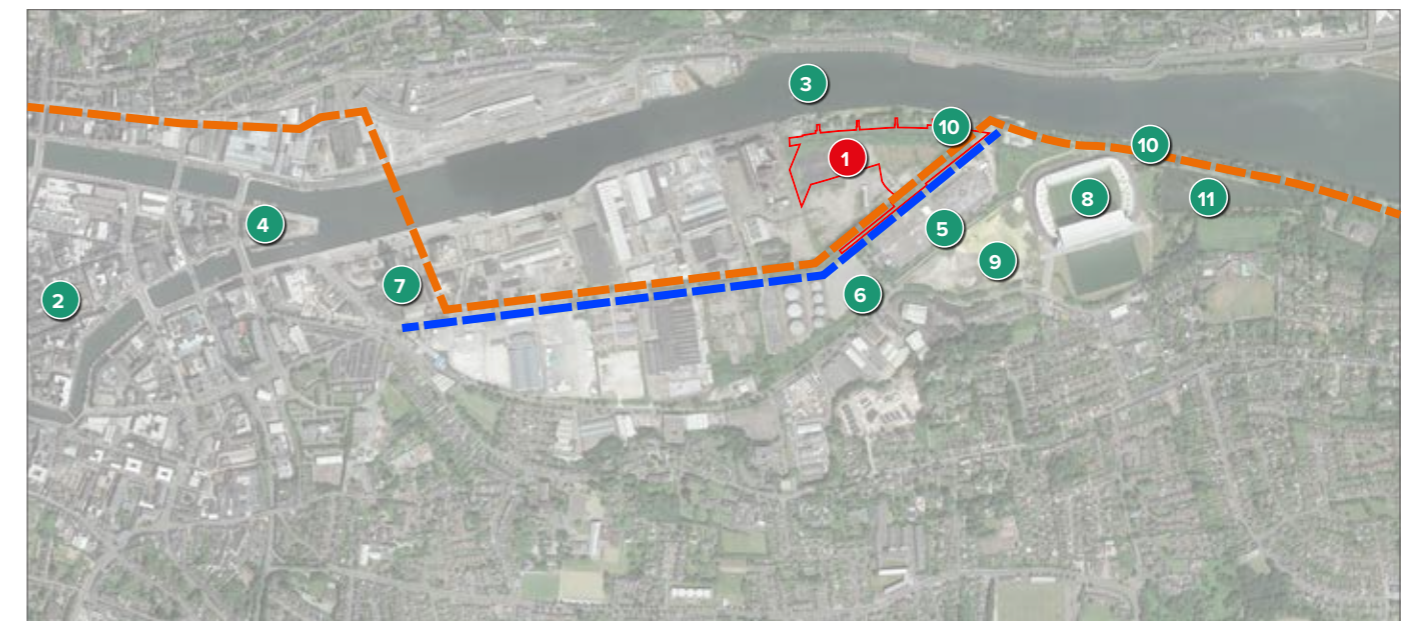
The subject site is not within any significant views or vistas and is proximate to one protected structure, the

former ESB Power Station to the west. It is not in an any architectural conservation areas. Parkhood Landscape Architects have been appointed to undertake a Townscape and Visual Impact Assessment as part of the planning application, and is a suitably qualified practitioner.

“On larger urban redevelopment sites, proposed developments should make positive contribution to place making, incorporating new streets and public spaces, using massing and height to achieve the required densities but sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.;

The proposal incorporates a new public streetscape along the Centre Park Road and the river frontage with the building line set back at the south to provide for the future upgrading of Centre Park Road along with cycle and pedestrian routes for the residents and public to enjoy. A quality green landscape strategy enhances the quality and bio-diversity of the new streetscape. The existing site topography has been incorporated into the landscape strategy to enhance the green spaces and soften boundary treatments.

- Key**
- Site Boundary
 - Centre Park Road
 - Future Light Rail
 - 1 Application Site
 - 2 Cork City Centre
 - 3 River Lee
 - 4 Custom House Tower
 - 5 Former Ford Factory Site
 - 6 Former Cork Warehouse site (currently in Planning)
 - 7 Odlums Site (currently in Planning)
 - 8 Páirc Uí Chaoimh
 - 9 Marina Park
 - 10 The Marina
 - 11 Atlantic Pond



Aerial View of Site

7.0 Layout

7.6 Building Heights Strategy

The proposed massing takes account of the above place-making principles and enhancements to the public realm. The massing carefully considers and aims to minimize the effects of over shadowing into the communal amenity courtyards and public open spaces. The orientation of the blocks provide the opportunity for direct sun light to penetrate into the communal podium gardens, and the communal/public gardens at ground level. The orientation of the building blocks also create pleasant spaces for people to stop, rest and communicate along the street frontage.

The building blocks have also been orientated to allow the residents a view into a garden space and minimize views into adjoining lands which potentially may remain industrial in nature within the near future.

A daylight/sunlight study has been completed by Arup. This consideration and study of day/sun light from early design stage helps to ensure best possible light and aspect is provided to the apartment units while creating visual interest through architectural expression along the facade frontages.

At the scale of district / neighbourhood / street

The criteria for assessment of developments at the scale of district / neighbourhood / street context are addressed below:

“The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape;”

The development has been designed to address the surrounding streets, in terms of current setting and proposed future upgrades. Careful consideration has been given to open spaces on this site and how they will compliment the extensive public open spaces in the area. Focus was given to ensuring it delivers permeability and high quality streetscape proposals

“The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered;”

The break-up and layout of blocks on the site has been approached to avoid monolithic forms and create a development on a human scale while also providing a sense of enclosure to the new public spaces. Proposed finishes are high quality with the extensive use of brick and other durable materials.

“The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of the “The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009);”

The redevelopment of this brownfield site will enhance the urban landscape of this area. The development proposal responds to adjoining streets and thoroughfares and creates new linkages across the site. The development addresses Marina Park and the proposed Centre Park Road upgrades. Flood risk is adequately addressed through the design approach developed by Arup in conjunction with Cork City Council.

“The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrated in a cohesive manner”.

The massing and layout of development and street frontage will assist in continuing the urban grain, landscape, and appropriately addresses the adjoining Marina Park while also paying respect to the granted Former Ford Site scheme. The layout provides improved permeability and enclosure of new open spaces.

The insertion of a large public open space at the heart of the scheme will create a central hive of activity which will enrich the development, connecting around the site to various external amenity spaces formulated within the public realm. The southern boulevard will valuably contribute to the industrial enterprise / residential led regeneration, considering future local legibility and place-making.

“The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood”

The mix of dwelling units along with the non residential uses proposed has been carefully considered by the applicant and design team and will provide enhanced choice in this low-density area in accordance with the Apartment Design Guidelines, supported by an appropriate mix of commercial / community uses in line with development plan policy.

At the scale of the site / building

The Guidelines also set out the following criteria for developments at the scale of the site / building:

“The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimize overshadowing and loss of light.”

“Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s Site Layout Planning for Daylight and Sunlight (2nd Edition) or BS 8206-2:2008 – ‘Lighting for Buildings – Part 2: Code Practice for Daylighting’.

“Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution”

Proposed Overall Residential Unit Mix		
Apartment Type	Number	Percentage (%)
1 Bed	282	34%
2 Beds	414	51%
3 Beds	127	15%
Total	823	100%



Precedent: Public Amenity Space - Public Plaza



Precedent: Active Street Frontage

7.0 Layout

7.6 Building Heights Strategy

“The proposed development has been carefully designed as to maximise access to natural daylight, ventilation and views and to minimize overshadowing and loss of light.”

As discussed above, the proposed building form, massing and height has been carefully considered to achieve the following:

- Significant enhancement to the surrounding public realm with legibility from street level.
- Day / sunlight penetration from the south of the site, through the communal amenity / podium level courtyards, into the apartments and also down onto the streetscapes, public open spaces and new access street to Centre Park Road
- A mass and form which responds to the surrounding street frontage; creating a strong urban edge to the Centre Park road with a wide urban boulevard with new landscape planting within close proximity to the entrance of the commercial and residential communal amenity spaces. Providing a strong architectural facade and massing onto Centre Park road and The Marina which may act as a catalyst for the regeneration of the surrounding South Docks.
- A mass and form which responds to the existing expansive linear road infrastructure. The wide roads, verges and junctions are the dominant element of the townscape in the surrounding city and in order to make this feel ‘urban’ (as opposed to a former docklands), buildings of corresponding scale are required.
- The subject site, with its strategic location as a node, or gateway into Cork within the regeneration lands and currently absence of quality built form (and level difference between site and The Marina) justifies an increase in height on the subject site to maximise the amenity benefit and create a strong backdrop and identity as a gateway. The inclusion of a landmark tower element is used to identify the sites key strategic location and mark the eastern extent of the South Docks.

Arup have undertaken a sunlight and daylight access

analysis and have been involved in the design development, to ensure the proposal will comply with the BRE and BS standards for impacts on neighbouring development and internal lighting to the apartments and communal open space.

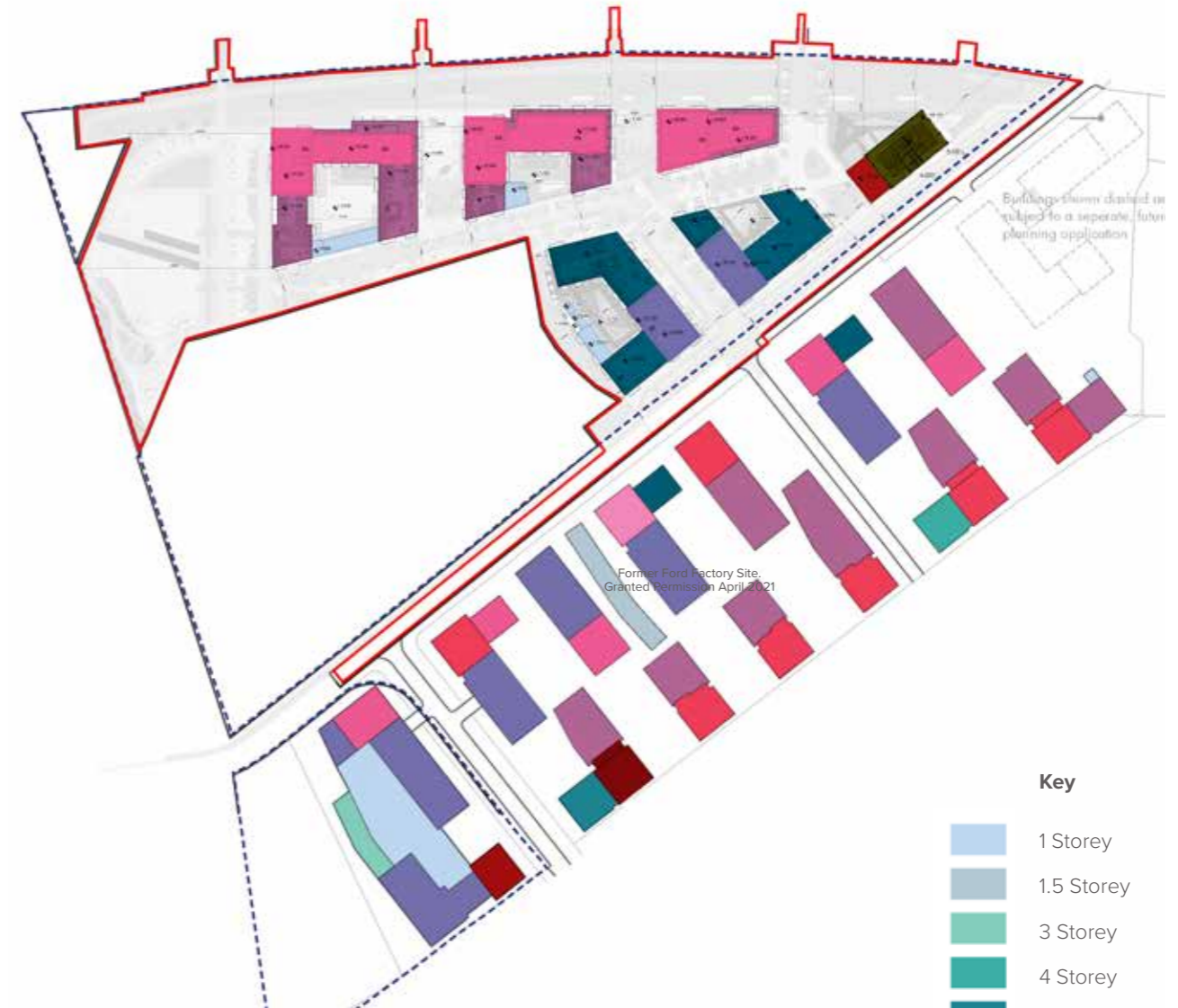
As such it is respectfully submitted that the proposed development has been carefully designed as to maximise access to natural daylight, ventilation and views and to minimize overshadowing and loss of light.

Specific Assessments

The Building Height Guidelines criteria also sets out that for support proposals at some or all of the scales outlined, specific assessments may be required and these may include:

“Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.”

A wind microclimate assessment has been undertaken by Arup as part of this planning application and is set out within the Environmental Impact Assessment. The assessment notes that the proposed building height is up to 35 storeys over lower ground floor level and circa. 120 metres above ground. The general pattern of wind-flow in the area upwind is likely to be above street-level (predominantly defined by the mainly 2-storey structures up-wind). Wind incident to this structure will tend to be deflected both upwards and downwards. Based on the above it can be expected that the skimming regime will dominate, with little in the way of wind flow down to street level and therefore the proposed development is not expected to lead to elevated windspeeds at street level. It is predicted that



Building Block Heights



Subject Site Location on East of South Docks

Key	
	1 Storey
	1.5 Storey
	3 Storey
	4 Storey
	5 Storey
	6 Storey
	7 Storey
	8 Storey
	9 Storey
	10 Storey
	11 Storey
	12 Storey
	14 Storey
	35 Storey

7.0 Layout

7.6 Building Heights Strategy

construction activity will have a neutral, slight to significant and short-term impact, based on the fact that the construction phase is short term in nature and the structure under construction will be largely porous to wind and will not tend to interfere with wind patterns. The predicted of the operational phase is neutral, imperceptible and permanent, based on the fact that significant amplification of windspeed is not expected due to the nature of the building and the 2/3 storey building nature of the surrounding area. No cumulative impacts are predicted based on the predicted impacts of the proposed development being neutral, imperceptible and permanent. Please refer to Chapter 10 of the EIAR for further details on the wind microclimate assessment undertaken by Arup.

“In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.”

An Ecological Impact Assessment report has been prepared by Arup and the following was concluded: The potential for impacts on bird and bats has been

addressed in Chapter 10 of the EIAR, Biodiversity. Any potential impacts on bird or bat species which are Special Conservation Interests of relevant European sites are addressed in the Natura Impact Statement. No significant effects are predicted on either birds or bats arising from the construction or operation of the proposed development.

Please see accompanying reports compiled by Arup as part of the EIAR for the project.

“An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.”

The potential for impacts on telecommunications has been addressed in Chapter 17 of the EIAR, Material Assets. There is existing telecommunications infrastructure along Centre Park Road and Marquee Road, which may be used to provide appropriate connections for the operational phase of the proposed development. No significant effects on existing telecommunication networks have been identified arising from either the construction or the operation of the proposed development.

“An assessment that the proposal maintains safe air navigation”

The proposed development is not located within a flight path and will not adversely impact safe air navigation. An aviation report has been prepared as part of this application by O’Dwyer & Jones Design Partnership and is submitted as part of this application.

“An urban design statement including as appropriate, impact on the historic built environment”

The application is accompanied by a Design Statement prepared by C+W O’Brien Architects (this document) and a Townscape and Visual Impact Assessment prepared by Parkhood Landscape Architects which is set out within Chapter 12 of the Environmental Impact Assessment Report. The assessments concludes that the Application Site comprises a former industrial (and now brownfield) site that contributes adversely to the character and visual quality of this part of Cork. The proposed development, while substantial, would result

in a positive contribution to the townscape character and urban fabric of this part of Cork and the South Docks area. While recognising there are some significant local impacts, this report concludes that this proposal, on balance, has no unacceptable townscape / landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.

“Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, report”

The planning application is accompanied by an environmental impact assessment report (EIAR), prepared by Arup, and a Natura impact statement (NIS), prepared by Dixon Brosnan Environmental Consultants. The proposed development will align with the objectives of the Cork City Development Plan, which in turn was subject to strategic environmental assessment (SEA).



7.0 Layout

7.7 Building Heights Context

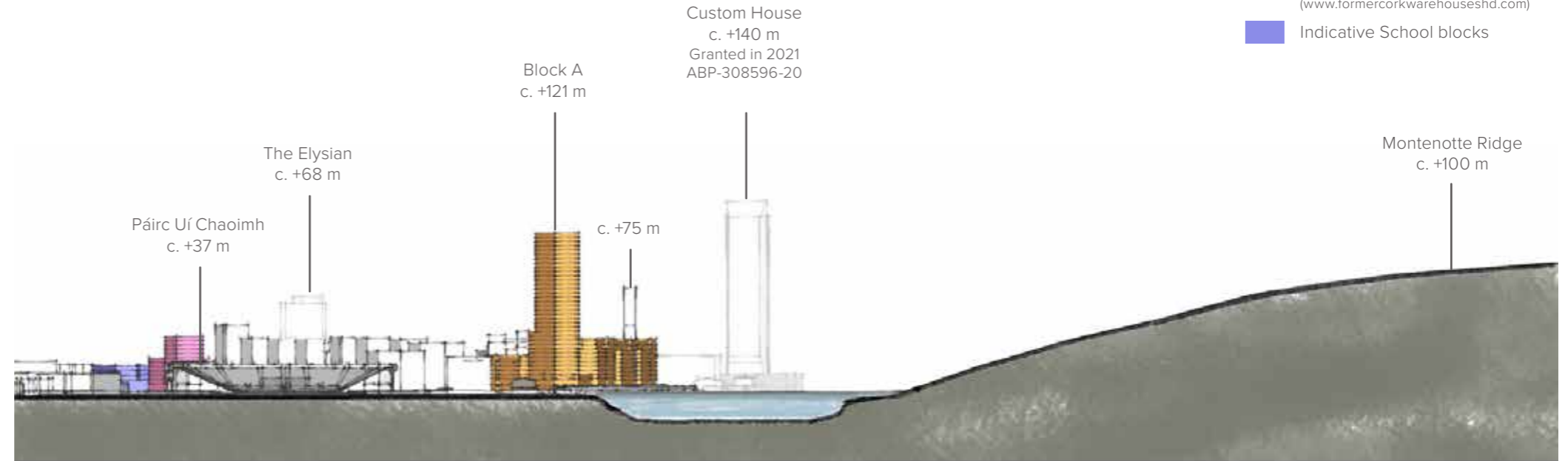
The subject site is one of the most important areas within the South Docks, due to its relationship to the river's edge and its high visibility at the most eastern point. Exceptional height and increased density are desirable in the area through well-intentioned design and clustering. The location of the South Docks, its future transit connectivity and its proximity to the city centre allows this to be a location well-suited for high-rise buildings that do not compete with Cork City centre. The proposed development has the potential to become an iconic landmark for Cork with the exceptional height of Block A serving as a symbol marking the site, seen from across the city by punctuating the skyline with an exceptional design.

The clustering of buildings on the large site, along the waterfront allows for the additional height to be presented in a way that complements the existing essence of the city. Páirc Uí Chaoimh establishes a civic scale along the Marina, setting the upper datum for height for the subject scheme with the secondary blocks averaging between 27 - 39m in height which is complimentary of the existing heights of 30 - 37m for the stadium. The proposed development is supportive of the change being created in the City and the South Docks including the granted scheme at the Former Ford Factory, the Customs House and The Odlums Site.

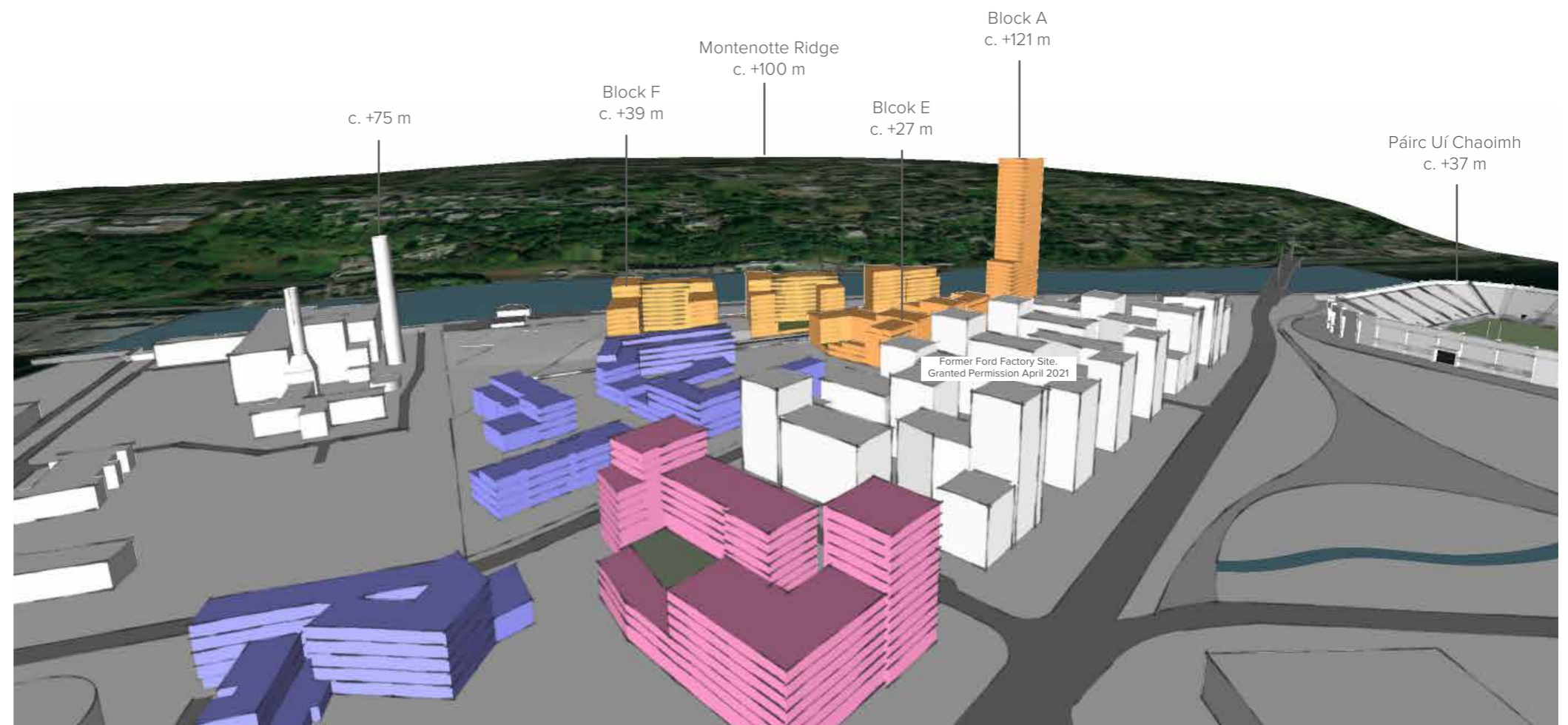
The heights bring greater density and height to this area, it is done in a way that is respectful to the existing character of the city and neighbourhood. As an addition to the emerging height and density approved along the River Lee, the increased height of the proposed buildings are situated in an emerging character area with the capacity to accommodate tall buildings of this scale.

Key

- Proposed Development
- Former Cork Warehouse site submitted SHD application (www.formercorkwarehouseshd.com)
- Indicative School blocks



Section



7.0 Layout

7.8 Building Heights Articulations

The revision to the proposal continues to further refine the relationship between the buildings and public realm. This includes the relationship to Centre Park, Marina Walk and the eastern most approach. Given that the site is located along the riverside, there is an opportunity to create a destination through the heights and an engaging public realm, both of which the Proposed Development intends to take advantage. An activated public space will allow for the built form to balance the exceptional height that is encouraged in the area. The opportunities for unique public spaces adjacent to and in the tallest building are explored to provide richness of experience of the overall development scheme.

The buildings and their height have been designed with the proposed round floor uses in mind, including the new Village Centre. The commercial centre will relate to base of the Landmark Tower (Block A) as well as mid-rise buildings, specifically Blocks B and C. These three blocks form a triangular zone that will be used to create a public centre for use by local residents and visitors.



North Elevation



South Elevation

Key

- Top
- Tower Shaft
- Setback Middle
- Middle
- Base

7.0 Layout

7.9 Density & Plot Ratio

The proposed development has a plot ratio of 3.26 and a site density of 294 dwellings per hectare (developable area). The result of the density of the subject scheme is in addition supported by the principle of accepting a landmark / taller building at the eastern point of the site.

The Draft Cork City Development Plan 2022 – 2028 sets out specific density and plot ratio guidelines for the site which is located in the Marina Walk Character Area. Table 10.3 establishes a plot ratio of 2.5 and Table 10.4 identifies a density of 250 dph and building height range of 6 – 10 storeys for this area. If Block A, the Landmark Tower, was reduced to this height range, matching the rest of the scheme, the plot ratio for the scheme would be 2.8 and the density would be 251 dph.

These figures, without tower element included, the are comparable to the recently granted scheme at the Former Ford Factory site, which has a very similar land use mix and also a very high-profile development site with similar site locational attributes, was permitted with a plot ratio of 2.7 and density of 275 dph.





7.0 Layout

7.9 Future Adjoining School

A meeting was held with representatives of the applicant's Design Team, the Department of Education and Cork City Council on the 9th March 2022. The discussion at this meeting centred around the masterplan for schools in the South Docks Area as well as the local context to the application site. The department noted that based on current demographics the area should have a provision of 6

primary schools and 2 post-primary schools. These need to be allocated in the 3 areas zoned for schools in the current development plan. It was noted that the draft plan currently being developed has some amendments to the zoning, however as this application needs to comply with the development plan in place at the time of decision, the analysis needs to be centred on the current development plan.

The department noted in the meeting that they were conscious that they would likely be looking at new models for the proposed schools in this location. Current designs for 2 and 3 storey buildings would need to change to more compact 4 or 5 storey designs suitable for an urban location such as the South Docks in Cork.

The current development plan contains three areas that are zoned for future schools. These are:

Area 1 - 1.31 hectares

Area 2 - 2.44 hectares

Area 3 - 1.00 hectares

Following evaluation of the school zoning area as well as the potential school sizes, we have assumed that the proposed arrangement for South Docks area would be along the following provision:

Area 1

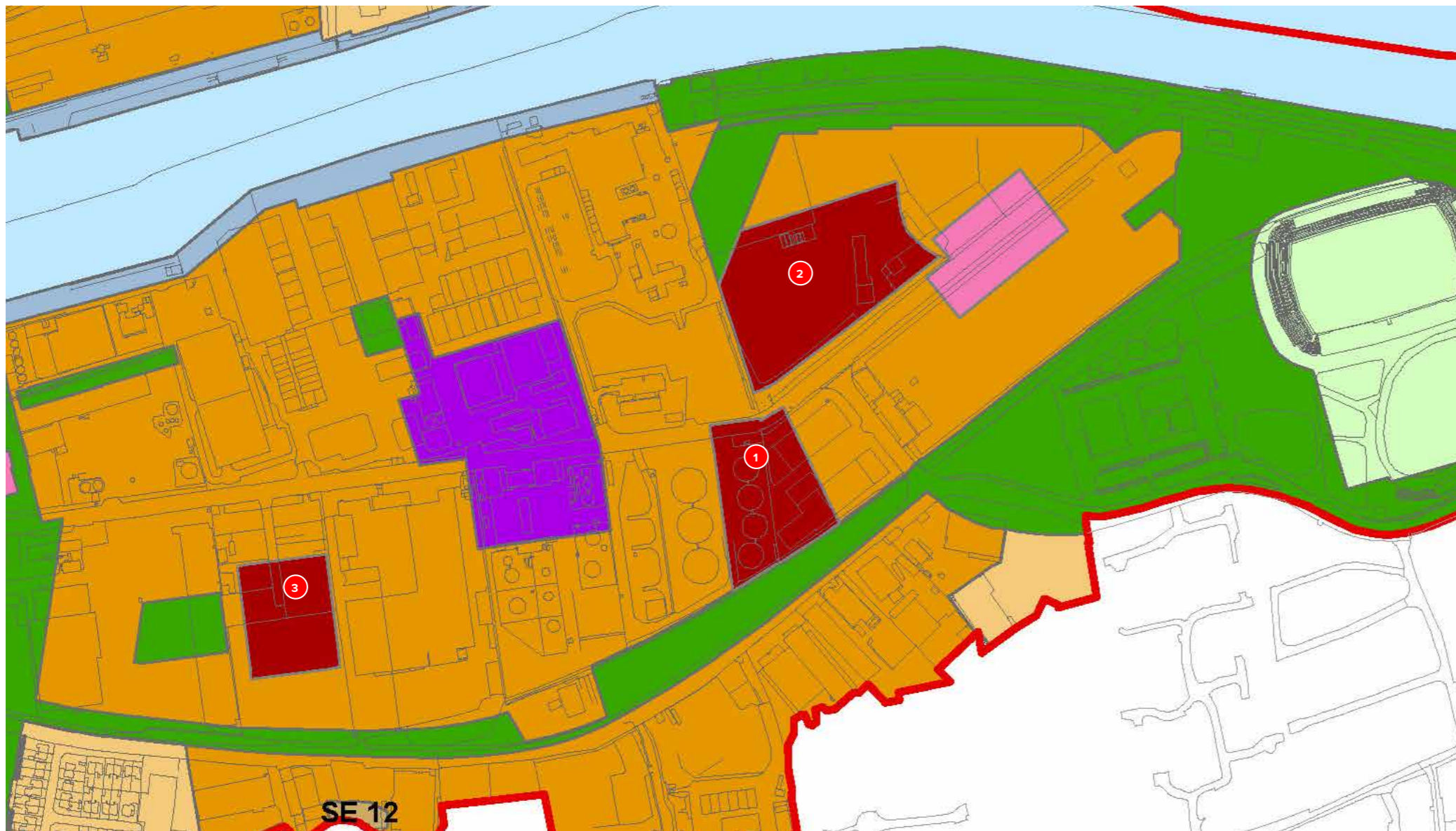
- 2 primary schools

Area 2

- 2 primary and 2 post-primary schools

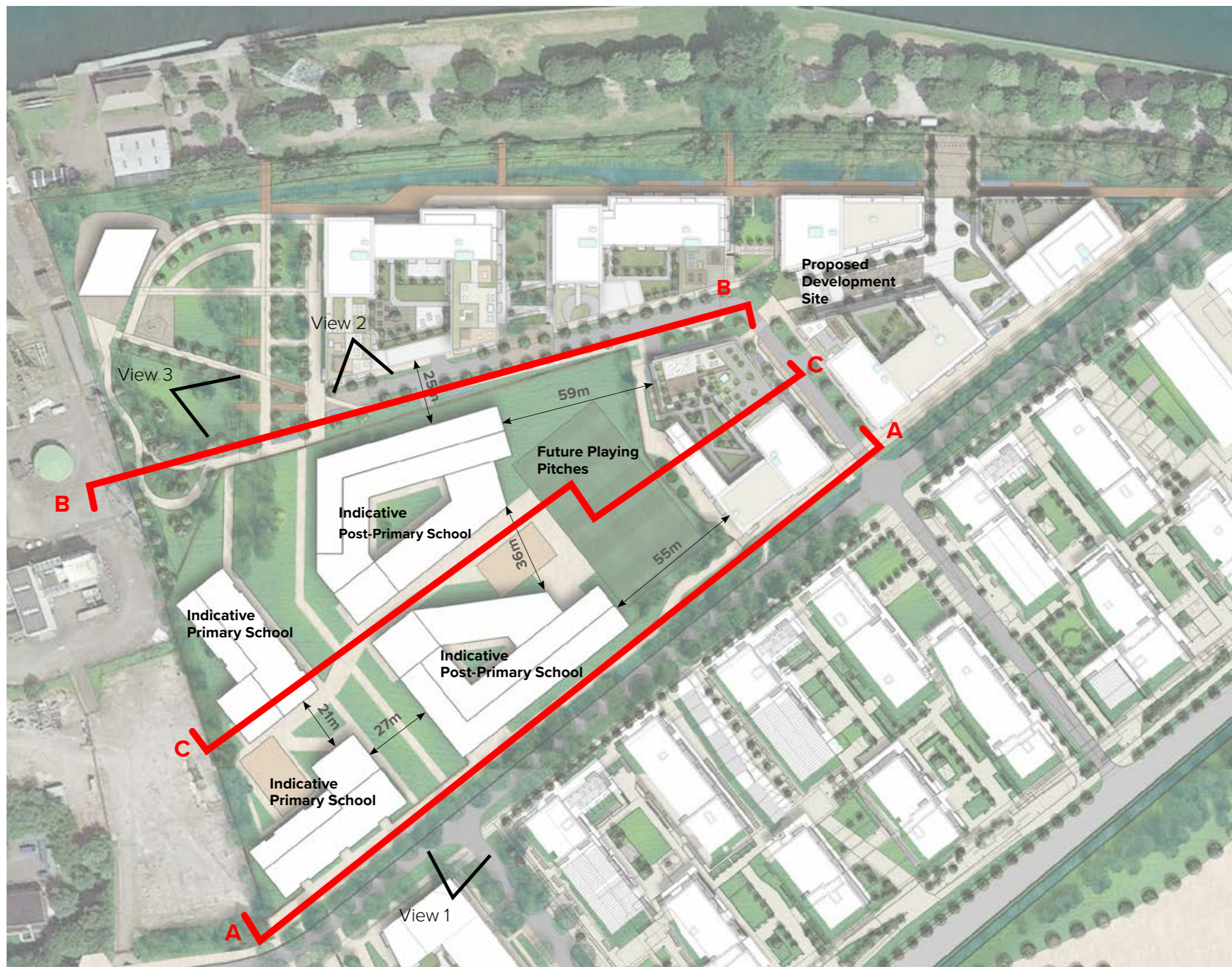
Area 3

- 2 primary schools



7.0 Layout

7.9 Future Adjoining School



The masterplan proposed four schools in total, two primary schools and two post-primary schools. The two primary schools of 2 to 4 storeys in height and are capable of accommodating 650 students in each. The post-primary schools are 2 to 5 storeys in height are capable of accommodating 1000 students in each. The provision and indicative design of these schools has been developed while engaging with the Dept. of Education in respect to the delivery of schools in the South Docks.

Access will be off Centre Park Road and off a proposed link road within the proposed development with drop off facilities. It is envisaged that the schools will be provided to meet the needs of the future population of the South Docks area, thus the students will be within easy walking / cycling distance.

A Community Playing pitch has been indicated on the east of the site and is positioned to act as a buffer between the schools and the proposed development. This also informed the location of the post-primary schools which are located closer to the subject site and designed with a larger massing to screen the primary schools.

7.0 Layout

7.10 Future Adjoining School Sections

Proposed Masterplan - Section through school layouts



Section AA



Section BB



Section CC

7.0 Layout

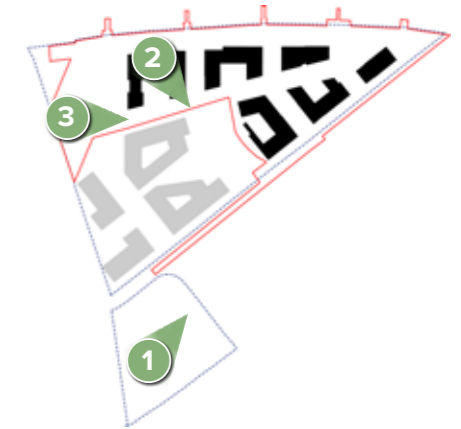
7.11 Future Adjoining School Massing



View 1



View 2



Key Plan



View 3

7.0 Layout

7.12 Future Adjoining School - Daylight and Sunlight

The Daylight and Sunlight Analysis provided by ARUP applied the 25° rule calculation, as given in BR 209, to the façades of the adjacent future school to the southwest. The 25° vectors, in the main, do not intersect the proposed development with any significance. As such, and in accordance with the guidance given in BR 209, the site to the southwest that is zoned for future school usage will retain good access to daylight and sunlight availability. This will include skylight and sunlight at the adjacent façades and sunlight penetration into the amenity space.



7.0 Layout

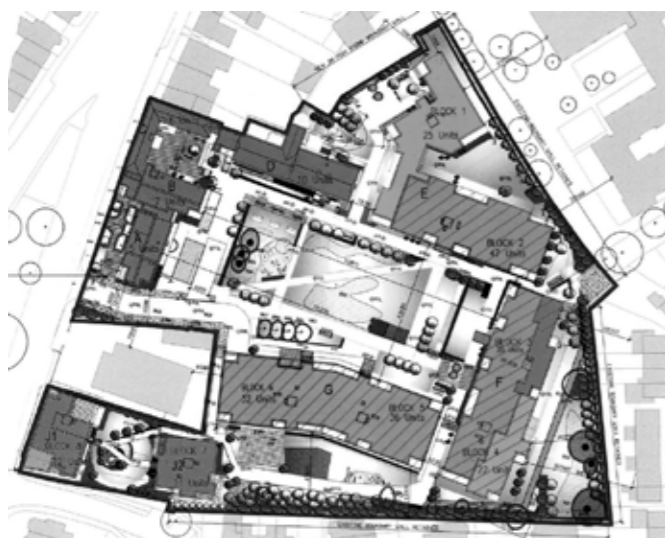
7.13 School Precedents

The following pages contain an assessment of a number of granted applications for schools adjacent to significant residential and mixed use developments. This assessment demonstrates that An Bord Pleanála has previously accepted the principle of locating a school in close proximity to residential units.

St. Clare's Park

Reg. Ref.: TA29S.308533

The proposed development granted in 2021 comprises of 248 apartment units, a crèche and resident's amenity facilities comprising of: a concierge, residents lounge, multi-function room, meeting room and co-working spaces, gym and associated facilities, manager's office and all associated works (16,183 sq.m. gfa).



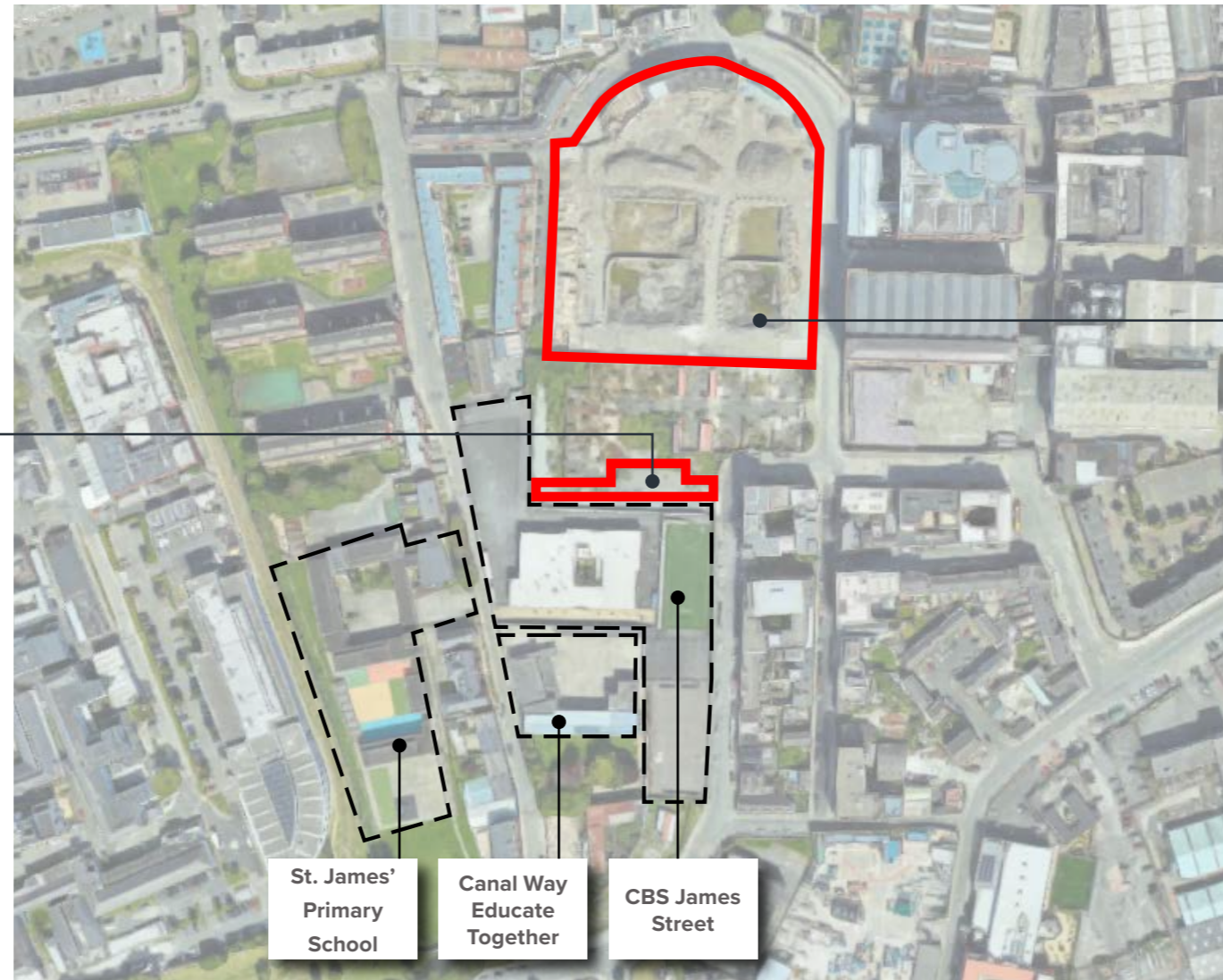
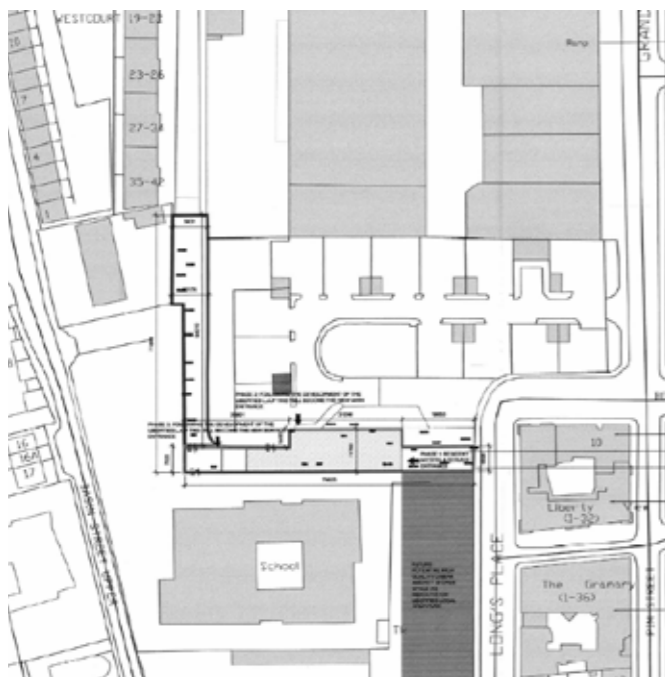
7.0 Layout

7.13 School Precedents

Belle Bank Residential

Reg. Ref.: 2205/19

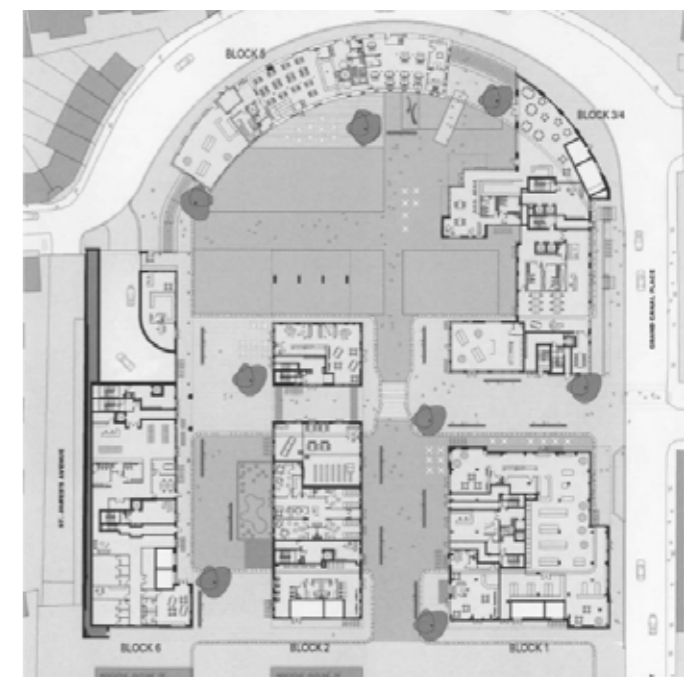
The proposed development granted in 2019 comprises of 28 Build-to-Rent apartment units with a mix of studio and 1-bed apartments. The development includes a ground floor gym, a communal resource room, lobby and concierge area, bin store and bike storage. (2188 sq.m. gfa).



Grand Canal Harbour

Reg. Ref.: 3209/19

The proposed development granted in 2020 comprises of 550 Build-to-Rent apartment units with associated resident support facilities, services and amenities. There are also retail, medical, cafe, restaurant, childcare and co-working spaces in the development including the renovation of a Protected Structure (39,710 sq.m. gfa).



7.0 Layout

7.13 School Precedents

Long Mile Road

Reg. Ref.: TA29S.304686

The proposed development granted in 2019 comprises of 153 residential units including 15 Duplex/Maisonettes with gym and concierge facilities provided on the ground floor. The development will range from 3-6 storeys in height. All other site services and works will also be provided including bins, ESB substation and plant rooms (19,323 sq.m. gfa).



7.0 Layout

7.14 Design Guidance

The proposed scheme has been designed having regard to the following key National and Regional Planning Policy guidelines:

- Project Ireland 2040 - National Planning Framework
- Rebuilding Ireland – Action Plan for Housing and Homelessness (2016)
- Housing for All - A New Housing Plan for Ireland (Sept 2021)
- Southern Region - Regional Spatial and Economic Strategy 2020
- Cork Metropolitan Area Transport Strategy (CMATS)
- Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities.
- Urban Development and Building Heights, Guidelines for Planning Authorities.
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated 'Urban Design Manual').
- Design Manual for Urban Roads and Streets (DMURS).
- National Cycle Manual.
- The Planning System and Flood Risk Management
- Childcare Facilities – Guidelines for Planning Authorities.
- Retail Planning Guidelines for Planning Authorities.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
- Cork City Development Plan 2015 - 2021
- Draft Cork City Development Plan 2022-2028

The scheme has also been designed having regard to the *Cork City Development Plan 2015 – 2021* which is the relevant statutory development plan for the area.



7.0 Layout

7.14 Design Guidance

Relevant Guidelines in the Design and Development of Residential Schemes

There are a number of standards and guidelines to take into consideration in the design and development of Built-To-Sell residential schemes. Some of these are as follows:

Sustainable Residential Development in Urban Areas (2009)

The guidelines for planning authorities on sustainable residential development in urban areas give details on delivering high quality residential development. The subject site in this application would constitute as being brown field / regeneration development. These guidelines state that:

'Where such significant sites exist and, in particular, are close to existing or future public transport corridors, the opportunity for their re-development to higher densities, subject to the safeguards expressed above or in accordance with local area plans, should be promoted, as should the potential for car-free developments at these locations.'

The proposed development site is located in an area that is currently served by high capacity, frequent public transport and, when combined with the proposed CCC public transport infrastructure including the light rail train and bus corridor upgrades, the location offers a potential number of links to Cork City Centre and Blackrock suburbs. The proximity of the site to the City Centre makes it very accessible and walkable and when coupled with the proposed vehicular bridge crossing to north of the river and the existing road and cycle network makes it a very attractive and appropriate site for higher density development.



Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020):

All apartments have been designed to fully comply with the standards set out in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, published by the Department of the Environment, Community and Local Government in December 2020. One of the most notable features of the proposed development is the gross floor area for apartments.

The overall apartment floor area sizes required for apartment units area as follows:

- Studio – 37 sq.m;
- One bedroom – 45 sq.m;
- Two bedroom (3P) – 63sqm
- Two bedroom – 73 sq.m;
- Three bedroom - 90 sq.m.

The proposed development comprises of 823 no apartment units. These units are split as follows: 282 no. One-bedroom apartments , 414 no Two-bedroom and 127 no. Three-person apartments. All apartment units are fully compliant with the prescribed floor area and rooms width standards.

7.0 Layout

7.14 Design Guidance



Floor-To-Ceiling Heights:

Stated within the “Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020)” ceiling heights are to be a minimum on 2.4m high in accordance with TGD Part F which deals with ventilation. ‘Specific Planning Policy Requirement 5’ states that all ground floor apartments should accommodate a minimum of 2.7m ceiling height.

The proposed development provides 2.85m floor to ceiling height in all living spaces throughout the upper levels of the proposed development, while a 3.3m floor to ceiling height has been provided at ground floor level.

Lifts and Stair cores:

Guidelines state that:

‘A maximum of 12 apartments per floor per core may be provided in apartment schemes’.

Lifts are provided to all publicly accessible areas as required with TGD Part M which deals with universal access.

Storage Requirements:

Sections 3.30 through to 3.34 note the storage requirements for apartment developments. The amount of storage to be provided is dependent on apartment typology and is as follows:

- Studio: 3 sq.m
- One Bed Apartment: 3 sq.m
- Two Bed Apartment (3 Person): 5 sq.m
- Two Bed Apartment (4 Person): 6 sq.m
- Three Bed Apartment: 9 sq.m

The proposed development meets all of the above mentioned standards within the apartments without the need for alternative compensatory measures.

Private Amenity Space:

Appendix 1 of “Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020)” states the required amount of private amenity space to be provided for each apartment type. These are as follows:

- Studio: 4 sq.m
- One Bed Apartment: 5 sq.m
- Two Bed Apartment (3 Person): 6 sq. m
- Two Bed Apartment (4 Person): 7 sq.m
- Three Bed Apartment: 9sq.m

It is also stated that all apartments are to have private amenity space accessible from the living space (P.A.S) of the dwelling. All P.A.S is to be a minimum of 1.5 meters deep.

The proposed development meets these standards in all cases, and surpasses the minimum sq.m standards in most dwellings.

Refuse Storage:

Sections 4.8 and 4.9 of Sustainable Urban Housing guidelines discuss the provision for refuse storage. Refuse facilities shall be accessible to each apartment stair / lift core and designed to have sufficient capacity for the expected refuse production of the scheme. The three-bin storage system should be used in developments allowing for the collection of recyclable good, food waste and landfill waste. Waste facilities should not be provided on streets etc.

The proposed development contains a number of refuse storage facilities at lower ground floor level located within the confines of the podium that are easily accessible for residents. These refuse stores have been designed to provide for large amount of manoeuvring space. It is proposed that the three-bin system be widely integrated into the refuse management plan for the development.

7.0 Layout

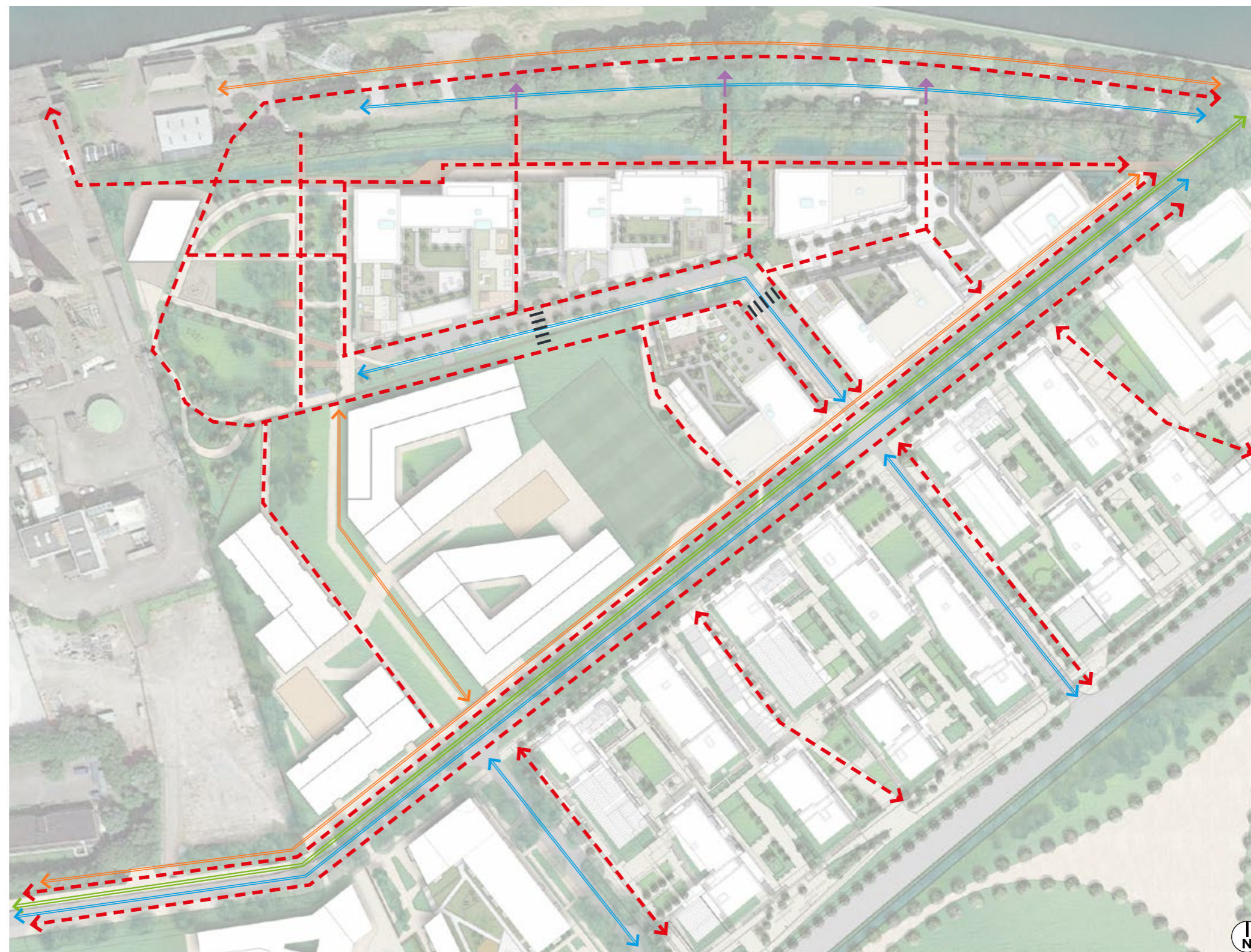
7.15 Masterplan Strategy

Connectivity

The masterplan strategy takes cognisance of the sites prominent location on the river front, development plan objectives and also the granted planning application on the former Ford Factory site to the south of Centre Park Road. The existing pedestrian, cyclist and vehicular movement routes have been considered and the proposed masterplan links in with the existing context enhancing the site permeability and pedestrian and cycle routes.

These considerations have informed the key design drivers for the masterplanning of the site from the outset. This ensured a holistic and well considered masterplan was created.

The connectivity, permeability and vehicular movement connections have been overlaid onto the masterplan map to demonstrate the design approach for these site movement connections.



Key

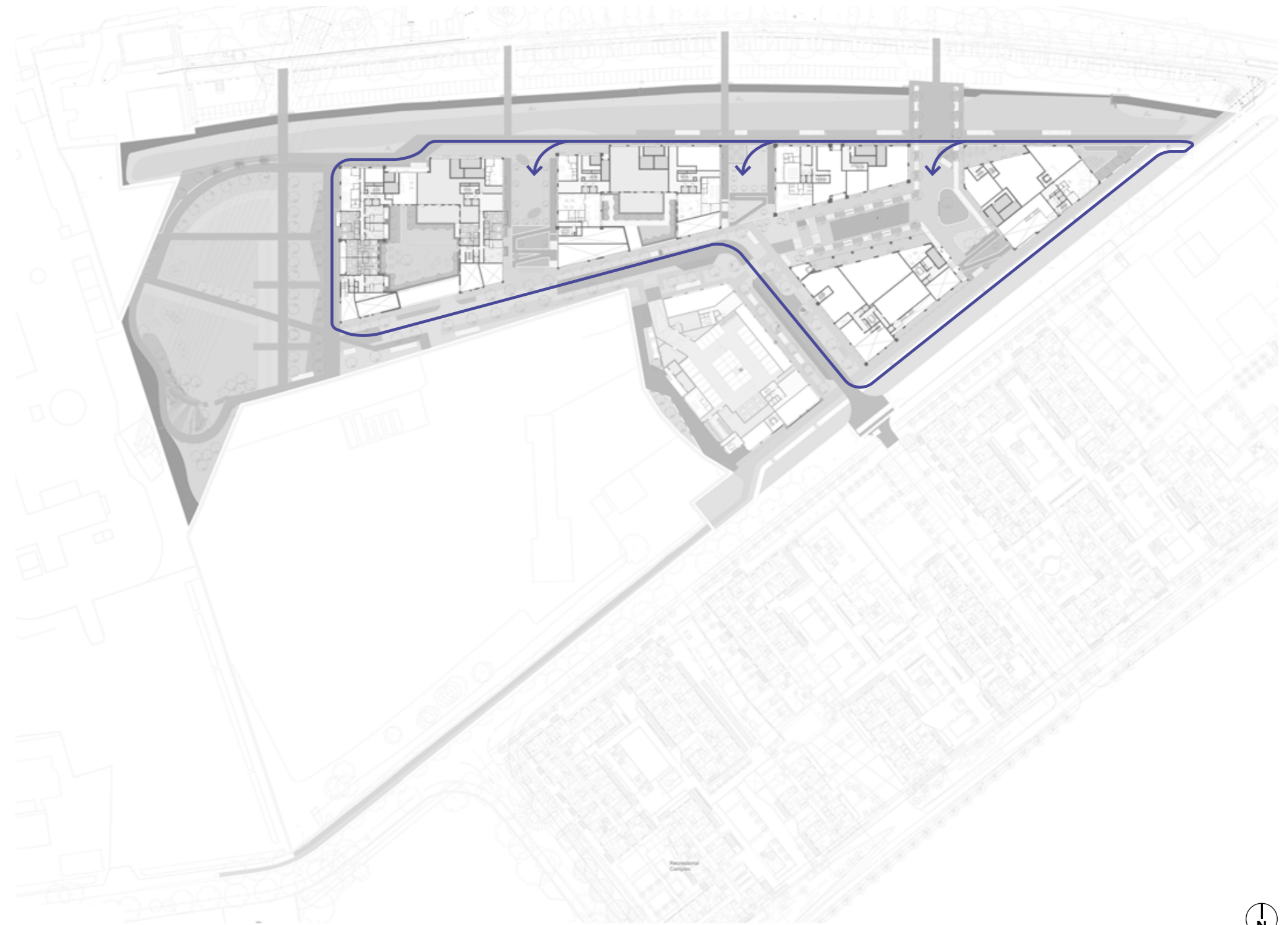
- Pedestrian Route
- Cycle Route
- Vehicular Route
- Future Light Rail
- Possible Marina Park access
- Pedestrian Crossing

7.0 Layout

7.16 Masterplan Strategy

Emergency Access Route

The principle established for emergency access is to create an orbital route utilizing Centre Park Road and the internal access road. Outside of this the routes will be over landscaped areas that have been designed to allow for access of emergency vehicles. These areas will be restricted to only pedestrians outside of emergency access. This proposed route will provide emergency access to all areas of the development. In addition the main northern bridge will be available as a secondary emergency access point for the northern facade.



Key

→ Emergency Access Route



7.0 Layout

7.17 Part V

Part V

The subject scheme proposes compliance with Part V by the provision of 82 no. residential units, i.e. 10% of the scheme. It is intended that the Part V units shall be provided over a number of phases.

Please refer to the Planning Consultants report for further detail.



Key

- Subject Site
- Proposed Part V Housing Location

7.0 Layout

7.18 Phasing



Phasing Strategy

The phasing diagrams shown are indicative of the intended sequencing of building works and potential project programme and may be subject to alteration. Note that the construction of the subject scheme and the construction of the proposed Cork City Council infrastructure, such as the upgrades to Centre Park Road, are not interdependent and can be delivered independently of each of other.

The phasing for the City Park Development has been conceived of in four distinct phases that will be constructed from east to west. Each phase consists of a carefully considered portion of the whole development that balances commercial concerns with the desire to deliver high-quality buildings in a time-efficient manner.

Phase 1 – Lower Ground Floor to Podium Level

Residential:

- C. 332 sq. m. of Communal Amenity space

Services:

- C. 213 car parking spaces,
- C. 27 motorcycle parking spaces,
- C. 1,588 secure bicycle parking spaces and associated services

Retail, Café/Restaurant and Neighbourhood Centre:

- C. 210 sq. m. Retail
- C. 0 sq. m. Café/Restaurant
- C. 240 sq. m. Neighbourhood Centre

Phase 2 – Block A, B & C and Open Space

Residential:

- C. 344 units
- C. 1365 sq. m. of Communal Amenity space

Retail, Café/Restaurant, Amenity and Neighbourhood Centre:

- C. 1028 sq. m. Retail
- C. 941 sq. m. Café/Restaurant
- C. 528 sq. m. Neighbourhood Centre

Communal Open Space:

- Partial Ecology Park, City Park Plaza, Roof Gardens and City Park (Public Open Space)

7.0 Layout

7.18 Phasing



Phase 3 – Block D and E

Residential:

- C. 266 units
- C. 719 sq. m. of Communal Amenity space

Retail, Café/Restaurant, Crèche and Neighbourhood Centre:

- C. 323 sq. m. Retail
- C. 148 sq. m. Café/Restaurant
- C. 314 sq. m. Crèche
- C. 385 sq. m. Neighbourhood Centre

Communal Open Space

- Partial Ecology Park, Internal Street, Pocket Parks and Roof Gardens

Phase 4 – Block F

Residential:

- C. 213 units
- C. 344 sq. m. of Communal Amenity space

Retail, Café/Restaurant, Crèche and Neighbourhood Centre:

- C. 0 sq. m. Retail
- C. 0 sq. m. Café/Restaurant
- C. 348 sq. m. Crèche
- C. 0 sq. m. Neighbourhood Centre

Communal Open Space

- Partial Ecology Park, Internal Street, Pocket Parks and Roof Gardens



8.0 Public Realm



8.0 Public Realm

8.1 Landscape Design Principles



The provision of a high quality public realm is forefront in the design of the proposed scheme. The proposals seek to expanding on the existing parks with in the locality. The proposal seeks to deliver 3.4 hectares of public spaces of which circa 2.0 hectares will be usable public open space, the remainder forming the paths and streets needed to access these public spaces.

The proposed layout seeks to maximise the permeability and connectivity to and through the site prioritizing the quality of open space within the development.

The public realm comes in many forms from an Urban Plaza to form the new Local Village Centre (City Park Plaza) in the eastern part of the site to more green and landscape public park (City Park) in the western side on the Open Space Zoned Lands.

The public space will utilise water as a key feature and a nod to times past when the area was not protected by the polder. The proposal will see water along north boundary and brought into the key public spaces.

CWOB have worked closely with the applicant, Parkhood landscape architects and the wider Design Team to bring this vision to life and to create a high quality public realm that will serve as a series of destination spaces for the residents and the wider community of the south docks and city centre

Aims for the Provision of Open Spaces within the Development

- To create a vibrant, energetic and usable landscape
- To ensure the design allows for a diversity of activities and be adaptable for future uses, enabling the space to be used by all ages
- To allow circulation routes in multiple directions
- To create an attractive and distinctive built environment
- To design a mixed use development that clearly defines the future character of this area
- To create communal amenity space that will be visually pleasing from above as well as functional at first floor and roof level
- To create unity in the overall aesthetics through the language of form
- To utilise the geometric forms within the design to imply without dictating, intimate and active spaces
- To retained and enhanced habitat and wildlife corridors.
- To manage biodiversity and ecosystems

Please see accompanying Landscaping package prepared by Parkhood for a more comprehensive analysis and strategy for proposed scheme.



Precedent Images

8.0 Public Realm

8.2 Open Spaces



Key

- Subject Site - 48,591 sq.m.
- - - Developable Area - 28,055 sqm
- Provide Public Open Space - 4,695 sq.m. - 17% of the developable area
- Communal Outdoor Amenity Space (podium + roof terrace) - 5,452 sq.m. - 19% of the developable area
- Zoned Public Open Space - 15,500 sq.m. - 32 % of the Subject Site

8.0 Public Realm







8.2 Open Spaces

The design and layout of the different open spaces formed a critical part of the strategy for providing a high quality public realm within the subject site. The proposed landscape masterplan builds upon the existing natural features present on the site and introduces new elements that help to maximise connectivity and permeability through the site while creating spaces for people to gather, rest and play.

The character and function of these open spaces changes depending on their location within the proposed scheme and the need that they are envisioned to fulfil. Some, like the Ecology Park or the Pocket Parks, act as places of connectivity and permeability within the site that promote movement around and through the development. They also double as a wildlife corridor and an area for socialising and interaction respectively. The City Park Plaza and Neighbourhood Centre along Centre Park Road are supported by several non-residential commercial and neighbourhood uses that will generate activity and serve to integrate the site into its context. The most significant open space will be City Park which is a major new multifaceted parkland that has both functional and aesthetic purpose.



Key

-  Subject Site
-  Ecology Park (Open water channel)
-  Centre Park Road and Neighbourhood Centre
-  City Park Plaza
-  Pocket Parks
-  City Park (Open space)

8.0 Public Realm

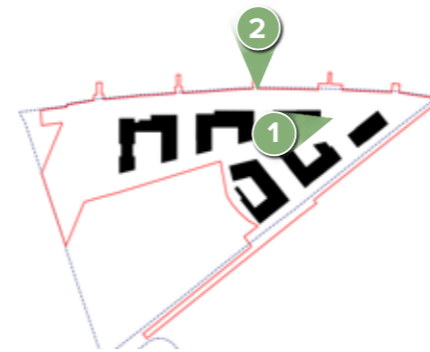
8.3 Urban Design

The City Park development will create a tight urban grain that follows that established in the granted scheme at the Former Ford Factory site so that both site works cohesively to promote compact growth and a balanced, sustainable community. The design and layout of the subject scheme responds to and supports the land use objectives of the City Development Plan while also considering the relationship to the adjacent development across Centre Park Road. The design team considered the uses that currently exist in the vicinity of the site as well as those proposed on the Former Ford Factory site to determine how the non-residential uses within the subject scheme can relate to the surrounding context.

The nature and scale of the non-residential elements has been designed so as not to distract from Cork City Centre or the future District Centre Zoning in the heart of the South Docks while still being in line with the proposed Mixed Use and Neighbourhood Zoning requirements in the Development Plan. Given the nature and scale of the proposed development, along with the provision of a landmark tower on the eastern point of the site, it is felt that the development would benefit from an element of commercial use to support the residents. This proposed use is supported by the proximity of the site to the river front, Marina Park, Páirc Uí Chaoimh and the granted scheme at the Former Ford Factory site.

The new neighbourhood will be resident-led, providing homes knitted into a creative, social and commercial mixed use ground floor environment that supports a sustainable liveable community.

These non-residential uses react specifically to their individual locations, such as the Neighbourhood Centre uses engaging with Centre Park Road and the Former Ford Factory Site. The triangular space between Block A, B and C, known as City Park Plaza, has been planned as a nexus of interaction supported by well-considered non-residential units. A variety of uses are also proposed along the northern edge of the site facing onto the waterway and engaging with Marina Park. The intensity of use is tapered down moving west from the more commercial City Park Plaza towards the two crèches, which is mirrored in the reduced scale of the crossings between the subject site and Marina Park. This pedestrian-friendly promenade is anticipated to be vibrant and active due to the design of the shop fronts and their engagement with the public realm. Please refer to Section 12 of this document for details on the proposed elements that will activate the frontage of each of the individual blocks.



Key Plan



View 1



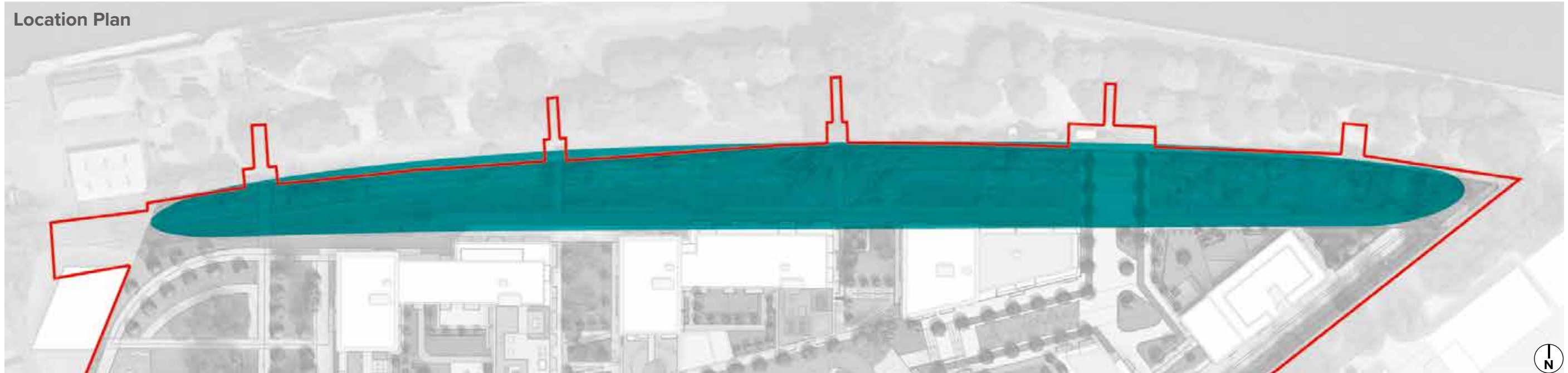
View 2



View along Centre Park Road towards tower

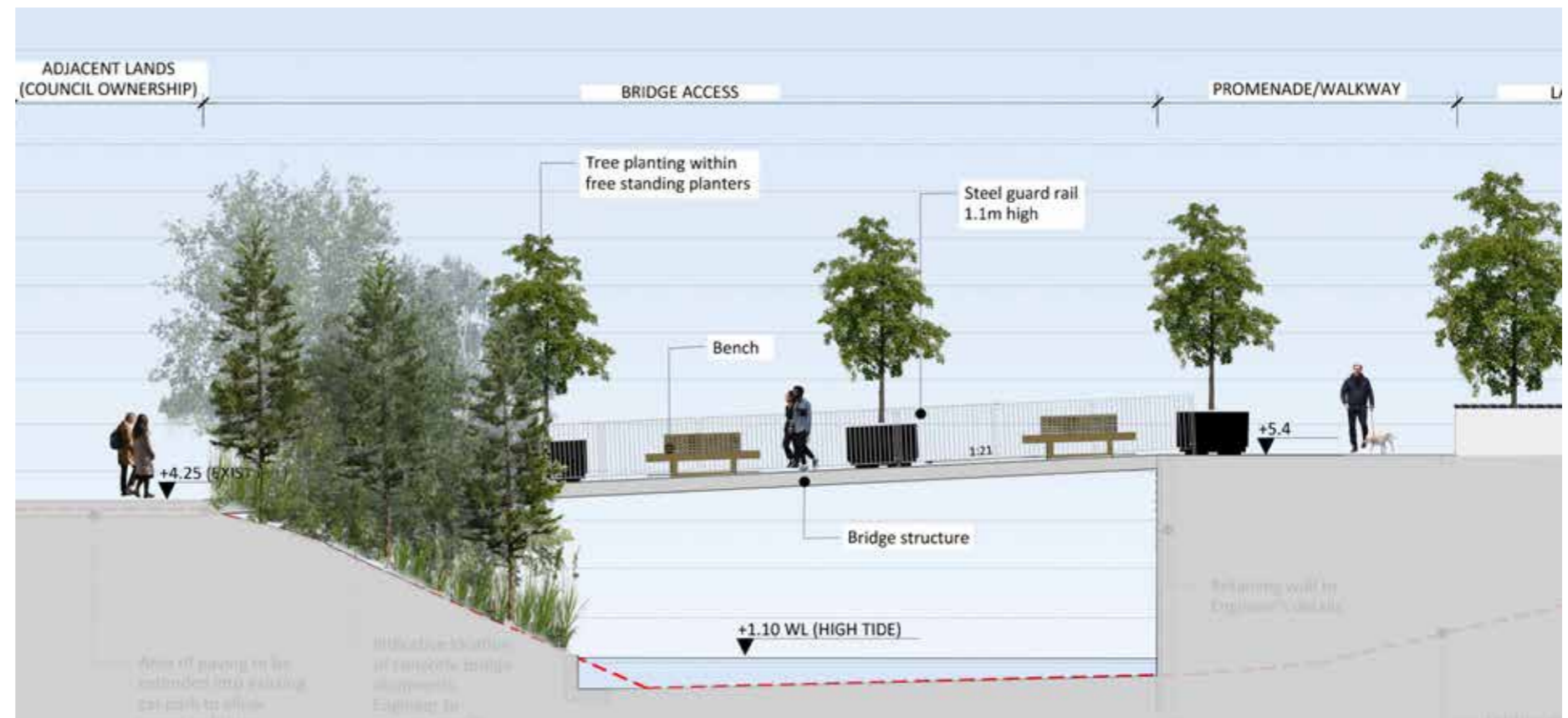
8.0 Public Realm

8.4 Ecology Park



One of the most notable existing landscape features on the site is the open water channel to the north towards Marina Park that is to be retained with the tidal gate repaired to become the core of an ecological parkland that coordinates and links the existing park to the proposed development. Landscape areas will be retained and enhanced aside the waterway towards the site boundary to allow for connected habitat creation and wildlife corridors. This will include areas managed for biodiversity and ecosystems that will see a net gain of biodiversity on the site. Bio-diversity measures including bat and bird boxes, relocation of potentially effected ground flora into the open space and laying out of a lowland meadow are also part of the proposed development and will be undertaken under direction from site ecologists.

The connection between the proposed development and Marina Park is enhanced and emphasised by the four new bridges over the channel and clear linkages from Centre Park Road, through the site, to Marina Park introducing major public realm and landscape works that will have positive effects on its visual appearance, usability, amenity and functionality. Wetland planting has been specified to enhance the local biodiversity and provide a safe buffer to the open channel.



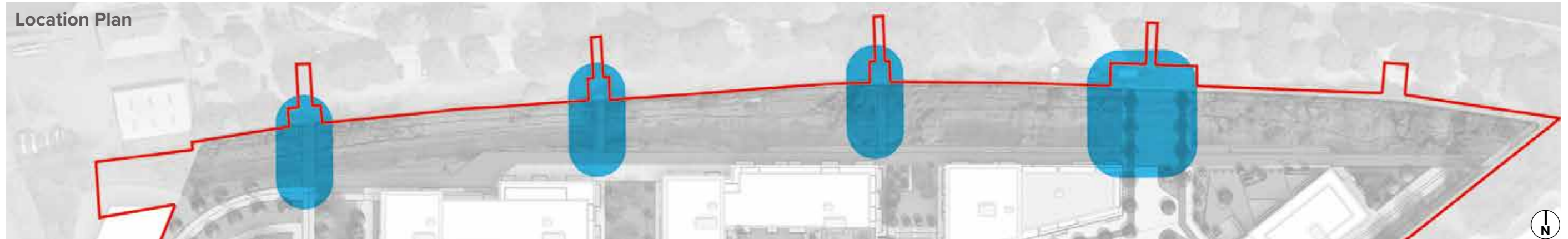
Section View of Ecology Park



CGI View of Ecology Park

8.0 Public Realm

8.5 Ecology Park - Bridges



Creating a series of well-grounded connections between the subject site and Marina Park is a part of the landscape and masterplan strategy for enhancing movement, access and permeability throughout the development. These connections take the form of four pedestrian bridges that link from the proposed development at key points across the open waterway towards the River Lee.

Three of these bridges (at west and centre of the Ecology Park) span across the channel at natural points that align with either the pocket parks created between the blocks that front onto the river front or City Park, which is the major open space and multi-functional parkland to the west of the site. The final bridge (at east between Block A and B) is more significant and aligns with the nodal point of the scheme, City Park Plaza, which is a paved public space that is envisaged as a key wayfinding location and meeting point.

The bridges have been conceived of as harmonious connections between the proposed site and Marina Park, complimenting both the natural features of the existing waterway as well as the man-made architecture. The colour and material selection of these pedestrian bridges will tie into the proposed architecture and draw users into the site, further integrating the proposed landscape into the existing context.



CGI View taken from north side of bridge going over Ecology Park



Reference Image



Reference Image



Reference Image



CGI View of bridge going through Ecology Park

8.0 Public Realm

8.6 Centre Park Road and Neighbourhood Centre



Along Centre Park Road there are several Neighbourhood Centre uses proposed in the subject scheme that will provide local facilities within the residential neighbourhood. They have been positioned in line with the current Cork City Zoning in the south side of Blocks C and E fronting onto Centre Park Road. The flexible units extend over Lower Ground and Ground floors and will be used to provide uses in line with the uses defined in the City Development Plan to meet the requirements of Zoning Objective 09.

The spaces have been designed to maximise flexibility of use and access such that they could be sub-divided to provide for a range of potential tenants. The provision of flexible space will provide an active frontage and a variety of uses along the road. Due to the nature and scale of the development, it is felt that the development would benefit from Neighbourhood Centre uses that would provide local services to future residents and visitors.

The location of these uses facing onto Centre Park Road along the south side of Blocks C and E not only meets the requirements of the current Cork City Zoning, but also serves to integrate the development into its context while providing vibrant frontages onto the public realm. This proposed location also compliments the Local Centre uses provided by the granted scheme at the Former Ford Factory site across Centre Park Road. Together, the proposed development and the granted scheme will significantly contribute to sustaining a liveable community and neighbourhood by fulfilling local convenience retail, employment and service functions at an appropriate local scale.



CGI View of Block C from Centre Park Road



CGI View along Centre Park Road towards tower

8.0 Public Realm

8.7 City Park Plaza



The commercial uses within the site have been carefully located (refer to Section 12 of this document for details), not only in accordance with the current and proposed Cork City Zoning, but with respect to the uses that current exist and are proposed in the vicinity of the site. The primary focus of commercial activity on the site will be provided at the ground floor under the base of the Landmark Tower (Block A), which is level with Marina Park, as well as Block B and Block C. These three blocks form a triangular zone that will be used to create a public centre for use by both the residents as well as visitors from other developments in the locality and members of the public that may be using the surrounding open spaces.

City Park Plaza will act as a key nodal point for the subject scheme and is designed to create a strong identity, social sense of place and distinctiveness.

Located at the eastern point of the site, a strong link is created between Centre Park Road, City Park Plaza and Marina Park, which is connected by a proposed pedestrian bridge. This centre point acts as a gateway to the development from both the city centre and from the river front. A robust new urban block bounded by Marina Park and Centre Park Road is created, restoring the historic hard edge to the site.

This mixed-use hub forms a key part of creating a high quality, sustainable place at the heart of the proposed scheme that not only supports residents but promotes the development of a diverse and resilient neighbourhood. The approach taken by the design team aims to ensure that City Park Plaza will contribute positively to the quality of the surrounding environment, existing and granted, while creating a specific sense of community and identity for the proposed development.



CGI View of City Park Plaza



CGI View of City Park Plaza towards tower

8.0 Public Realm

8.8 Pocket Parks



Several pocket parks have been provided within the development using the spaces between the blocks or the changes in levels across the site to create finer grain amenity areas that interject elements of green infrastructure into the scheme. These pocket parks offer areas to congregate, to rest or to play for both residents and visitors alike. Primarily designed as public spaces, they will feel welcome to all and their design will be unified through materiality while each will have its own distinctive character.

In particular, the pocket parks located in spaces between the buildings along the northern edge of the site will act as green links not only between the different character areas of the site but also between Marina Park and the proposed development. As well as connecting the various areas of the scheme, the pocket parks cater to people of all age groups with the inclusion of natural play elements as well as more formal areas that accommodate gathering, socialising and reflecting.



CGI View of Pocket Park leading to the River Lee



CGI View of Pocket Park

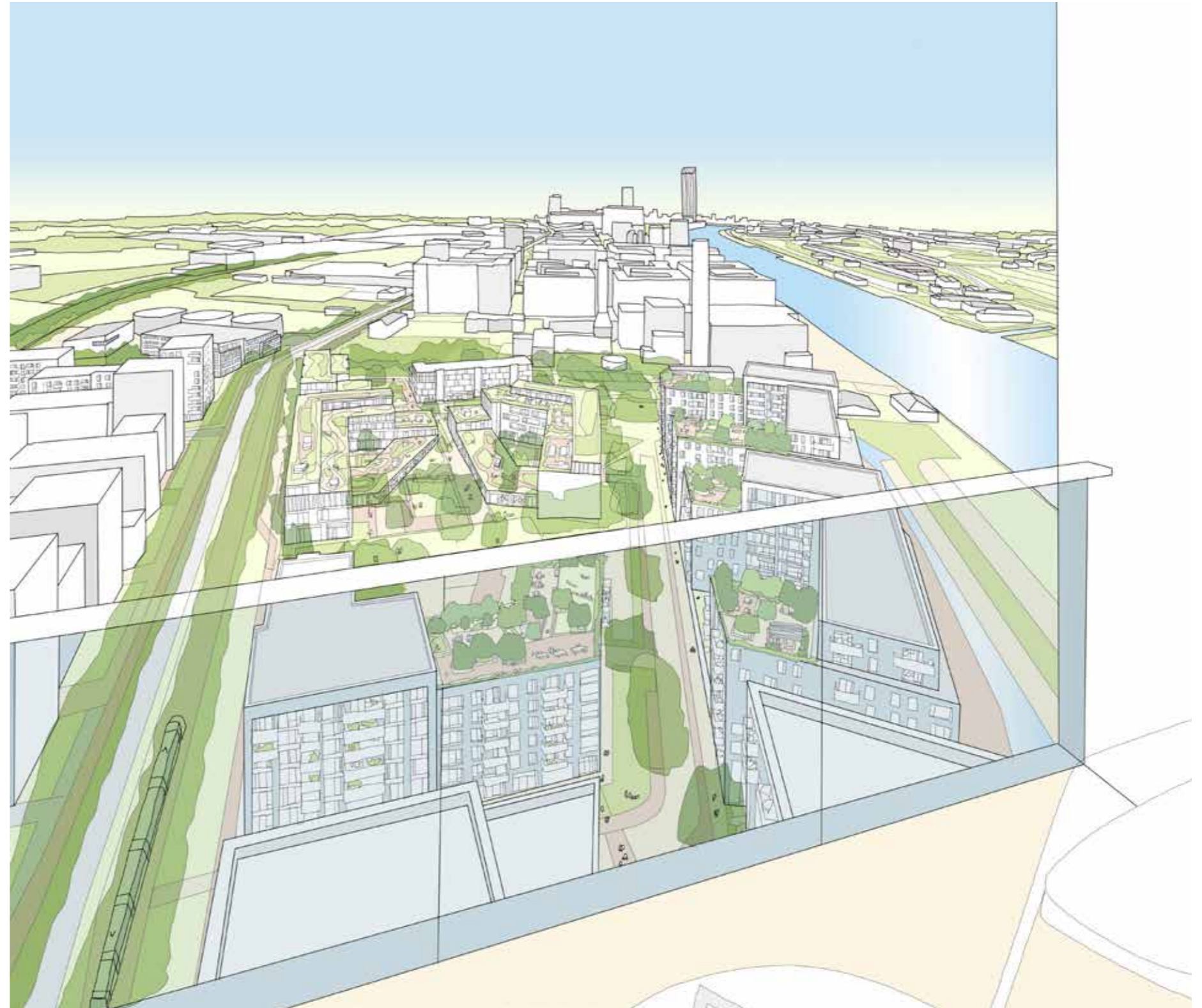
8.0 Public Realm

8.9 City Park



City Park will be a major new open space and multi-functional parkland development that will have both a functional and aesthetic purpose. The park is overlooked by Block F to the east which will provide passive surveillance and promote communal ownership of the space. This passive supervision would be boosted by the potential future building to the north west of the park which would be subject to a future planning application.

The design is for a mix of informal and formal landscape character with recreational and amenity spaces including play areas (in line with RoSPA safety advice and European Standard - EN 1176). A variety of play equipment has been included in the design with equipment that is age specific as well as landscape features that promote natural play. All age groups will be catered for with the layout based on best practice in terms of safe and aesthetic design proposals that will complement interaction between varied groups.



View from penthouse apartment balcony in the tower towards City Park



View towards tower across City Park

8.0 Public Realm

8.10 Roof Gardens

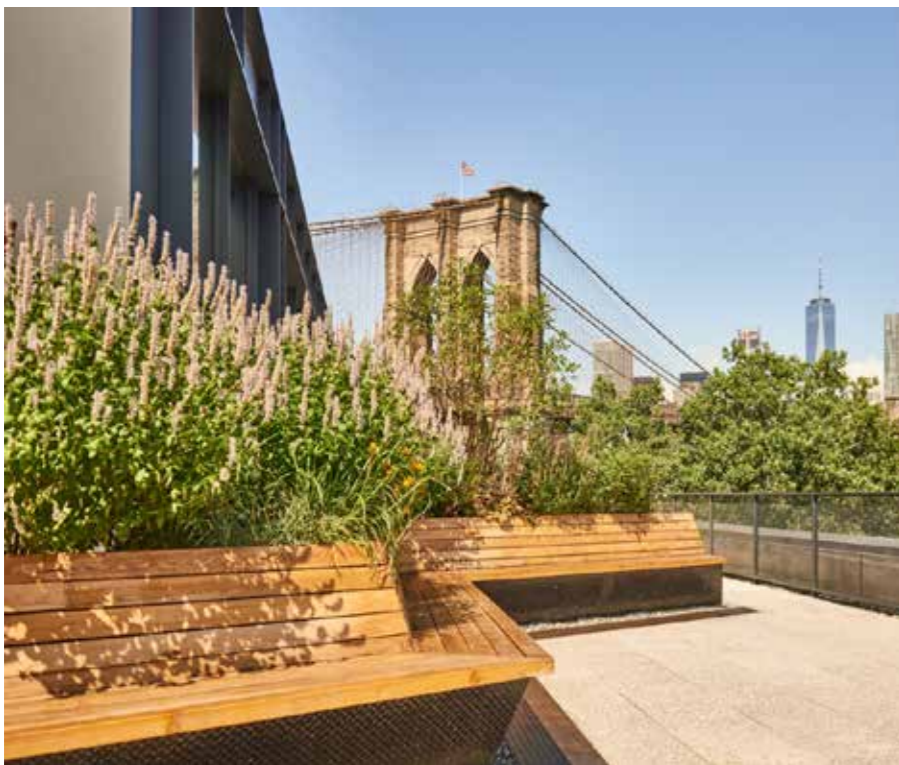
Communal open space is provided at podium level and roof gardens including areas of hard landscape, tree planting, lawns, ornamental planting including seating / passive amenity areas, and areas for communal garden and outdoor working. The space also includes designated play area. The objective of the collective podium parks and communal spaces is to allow residents at all levels ready access to exterior garden spaces.



View towards tower

8.0 Public Realm

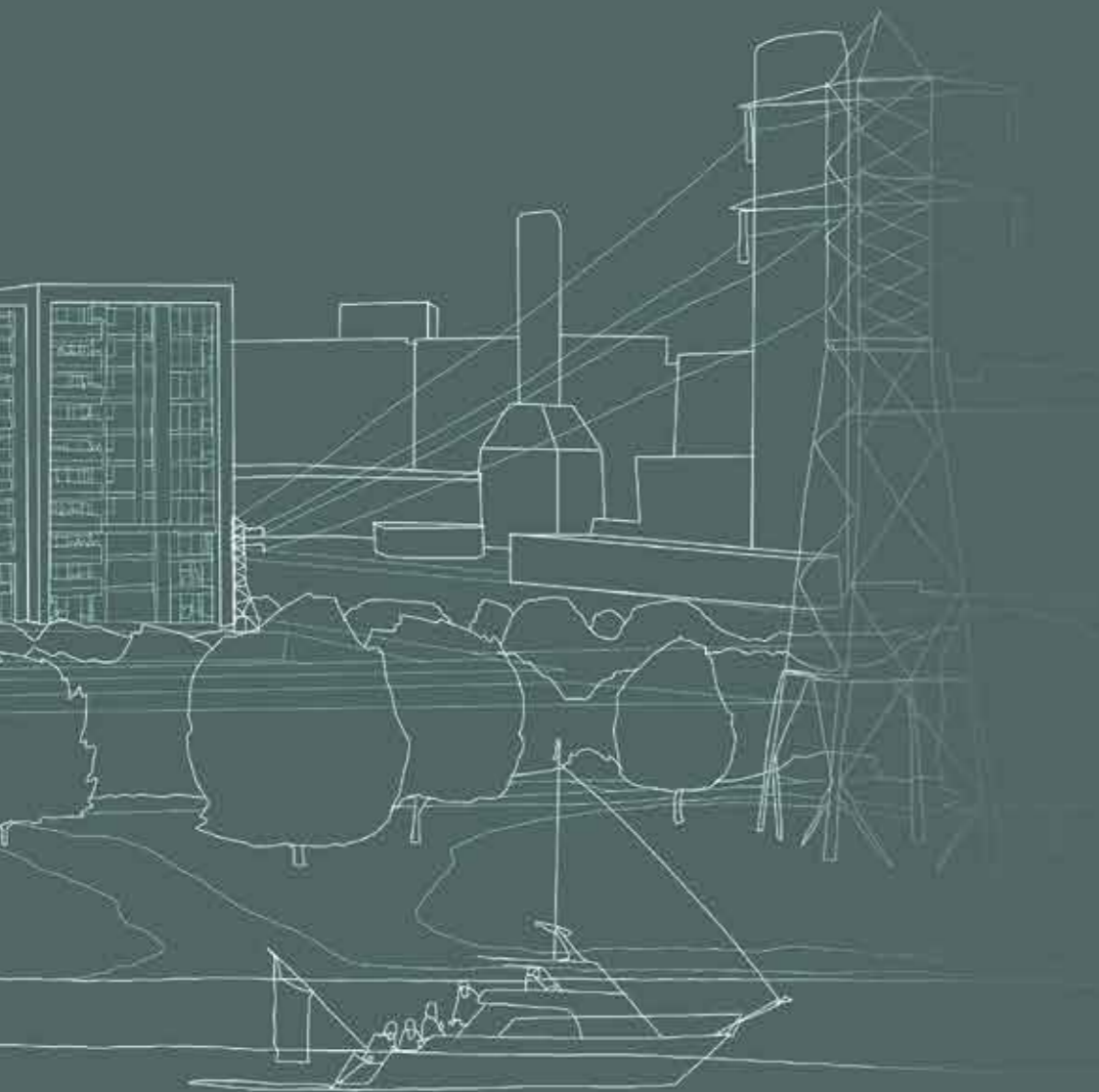
8.10 Roof Gardens



Precedent Images



9.0 Adaptability



9.0 Adaptability

9.1 Adaptability Statement

9 - ADAPTABILITY



Adapting to future changes has been forefront and at the heart of the proposed design solution. The South Docks is about to enter a period of massive change and ensuring that this scheme allows for these changes have been given a lot of attention.

The levels have been established to ensure that the vulnerable uses are above the flood levels while also allowing for proposed development ties into the existing road, while still providing flexibility for the future proposed infrastructure along Centre Park Road.

The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents.

The apartments either meet or exceed the minimum standard for unit size and can be adapted to follow the needs of the future residents.

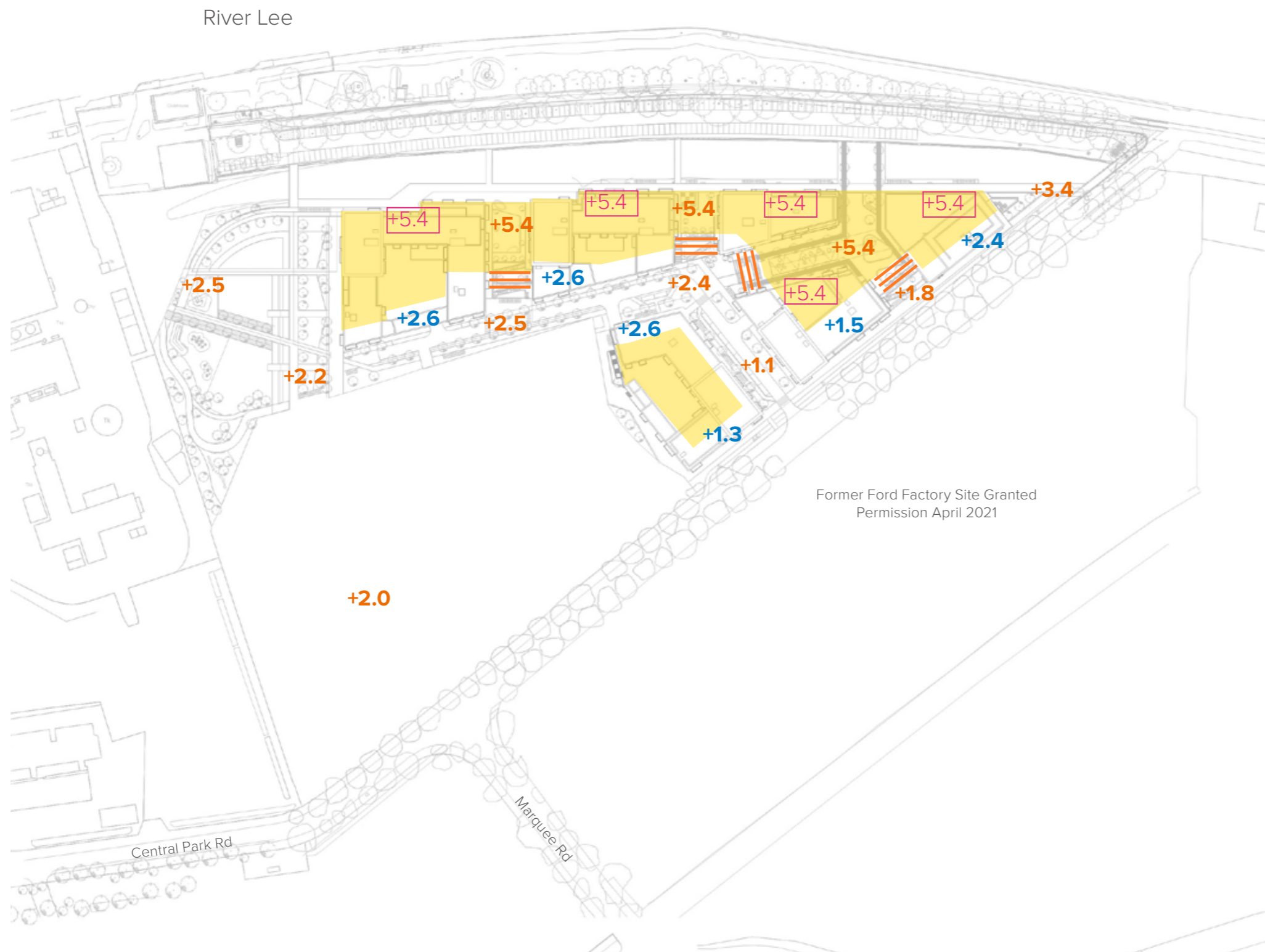
The architectural style is contemporary and reflects the modern requirements to balance lighter, elevations with the need to satisfy energy reducing objectives.



Existing Site

9.0 Adaptability

9.2 Level Strategy



The proposed development is located within the South Docks area to the east of Cork City, approximately 50m south of the River Lee. The existing topography of the site is relatively flat with levels between +1.5 to +2.5 OD with a slight gradient falling from north to south.

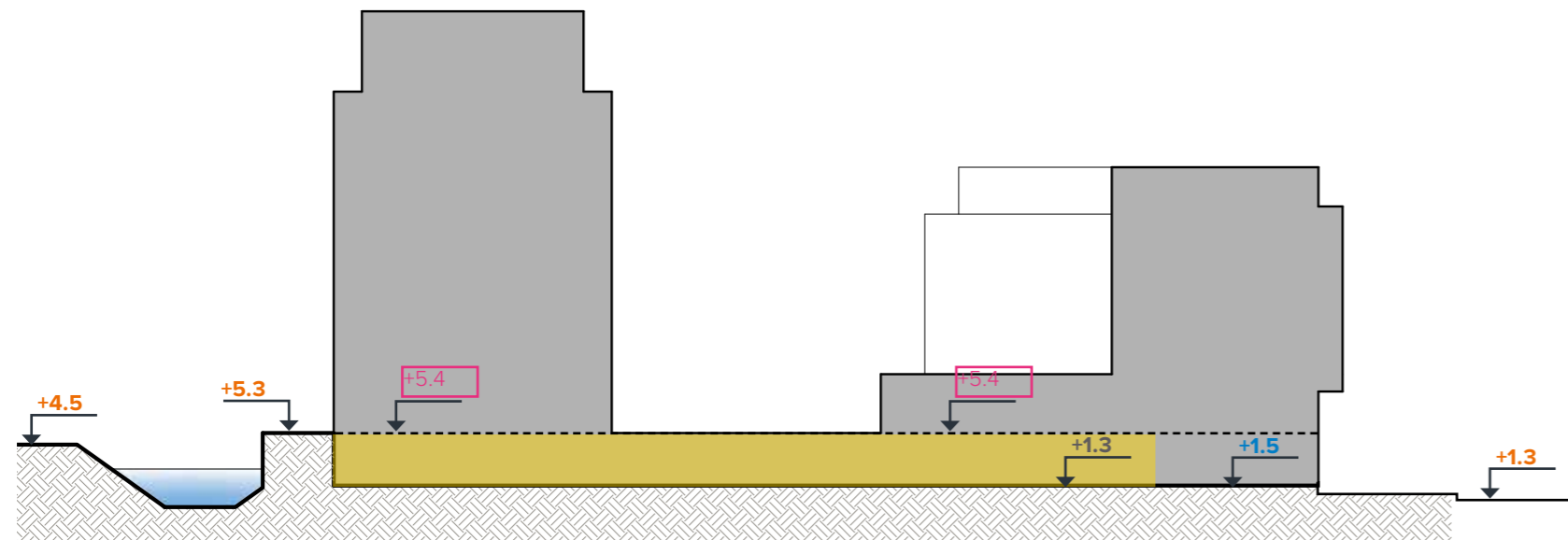
In preparation of the Cork City Development Plan 2015 - 2021, a Strategic Flood Risk Assessment (SFRA) was undertaken in accordance with The Guidelines. The Cork City Development Plan 2022-2028 is currently in a draft stage but is expected to be finalised in the coming months. In preparation of the Draft Development Plan, an SFRA was undertaken in accordance with The Guidelines. In the SFRA, the Cork South Docks area has been earmarked as exception to The Guidelines. It has passed a Justification Test which allows it to be zoned for development in an area that would otherwise be considered inappropriate.

The Design Team has liaised extensively with Cork City Council in relation to the outcomes of the Cork South Docks Levels Strategy (CSDLS), so that the design of the proposed development took account of and is compatible with the City's proposed strategy.

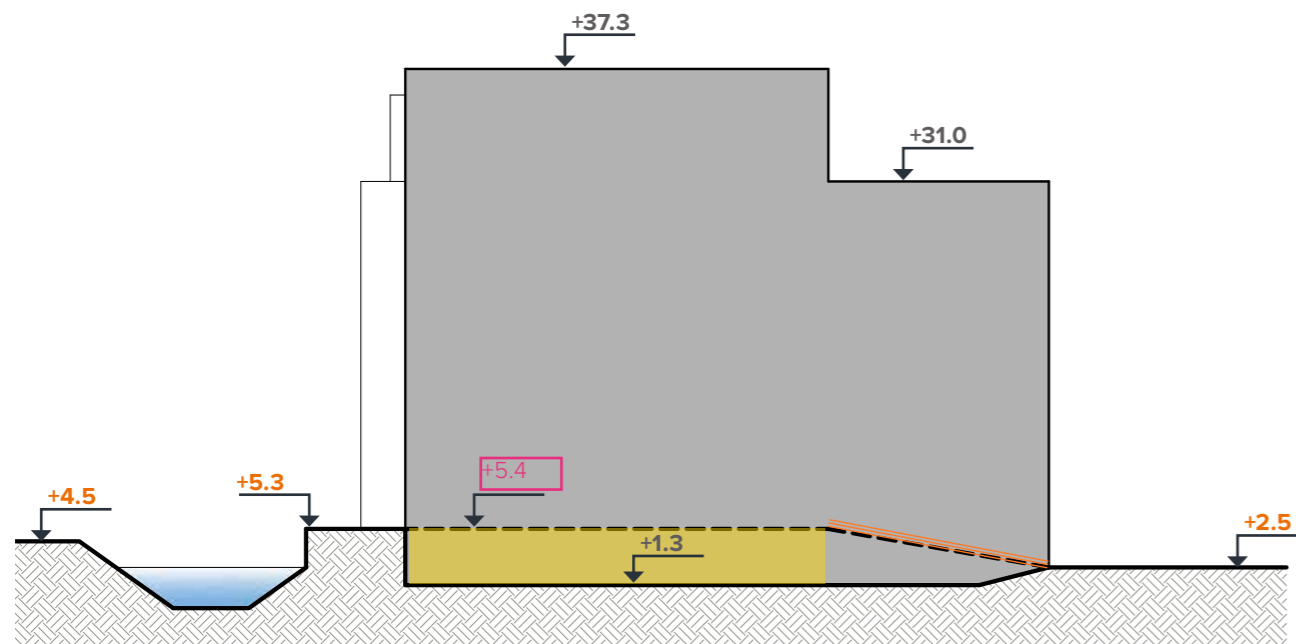
- +X.X Proposed External Levels
- +X.X Lower Ground Finish Floor Level (Less Vulnerable)
- ||| Ramps and Steps
- +X.X Upper Ground Finish Floor Level (Highly Vulnerable)
- Area of Undercroft parking

9.0 Adaptability

9.2 Level Strategy

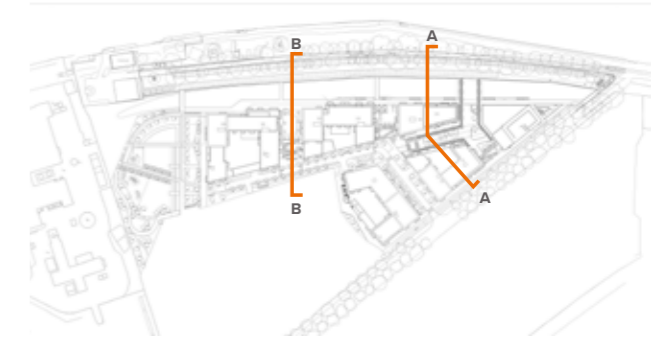


Section AA



Section BB

- +X.X External level
- +X.X Lower Ground Finish Floor Level (Less Vulnerable)
- Ramps and Steps
- +X.X Upper Ground Finish Floor Level (Highly Vulnerable)
- Area of Undercroft parking

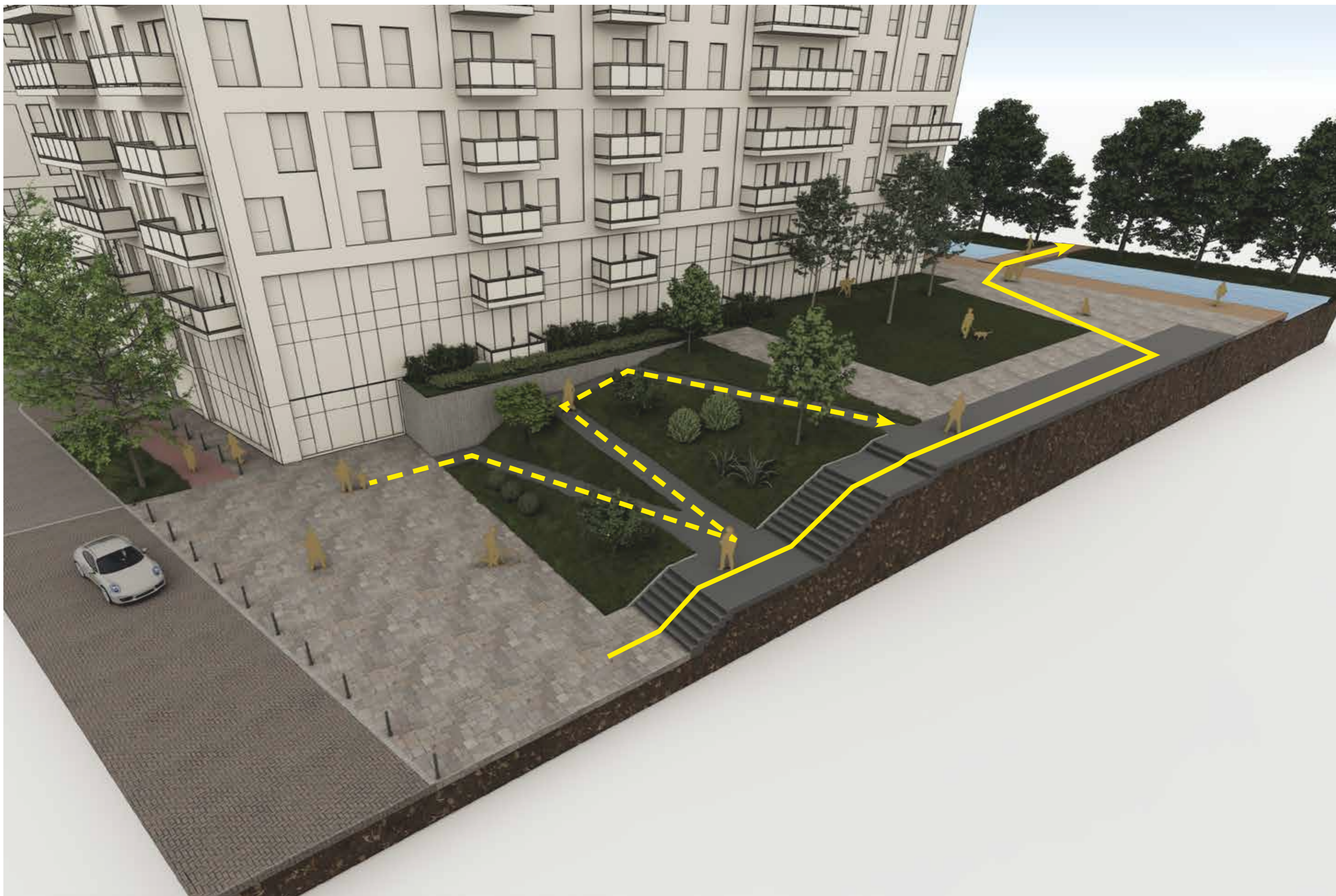


The plans and sections above demonstrate the levels proposed by the subject scheme, which align with the recommendations of CSDLs.

Given the residual risks identified, the development proposes to significantly reduce the risk to more vulnerable users by introducing vertical differentiation. It is proposed to only provide less vulnerable and water compatible development at ground level with more vulnerable uses such as residential being provided at first floor level and above. The positioning on these uses has been done while also maintaining activity along the building frontages at the lower levels.

Based on the engineering report, all 'highly vulnerable development' should have a minimum floor level of +3.80 OD. The development proposal as submitted complies with this recommendation, with all highly vulnerable aspects of the development being located above +5.4 OD, which is the Upper Ground Floor level. This provides protection to the circa 1 in 1000-year tidal flood level plus an allowance of greater than 2m for sea level rise. This implies significant safeguarding and longevity against the potential impacts of climate change and is in line with guidance provided in the OPW guidelines.

In line with Cork City Council's preferred strategy of maintaining existing levels where possible, it is proposed that less vulnerable development such as car parking be provided at a minimum finished floor level of +1.3 OD, which is the undercroft parking level. This undercroft forms the backbone of the vertical differentiation strategy and is compliment by other less vulnerable commercial development with levels varying from +1.5 OD to +2.6 OD that face onto the public realm and create an active streetscape.



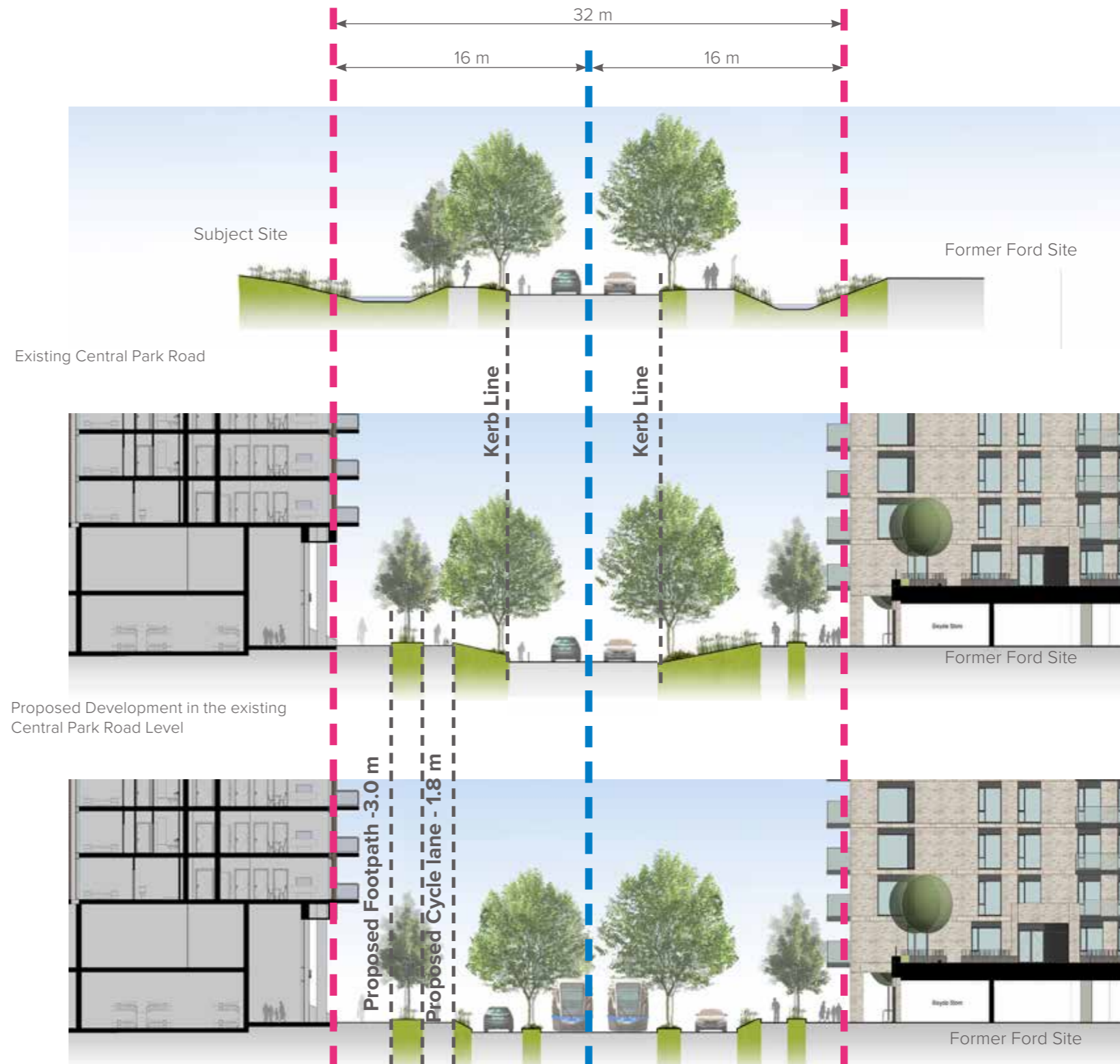
9.0 Adaptability

9.3 Centre Park Road

The design team has liaised extensively with Cork City Council in relation to the outcomes of the Cork South Docks Levels Strategy (CSDLS), so that the design of the proposed development took account of and is compatible with the City's proposed strategy.

The proposed development complies with Cork City Council's strategy of maintaining existing road levels where possible and creating appropriate streetscape relationships between developments and the transportation corridors. One of the key findings of the CSDLS is that it is proposed to retain ground levels as close as possible to the existing with only localised raising of some particularly low points on the road network to a minimum of circa +0.7 OD and more generally +1 OD. In the vicinity of the subject site, this requires the raising of ground levels on Centre Park Road and Marquee Road to a minimum level of between +0.7 to +1 OD (current minimum level is circa +0.44 OD).

CCC intend to raise the low points on Centre Park Road in the medium term and therefore the development will need to function in both the short term with Centre Park Road at current levels as well as also being able to function when the proposed future road raising is implemented. As noted previously, the appropriate corridor for future infrastructure along Centre Park Road have been agreed with CCC and set aside. Until the planned road upgrades have taken place, the proposed development will tie into the existing road network and landscape conditions.



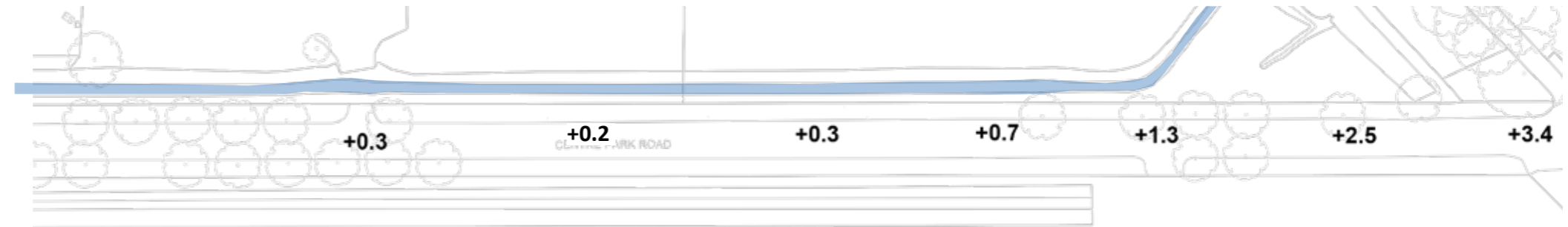
Inferred ABTA Proposed Central Park Road Levels and new infrastructure

9.0 Adaptability

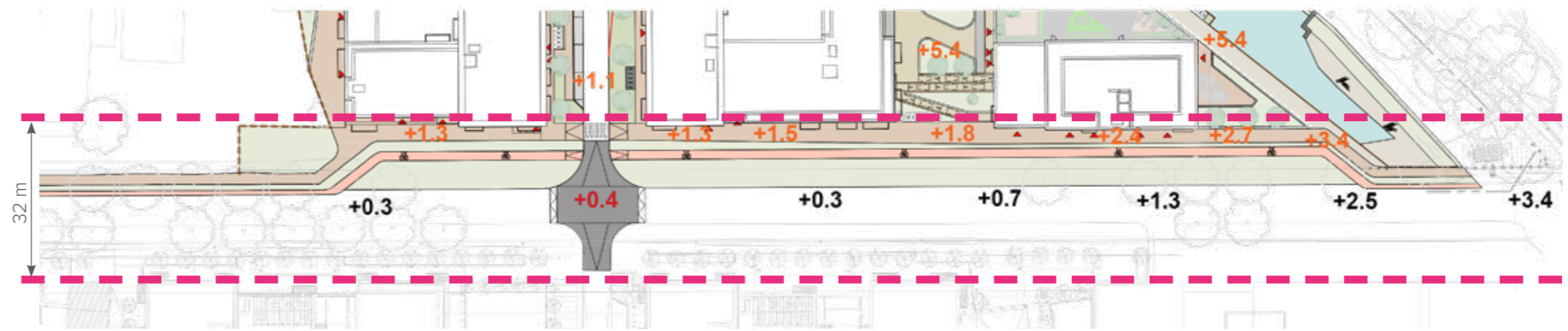
9.3 Centre Park Road

There is an existing open drainage channel running along the south-eastern boundary of the site, parallel to Centre Park Road, which collects storm water from the site to discharge into the River Lee. As part of the proposed development and as set out in the Cork South Docks Level Strategy, the portion of this channel that is within the site boundary will be culverted, which will facilitate the connection between Centre Park Road and the subject scheme as well as having the added benefit of accommodating future upgrade works to the existing road.

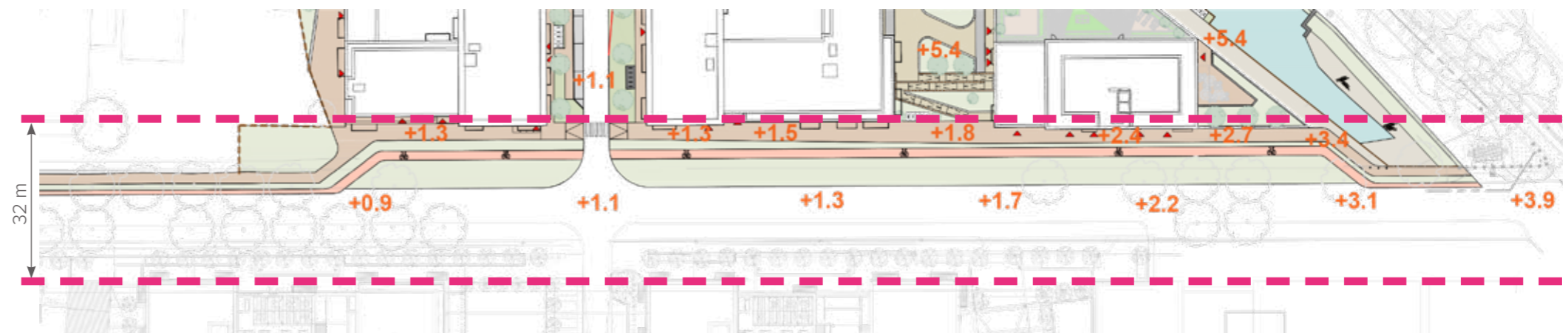
One of the measures taken to ensure that the proposed development ties into the existing road, while still providing flexibility for the future proposed infrastructure, is the introduction of a raised table at the junction of Centre Park Road and the internal road on the subject site. The raised table mediates the change in level between the proposed site, informed by the desire to align with CCC's preferred strategy and the findings of the CSDLs, and the levels of both the existing and future levels along Centre Park Road. This strategy is also used in the granted permission on the Former Ford site (REF: TA28.309059).



Existing Central Park Road



Proposed Development in the existing Central Park Road Level and temporary raised table



Inferred ABTA Proposed Central Park Road Levels

- +X.X Existing Level
- +X.X Proposed Level
- +X.X Temporary Level (raised table)



10.0 Privacy + Amenities



10.0 Privacy + Amenities

10.1 Privacy + Amenities



All the residential units have an area of usable communal open space and private amenity space in the form of balconies, terraces or winter gardens as well as being compliant with storage requirements.

The provided private amenity spaces are in compliance with the minimum size and depth of 1.5 metres as per Sustainable Urban Housing - Design Standards for New Apartments (December 2020).

In design of Block A, the Landmark Tower, exposure to the elements was carefully considered when planning the private amenity space for the apartments. Following the microclimate analysis, it was decided that from the 12th floor and above, each apartment has a glass screened winter garden to ensure that these are usable spaces for the residents. These spaces are designed with folding glazed walls that provides a functional space that is sheltered from the environment while also having the ability to open it up to join with their internal space.

The proposed design considered the orientation of the development in order to maximise the solar gain and natural light aspect of each apartment, 46.5% of the apartments are dual aspect .

Communal open spaces are delivered through a combination of podium and roof level spaces that consist of informal gathering spaces, generously landscaped podium gardens and areas for quiet reflection.

Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design ensures that people can seek privacy within their own dwellings while still having a connection to the outside.



10.0 Privacy + Amenities

10.2 Communal Area

Communal Facilities and Spaces

A key characteristic of residential schemes is the provision of communal amenity facilities. The use of these facilities can vary depending on the requirements of the proposed scheme and amenities of the local area. The provision of these amenities contributes to the creation of a shared community environment.

There is a large range of potential uses for these proposed communal amenity spaces. Within our proposed scheme the following amenities are being considered:

- Movie / Games room;
- Event / Co-working / Incidental meeting space;
- Gym space;
- Concierge and Reception Area.

These communal spaces are located on the lower levels of the proposed development with a 2 no. crèche spaces in Block D and F. It is envisioned that these spaces will encourage interaction and a sense of community among the residents.

Open Communal Amenities

In accordance with Sections 4.10-4.12 of the Sustainable Urban Housing guidelines the proposed scheme gives importance to providing well designed communal open amenity space. This space should be a secured area and should allow for all types of mobility within the residential users such as children and the elderly. It is important that these spaces are provided with adequate daylight levels in order to function as a usable space.

The proposed development contains a open landscaped communal garden / courtyard / roof garden spaces within most blocks. These space are proposed to provide the residents with a number of active amenity spaces such as, but not limited to the following:

- Child playground facilities;
- Open grass space;
- Landscaped Seating Areas
- Communal gardening space

The buildings proximity to the local public amenities such as the Marina Park and water sports clubs offer a much wider range of spaces, walking routes and activities for the residents to avail of.



Lounge



Yoga Studio



Post Area



Resident's Games Room



Resident's Games Room

Required Communal Amenity Space

282 One Beds @ 5m ²	=	1,410m ²
31 Two Bed 3 person @ 6m ²	=	186m ²
383 Two Bed 4 person @ 7m ²	=	2,681m ²
127 Three Beds @ 9m ²	=	1,143m ²
Total Required	=	5,420m²

Communal Amenity Space Provided

Internal Space	=	2,760m ²
External Space	=	5,452m ²
Total Provided	=	8,212m²

10.0 Privacy + Amenities

10.3 Possible Non-residential Uses - Brand Precedents



Reception



Cafe



Outdoor Seating



Quiet Room



Restaurant



Communal Interior



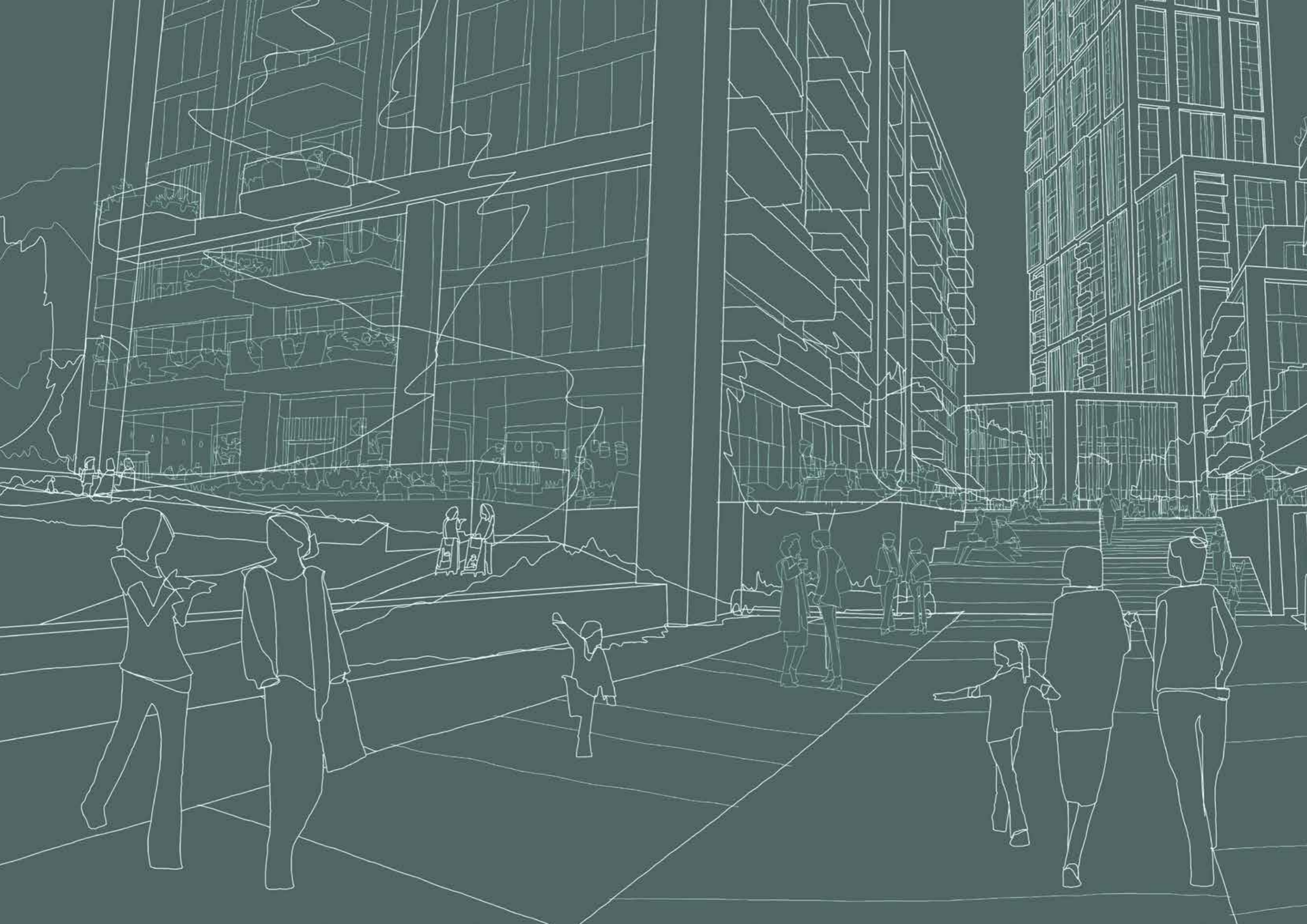
Gym



Communal Area



Meeting Room





11.0 Parking

11.0 Parking

11.1 Car + Bicycle Parking



Car Parking will be provided through the provision of undercroft spaces for residents.

The residential parking ratio is approximately 0.3 of the parking permissible under the existing City Development Plan, and approximately 0.8 of the permissible parking as per the draft ABTA and draft CDP.

This is in acknowledgement of the significant planned improvements to public transport in the site vicinity and the availability of attractive alternative travel choices such as the Cork Light Rail system.

Bike Parking will be provided in excess of the requirements.



11.0 Parking

11.1 Car + Bicycle Parking



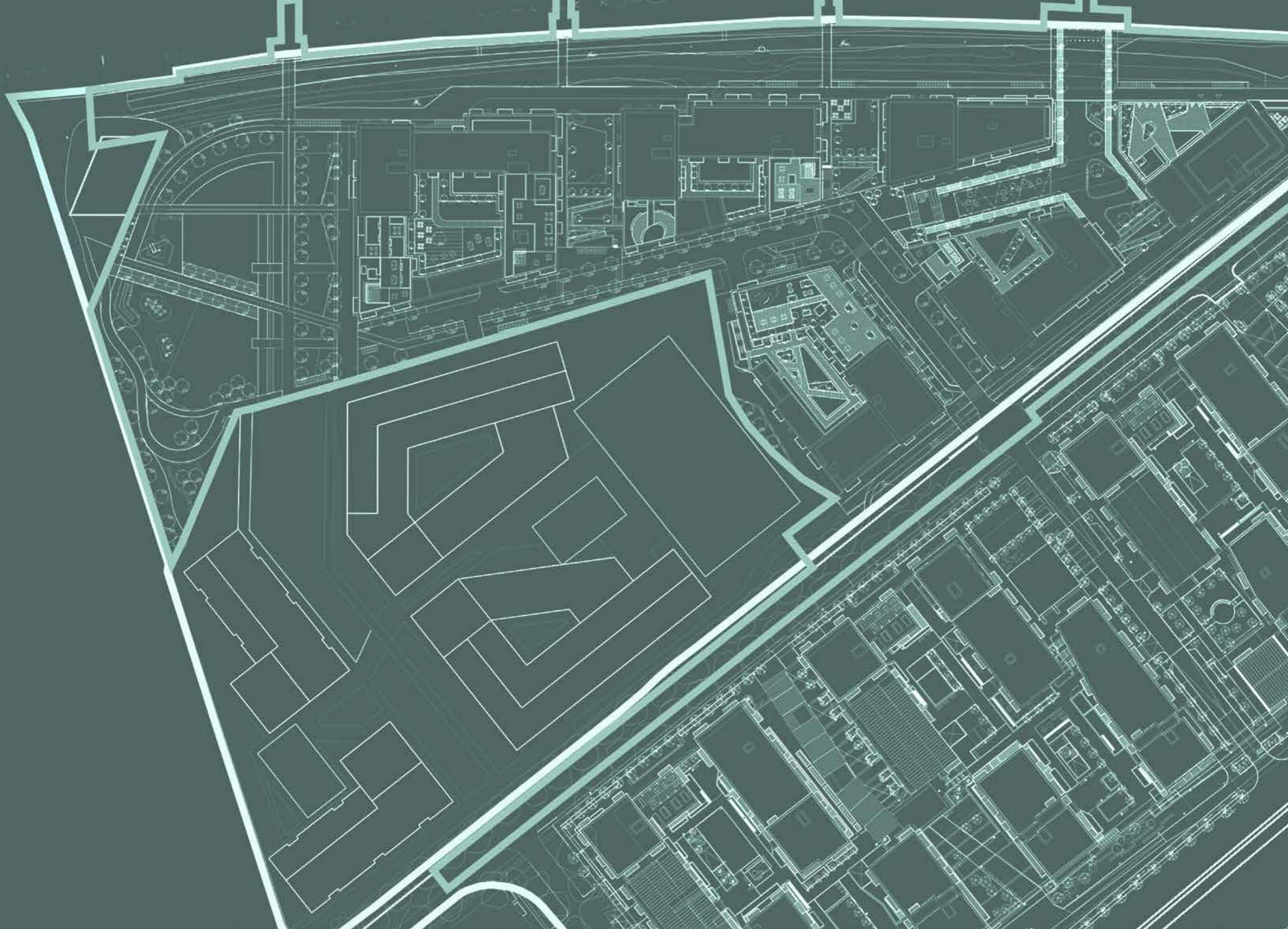
Lower Ground Floor Plan

Car Parking	
Under Podium	250
Surface	10
Accessible	18
TOTAL	278
RATIO	0.3

Motorcycle Parking	
Required	27 spaces
Provided	27 spaces

Cycle Spaces	
Required	1903
Provided	2130

- Key**
- Site Boundary
 - Car park Vehicular Entrance
 - Car Parking Spaces
 - Accessible Car Parking Spaces
 - Secure Bicycle Storage
 - External Bicycle Parking
 - Motorbike Parking Space

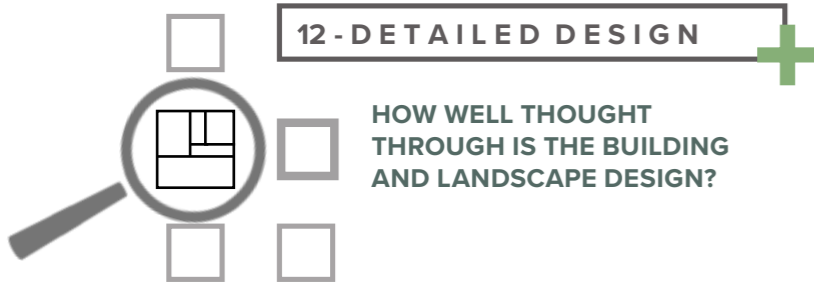




12.0 Detail Design

12.0 Detail Design

12.1 Compliance



The proposed development represents a high-quality design whilst optimising the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design has been subject to a pre-planning meeting and additionally pre-application consultation process with subsequent local authority consultations between the design team and Cork City Council. The design team also engaged with the Department of Education to review the scheme in terms of the developing aspirations for the school zoned lands. The proposed development represents a high-quality design whilst optimizing the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

The design treatment incorporates the latest technologies to achieve the highest standards in energy efficiency, also the selected material finishes, fenestration design and commercial frontage design will provide a new contemporary and high quality expression for the evolving regeneration area.

The drawings, reports and other supporting documents submitted as part of this application contain the detail design information of this planning application. The principle points are summarised in Section 12 of this report. Please refer to the relevant documents for greater detail.



12.0 Detail Design

12.2 Day-Light, Sun-Light

As part of the design process for the proposed City Park development, Arup were commissioned to carry out a daylight assessment, sunlight assessment and shadow study. The assessments carried out, studied the level of daylight in the proposed residential units, and the level of sunlight penetration into the proposed outdoor amenity areas. CWOB and Arup worked closely to ensure that high compliance rates of daylight & sunlight quality were achieved. The final report is a comprehensive assessment across the scheme and advises the board on the circa compliance rate across the scheme with LKDs assessed at 2% and at 1.5% daylight factor.

Sun-lighting to Outdoor Amenity Spaces

The BRE Guidelines recommend that for a garden or amenity area to appear adequately sunlit throughout the year, at least half of it should receive at least two hours of sunlight on March 21st.

The external amenity spaces have been considered carefully through all design stages and Arup have evaluated the sunlight performance of the amenity spaces as the design progressed to ensure sunlight penetration was maximised.

Internal Daylighting to Residential Habitable Spaces

The recommended minimum for Average Daylight Factor (ADF) is based on the function of the room being assessed. The recommendations as per the BS 8206-2:2008 are as follows: 2% for kitchens; 1.5% for living rooms; and 1% for bedrooms. BS 8206-2:2008 also recommends that where a room serves more than one purpose, such as the modern day apartment design of the living/kitchen/dining (LKD) space, the minimum average daylight factor should be taken for the room with the highest value.

Following this advice, a target ADF value of 2.0% has been applied to LKDs within the proposed scheme, however compliance rates have also been calculated for the scheme with a reduced ADF target value for LKDs of 1.5%. This alternative compliance rate is in recognition of the primary function for LKDs being that of a living

space, with the kitchens located towards the rear of the room with lower expectation of daylight.

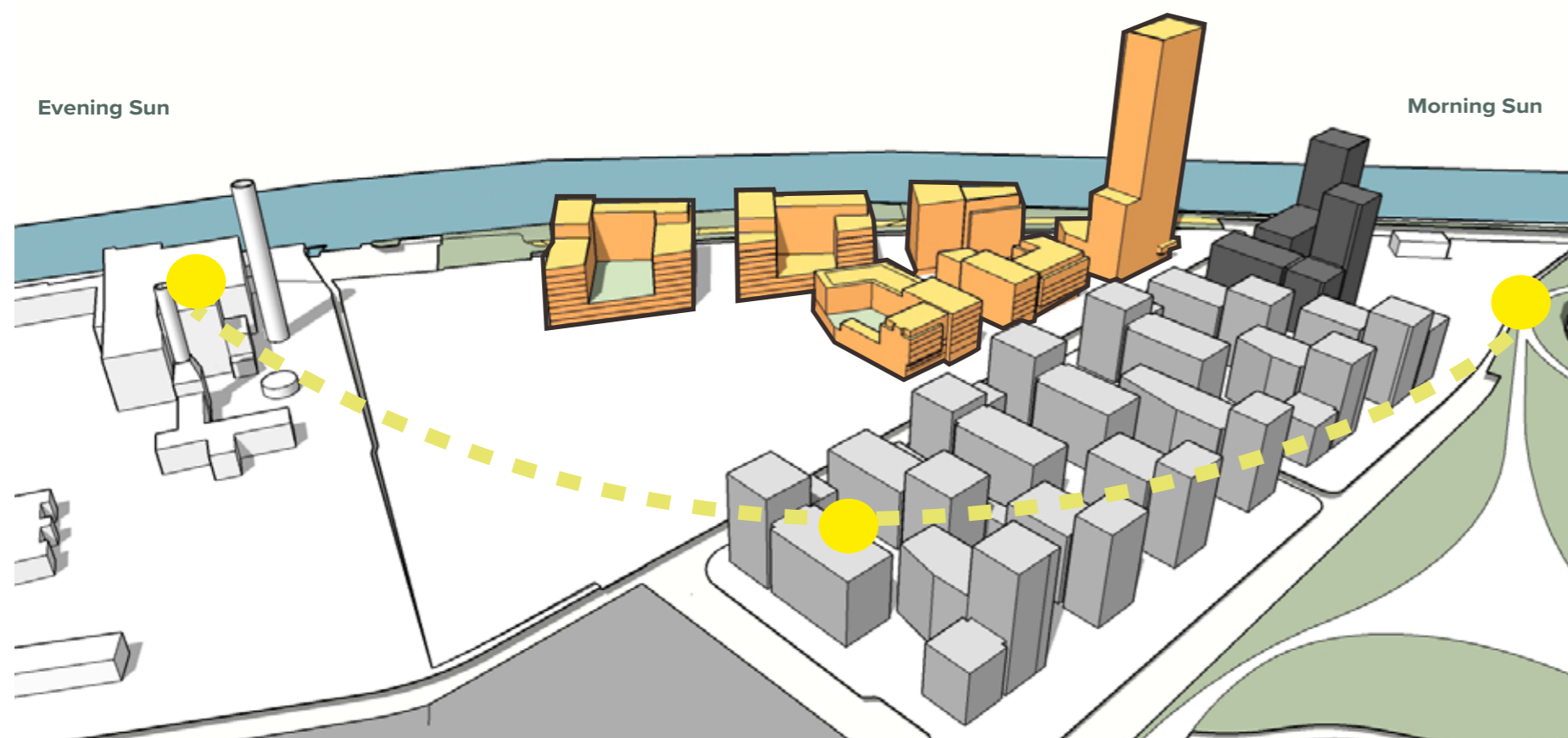
Where ADF compliance rates are stated, target values of 2.0% and 1.5% have been considered for LKDs. The compliance rate with and ADF target of 2.0% applied to LKDs should be viewed as the primary study. The compliance rate with and ADF target of 1.5% applied to LKDs should be regarded as supplementary information.

When assessing LKD's against a target ADF value of 2%, 84% of the rooms meet the recommendations.

When assessing LKD's against a target value of 1.5%, 89% of the rooms meet the recommendations.

Note that every room in the development was included in this assessment (~ 2,300 rooms).

Please refer to the accompanying daylight and sunlight report prepared by Arup for further information.



Sun-path diagram

12.0 Detail Design

12.3 Wind Micro-climate

A wind microclimate assessment has been undertaken by Arup as part of this planning application and is set out within the Wind Microclimate Assessment.

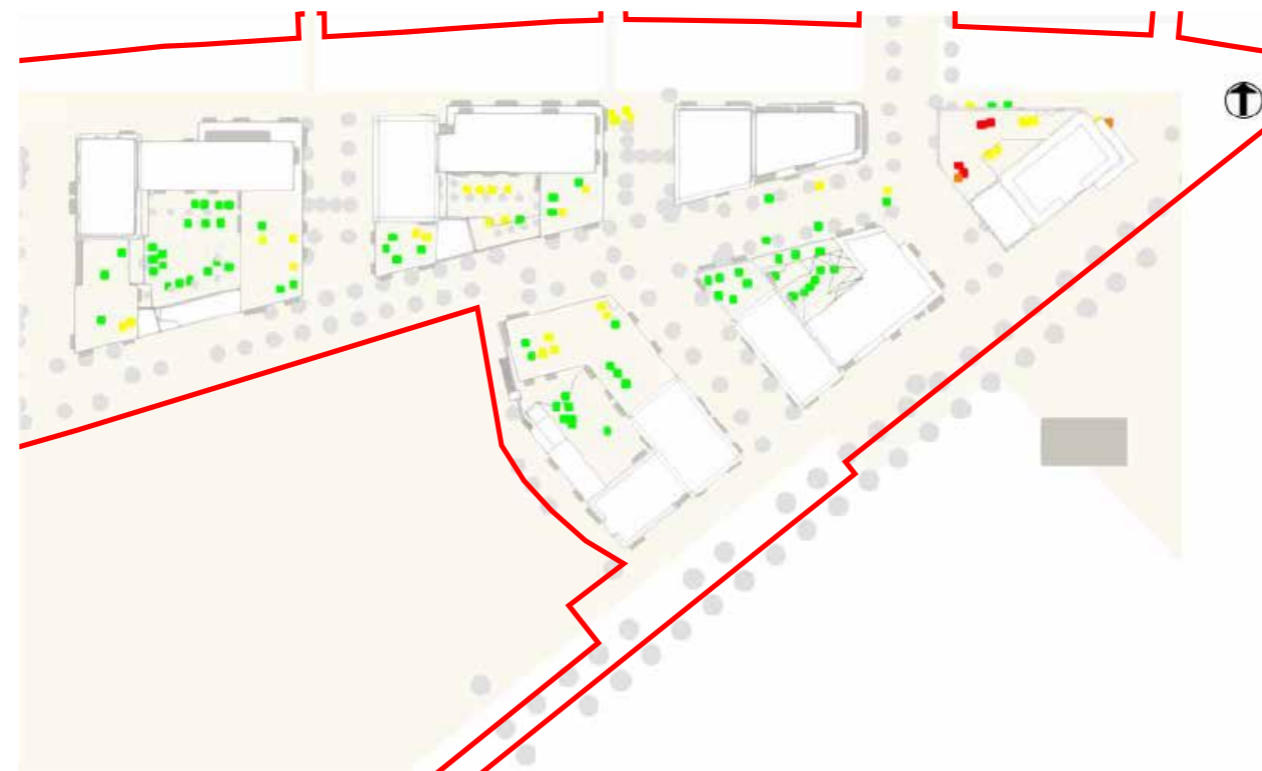
The assessment notes that the proposed building height is up to 35 storeys over lower ground floor level and circa. 120 metres above ground. In general, the wind conditions in the area provide a suitable environment for pedestrian circulation. The windiness is mainly due to funnelling, where the wind speeds up as it passes between the blocks. The careful design of the 35-storey tower, Block A, to ensure its more slender aspect faces into the prevailing wind reduces the potential for downdraft off the block. This helps prevent further windiness at ground level.

Wind mitigation measures have been adopted throughout the design to reduce the windiness across the site and to assist in maintaining wind conditions within acceptable limits. Some residual windiness is expected to remain. It is anticipated that windiness during the construction phase should be no worse than predicted for the final condition. Where parts of the development become operational before construction is completed then temporary wind mitigation may be needed and desirable to provide safe access. Local weather conditions should be reviewed routinely during the construction phase.

The additional shelter afforded by the future surroundings will be beneficial from the perspective of pedestrian movements. Please refer to the Wind Microclimate Assessment for further details on the wind microclimate assessment undertaken by Arup.



Lawson criteria at key locations of the public sitting spaces (Baseline)



Lawson criteria at key locations of the designated sitting areas in the public open spaces (with mitigations)

12.0 Detail Design

12.4 Detailed Site Plan



Key

- Subject Site
- 1 Public Plaza
- 2 Communal Open Space
- 3 Area in ownership of Applicant
- 4 Proposed Vehicle Access / Exit
- 5 Roof Garden
- 6 Open Space Park
- 7 River Lee

Site Plan - Key Elements

12.0 Detail Design

12.5 Floor Plans



Lower Ground Floor Plan

Key

- Subject Site
- Land in ownership of Applicant
- 1 Bed
- 2 Bed
- 3 Bed
- Car Park
- Services
- Circulation
- Retail
- Communal Amenity
- Bar/Café
- Crèche
- Bicycle

12.0 Detail Design

12.5 Floor Plans



Upper Ground Floor Plan

Key

- Subject Site
- Land in ownership of Applicant
- 1 Bed
- 2 Bed
- 3 Bed
- Car Park
- Services
- Circulation
- Retail
- Communal Amenity
- Bar/Café
- Crèche
- Bicycle

12.0 Detail Design

12.5 Floor Plans



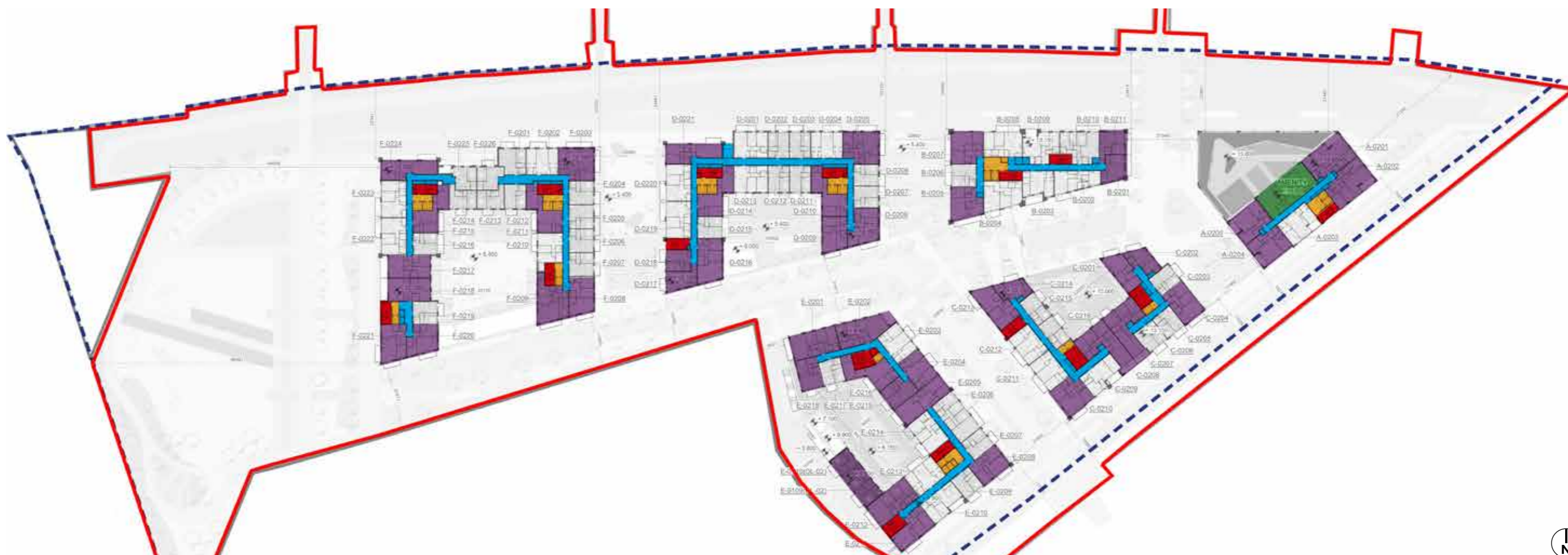
Floor Plan - Level 02

Key

- | | | | |
|--|--------------------------------|--|----------------------|
| | Subject Site | | Circulation |
| | Land in ownership of Applicant | | Commercial |
| | 1 Bed | | Communal Amenity |
| | 2 Bed | | Bar/Café |
| | 3 Bed | | Crèche |
| | 3 Bed - Duplex | | Bicycle |
| | Car Park | | Neighbourhood Centre |
| | Services | | |

12.0 Detail Design

12.6 Dual Aspect



Dual Aspect

Dual Aspect

46.5%

There are a number of North Facing single aspect apartments. *The Design Standards for New Apartments - Guidelines for Planning Authorities (December 2020)* allow for north facing apartments to be considered where “overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature”. The requirement for at least 33% of units being dual aspect in more central and accessible locations has also been met and exceeded.

Key

- Subject Site
- - - Land in ownership of Applicant
- Residential Cores
- Fire Escape Cores
- Circulation Space
- Amenity Space
- Dual Aspect

12.0 Detail Design

12.7 Crèche

Childcare Facilities

Section 3.3.1 of the Guidelines for Planning Authorities on Childcare Facilities issued in June 2001 recommends that new housing areas be provided with childcare facilities at a standard of one facility with 20 spaces for every 75 homes. This calculation method is also based off of 2+ bedroom dwellings and therefore does not include studio's and 1 Bed's.

Based off of 541 (2 and 3 bed) units, the proposed development should include a crèche for approx. 130 Children. The proposed development contains two dedicated childcare facilities with a total internal floor area of approximately 662m² and an additional 247m² of external play space. The proposed crèches are more than suitably sized in order to meet the demand of the development.

The crèches are carefully located on the ground floor of Blocks D and F. The crèches are likely to serve the development itself and are not expected to generate a significant quantum of external trips with the surface level parking accommodating any drop-off requirements as they will occur during off-peak times.

A dedicated and secure play area has been allocated to each crèche for the children's use directly in front of the indoor facilities. The landscaped courtyard will be protected, through various feature including planting, from the residential amenity space at podium level. The external space will take advantage of the south facing orientation offering the brightest space connected to the external courtyard, to the educational section of the buildings. Please refer to accompanying Childcare Assessment by HW Planning.



12.0 Detail Design

12.8 Character Areas

Character Areas

The design of the proposed scheme has been broken down into four distinct character areas. These regions are defined by their unique uses and public realm, which establish the specific character areas. This process of allowing the uses to inform the nature of a space is a key element of placemaking that improves legibility.

The Neighbourhood Centre area is situated along Centre Park Road and presents itself as the public face of the development, engaging with the existing context as well the granted scheme at the Former Ford Factory site. This is reflected in the fine grain of the ground floor that will generate activity and draw people into the site.

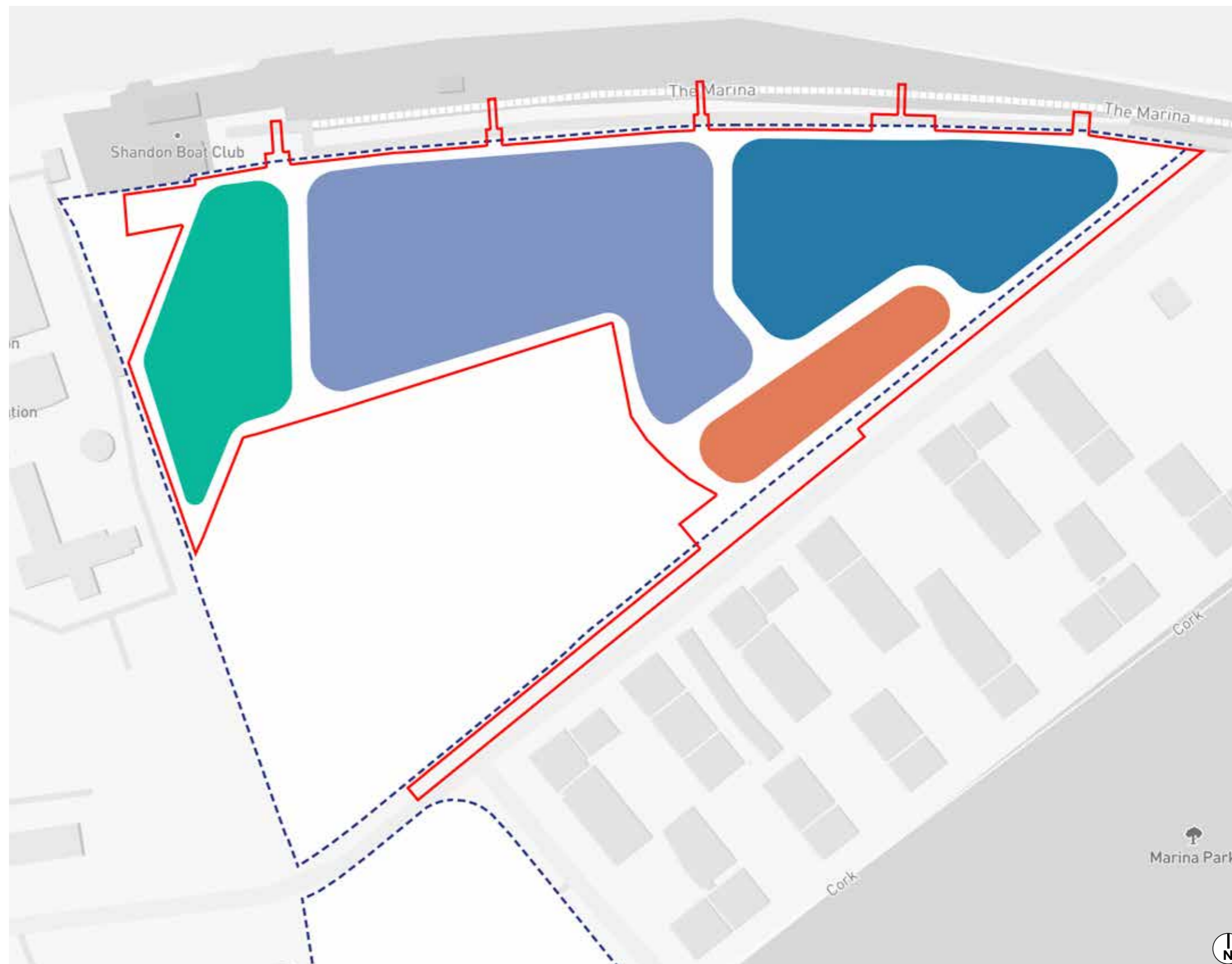
City Park Plaza will include a broad, open public realm that will include a paved plaza that is designed to create a strong identity, as well connect from Centre Park Road through to Marina Park. This area is defined by the ample spaces for sitting, meeting and socialising for people drawn to the commercial heart of the scheme.

The Riverfront + Internal Street echo the physical attributes of City Park Plaza but tone down the scale and intensity of activity. These areas provide moments of respite and calm while still having generous amounts of space to sit, play and reflect. One feature of this area is the provision of pocket parks between the blocks that connect the Internal Street to the Riverfront.

City Park has been designed as a significant new public open space and multi-functional parkland that will serve both residents and visitors with several practical and aesthetic features. As well as providing a series of recreational, play and amenity spaces the park has been designed with a range of informal and formal landscape elements.

Key

- Subject Site
- Land in ownership of Applicant
- Neighbourhood Centre
- City Park Plaza
- Riverfront + Internal Street
- City Park (Public Open Space)



12.0 Detail Design

12.9 Character Area: Neighbourhood Centre



Uses - Precedents

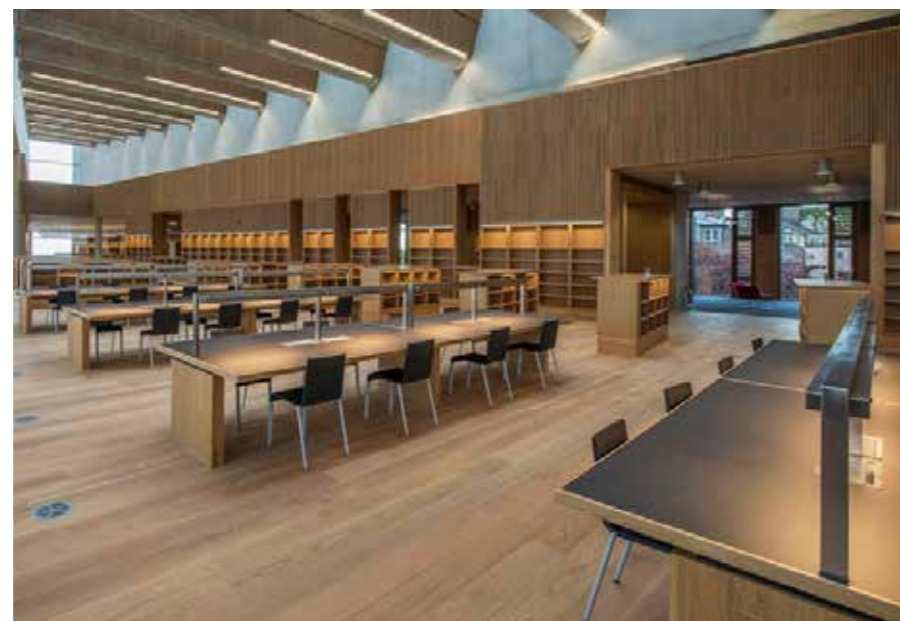
- Pharmacy
- Medical Centre
- Dentist
- Post Office
- Library



Pharmacy



Dentist



Library



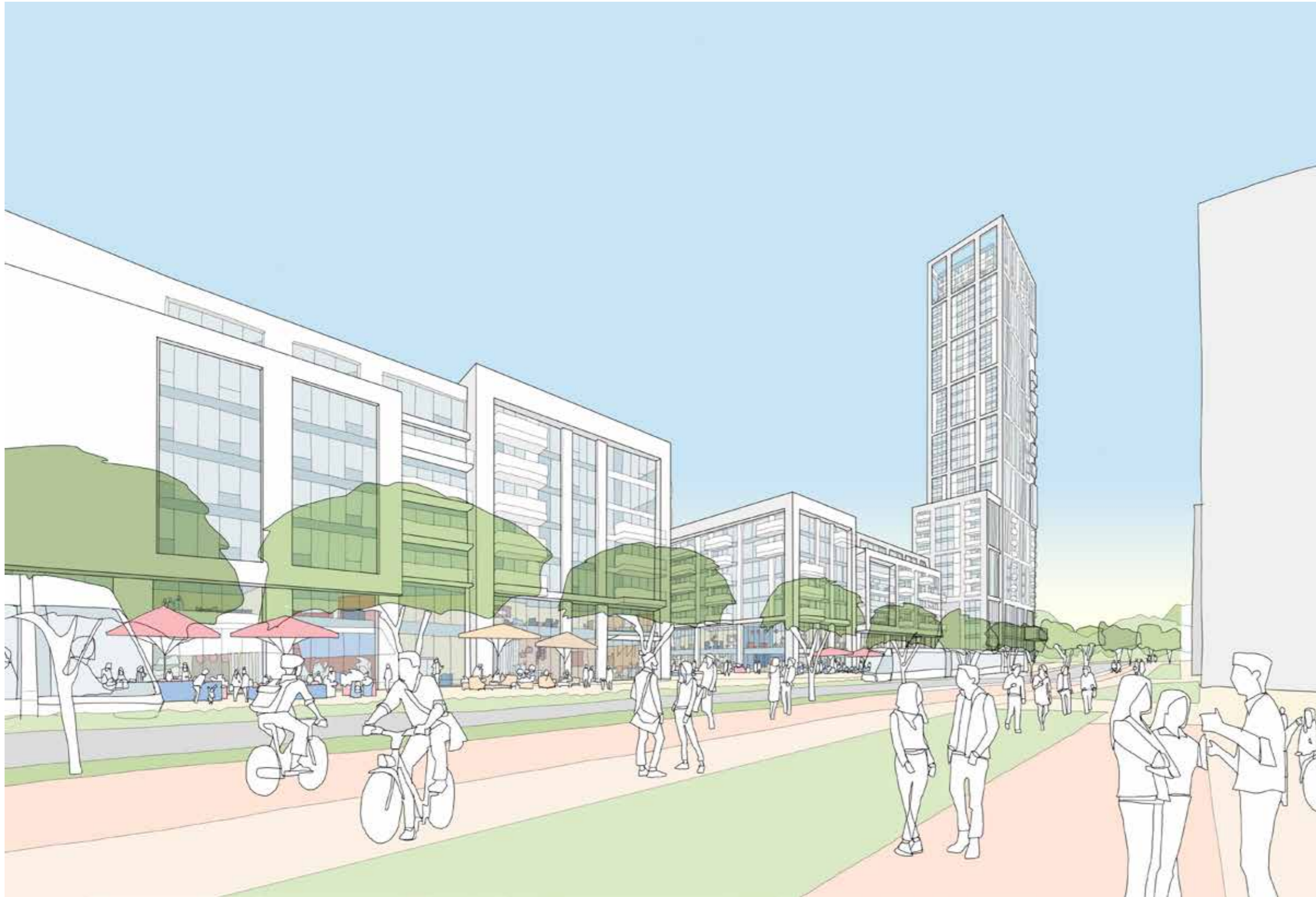
Medical Centre



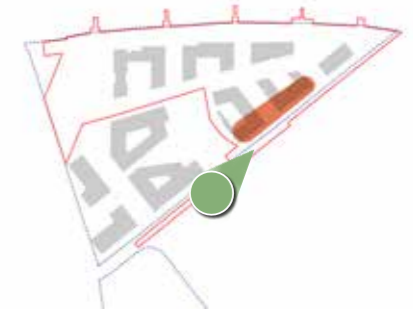
Post Office

12.0 Detail Design

12.9 Character Area: Neighbourhood Centre



Artist's Impression -
Neighbourhood Centre



12.0 Detail Design

12.9 Character Area: Neighbourhood Centre

Uses - Lower Ground



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

- Crèche



12.0 Detail Design

12.9 Character Area: Neighbourhood Centre

Uses - Upper Ground



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

- Crèche




















12.0 Detail Design

12.9 Character Area: Neighbourhood Centre

Detail Plan - Lower Ground



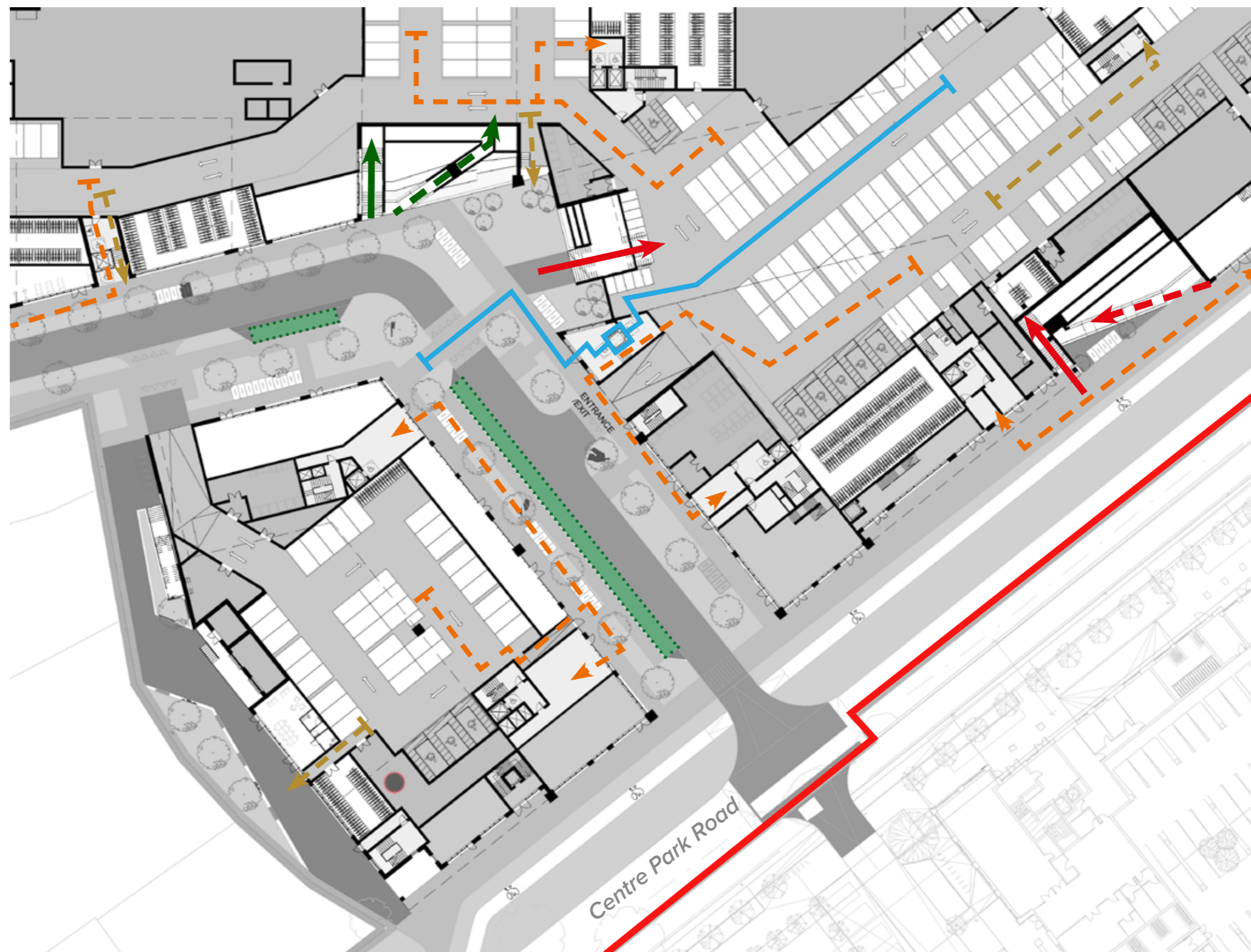
Key

-  Pedestrian Access to Plaza
-  Pedestrian Access to the River
-  Residential Access to Cores
-  Residential Access to Amenity
-  Escape Exit
-  Crèche Access
-  Food / Beverage Access
-  Retail Access
-  Neighbourhood Centre Access
-  Vehicular Access
-  Public Lift
-  Accessible Lift to Parking
-  Outdoor Seating
-  Services / Plant
-  Crèche
-  Bin Stores
-  Bicycle Store/ stands
-  Accessible Parking
-  Visitor Parking
-  Set - Down
-  Bin Collection Point

12.0 Detail Design

12.9 Character Area: Neighbourhood Centre

Movement Plan- Lower Ground



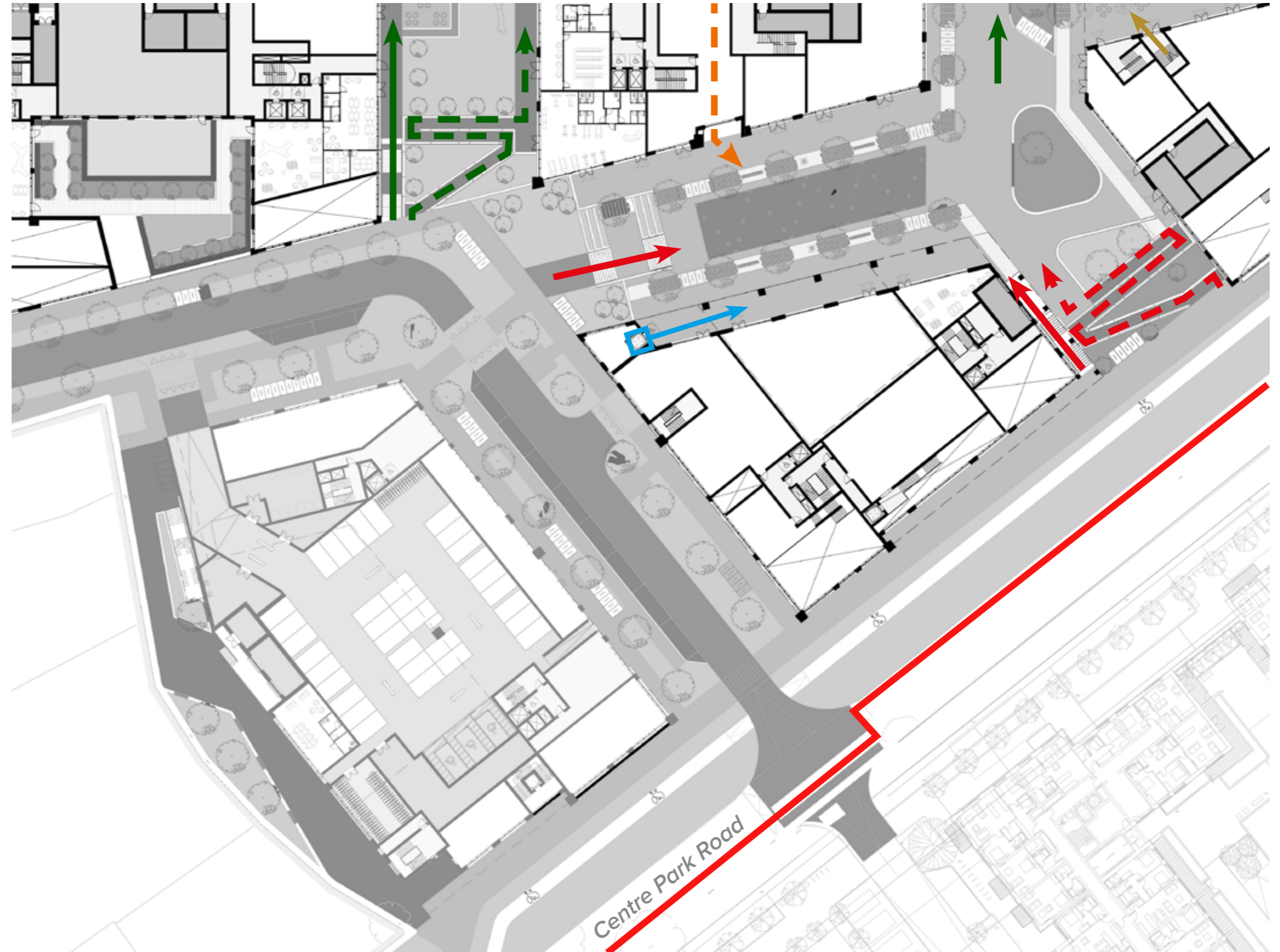
Key

- Pedestrian route to Plaza
- Accessible Ramp to Plaza
- Accessible Lift Access to Plaza
- Pedestrian route to the River
- Accessible Ramp to the River
- Residents route to Cores
- Escape Exit
- Visitor Parking

12.0 Detail Design

12.9 Character Area: Neighbourhood Centre

Movement Plan- Upper Ground



Key

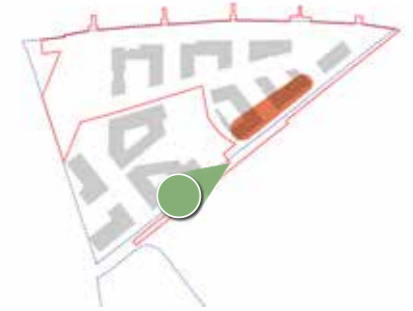
- Pedestrian route to Plaza
- Accessible Ramp to Plaza
- Accessible Lift Access to Plaza
- Pedestrian route to the River
- Accessible Ramp to the River
- Residents route to Cores
- Escape Exit
- Visitor Parking

12.0 Detail Design

12.9 Character Area: Neighbourhood Centre



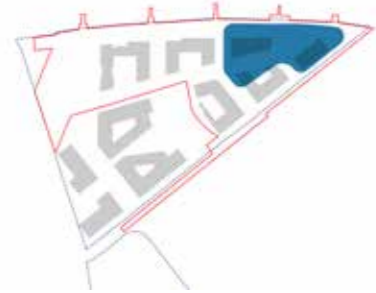
Artist's Impression -
Neighbourhood Centre



12.0 Detail Design

12.10 Character Area: City Park Plaza

Uses - Precedents



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar



Bar



Restaurant



Hair Salon



Boutique



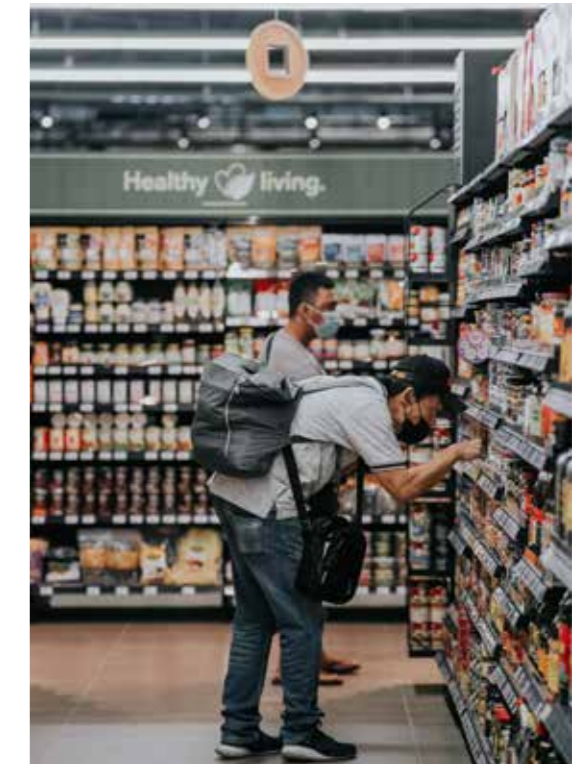
Opticians



Dry Cleaners



Cafe



Convenience Store

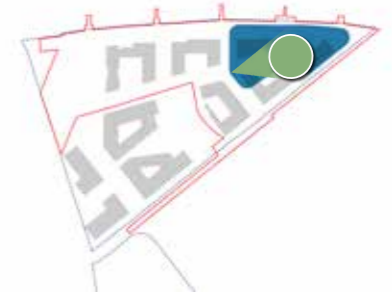


Book Shop

12.0 Detail Design

12.10 Character Area: City Park Plaza

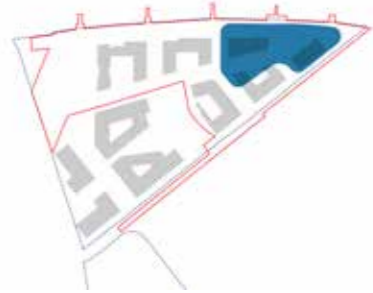
Artist's Impression - City Park Plaza



12.0 Detail Design

12.10 Character Area: City Park Plaza

Uses - Lower Ground



Key

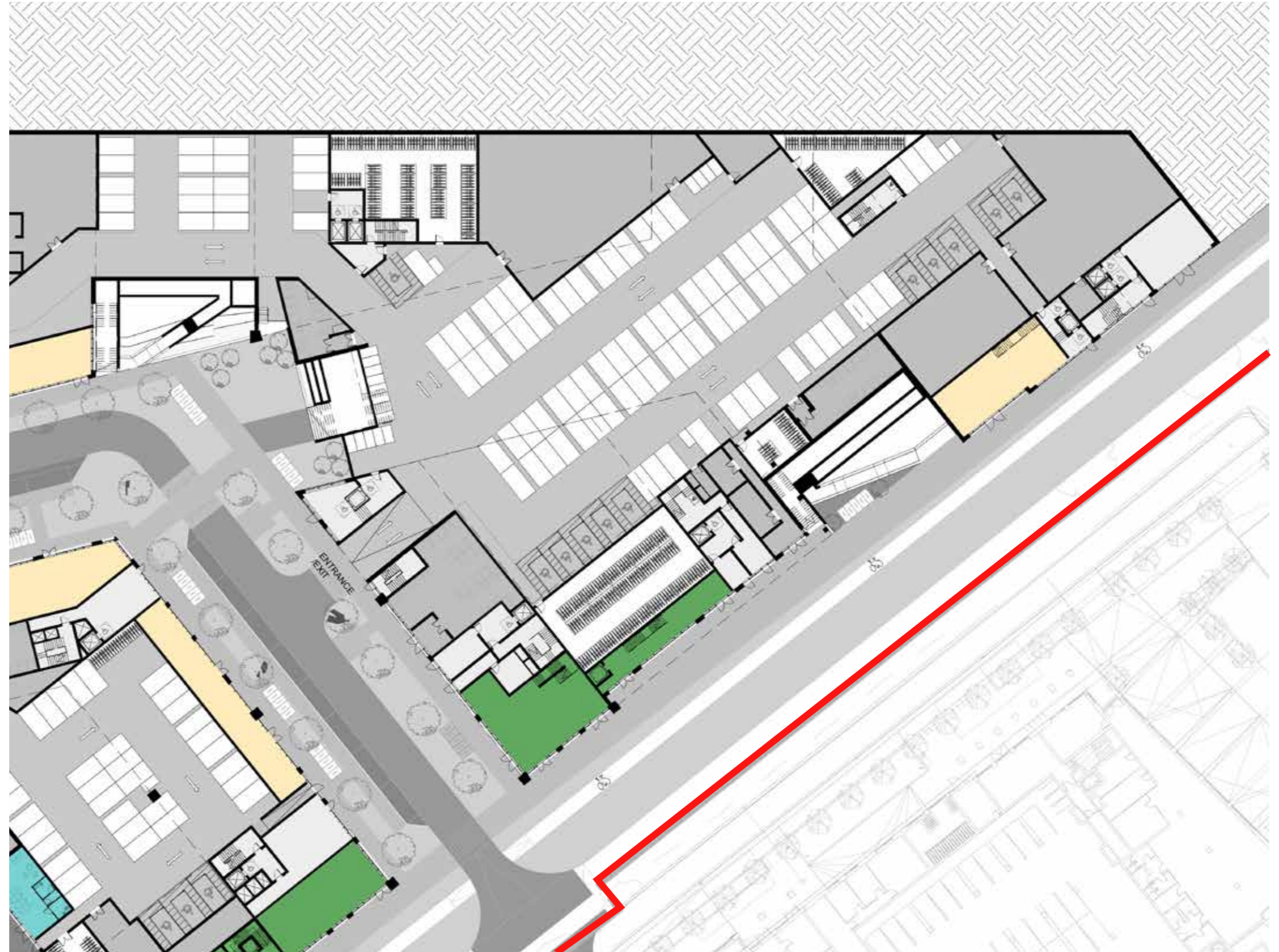
- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

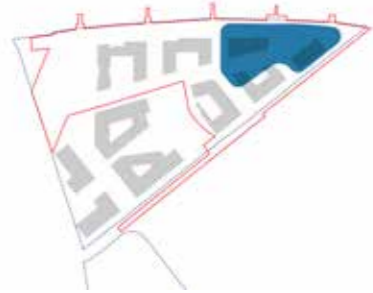
- Crèche



12.0 Detail Design

12.10 Character Area: City Park Plaza

Uses - Upper Ground



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

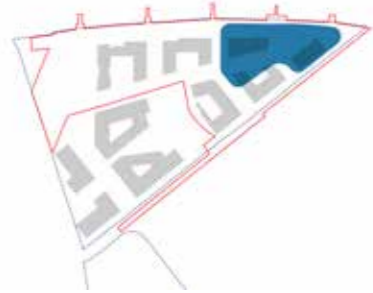
- Crèche



12.0 Detail Design

12.10 Character Area: City Park Plaza

Uses - First Floor



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

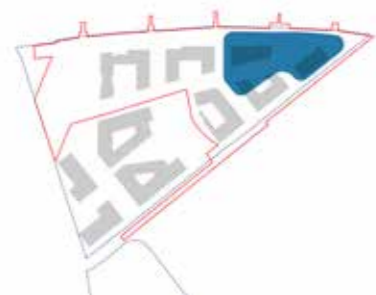
- Crèche



12.0 Detail Design

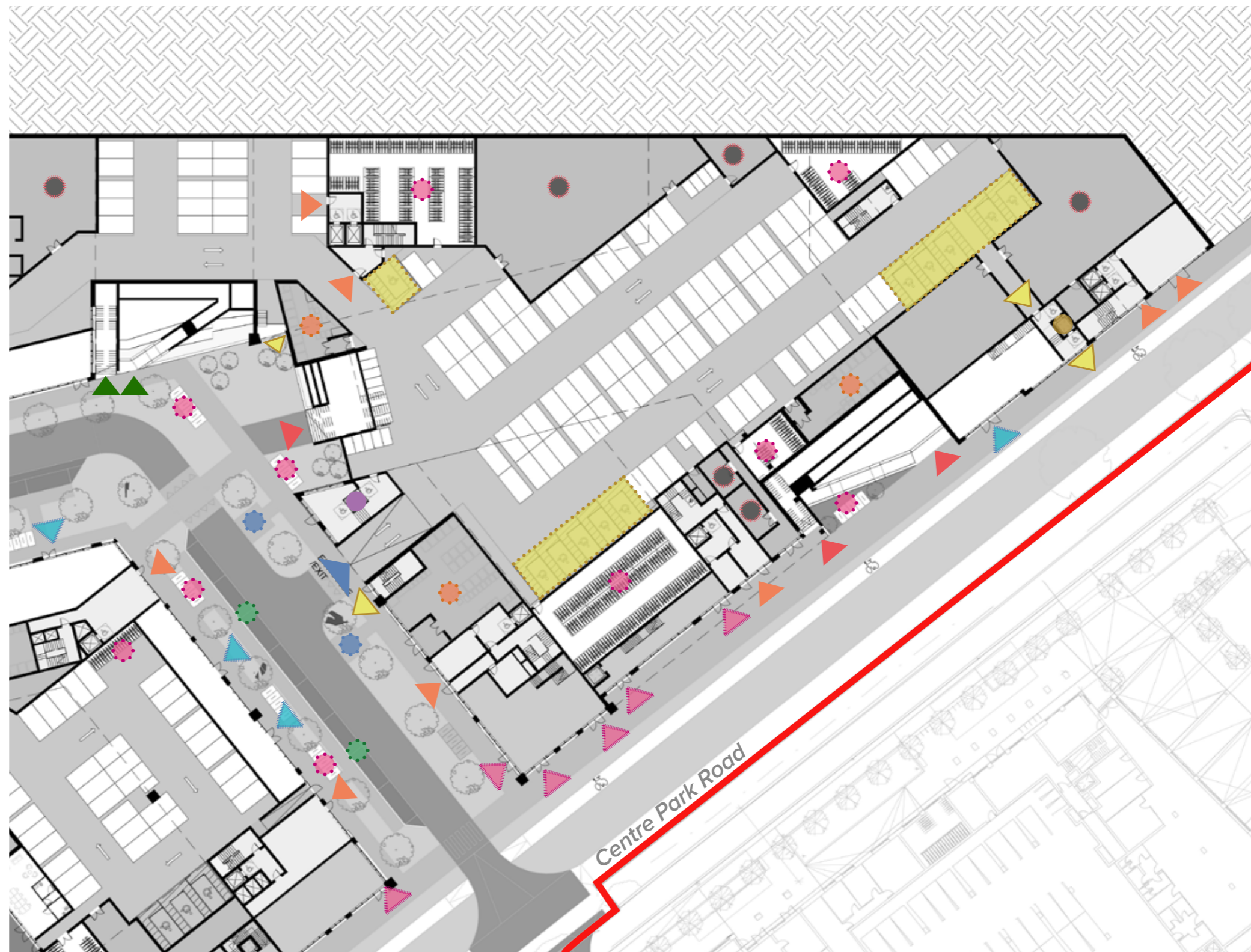
12.10 Character Area: City Park Plaza

Detail Plan - Lower Ground



Key

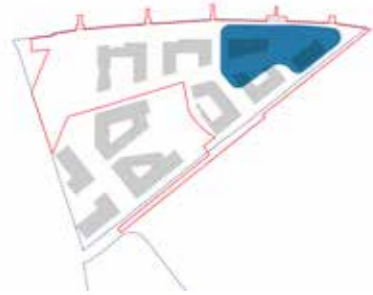
- Pedestrian Access to Plaza
- Pedestrian Access to the River
- Residential Access to Cores
- Residential Access to Amenity
- Escape Exit
- Crèche Access
- Food / Beverage Access
- Retail Access
- Neighbourhood Centre Access
- Vehicular Access
- Public Lift
- Accessible Lift to Parking
- Outdoor Seating
- Services / Plant
- Crèche
- Bin Stores
- Bicycle Store/ stands
- Accessible Parking
- Visitor Parking
- Set - Down
- Bin Collection Point



12.0 Detail Design

12.10 Character Area: City Park Plaza

Detail Plan - Upper Ground



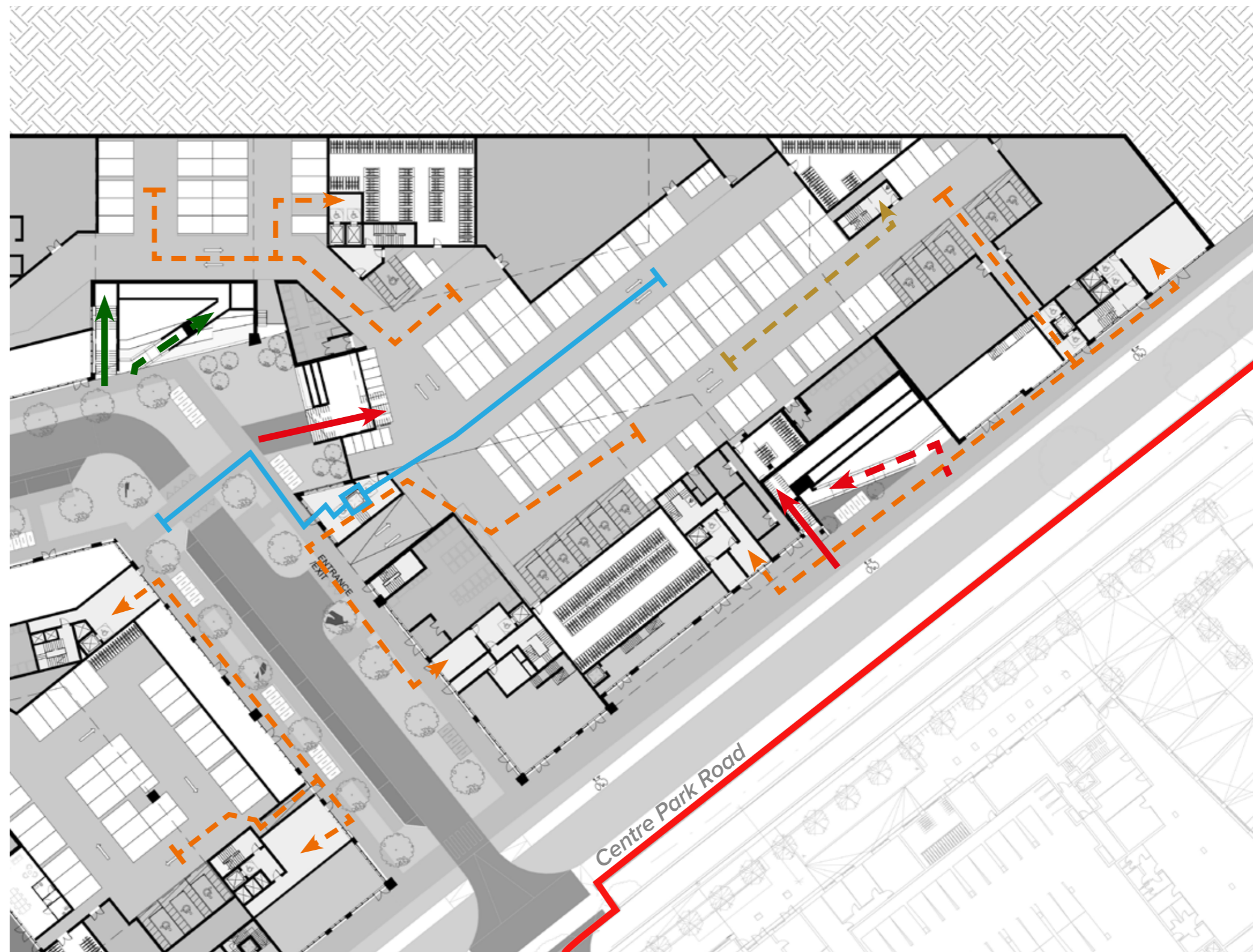
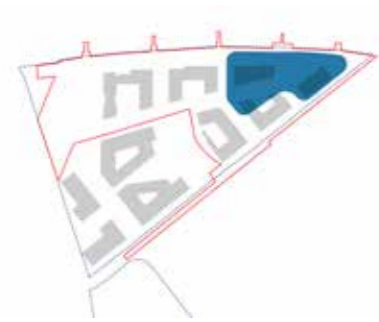
Key

- Pedestrian Access to Plaza
- Pedestrian Access to the River
- Residential Access to Cores
- Residential Access to Amenity
- Escape Exit
- Crèche Access
- Food / Beverage Access
- Retail Access
- Neighbourhood Centre Access
- Vehicular Access
- Public Lift
- Accessible Lift to Parking
- Outdoor Seating
- Services / Plant
- Crèche
- Bin Stores
- Bicycle Store
- Accessible Parking
- Visitor Parking
- Set - Down
- Bin Collection Point

12.0 Detail Design

12.10 Character Area: City Park Plaza

Movement Plan- Lower Ground



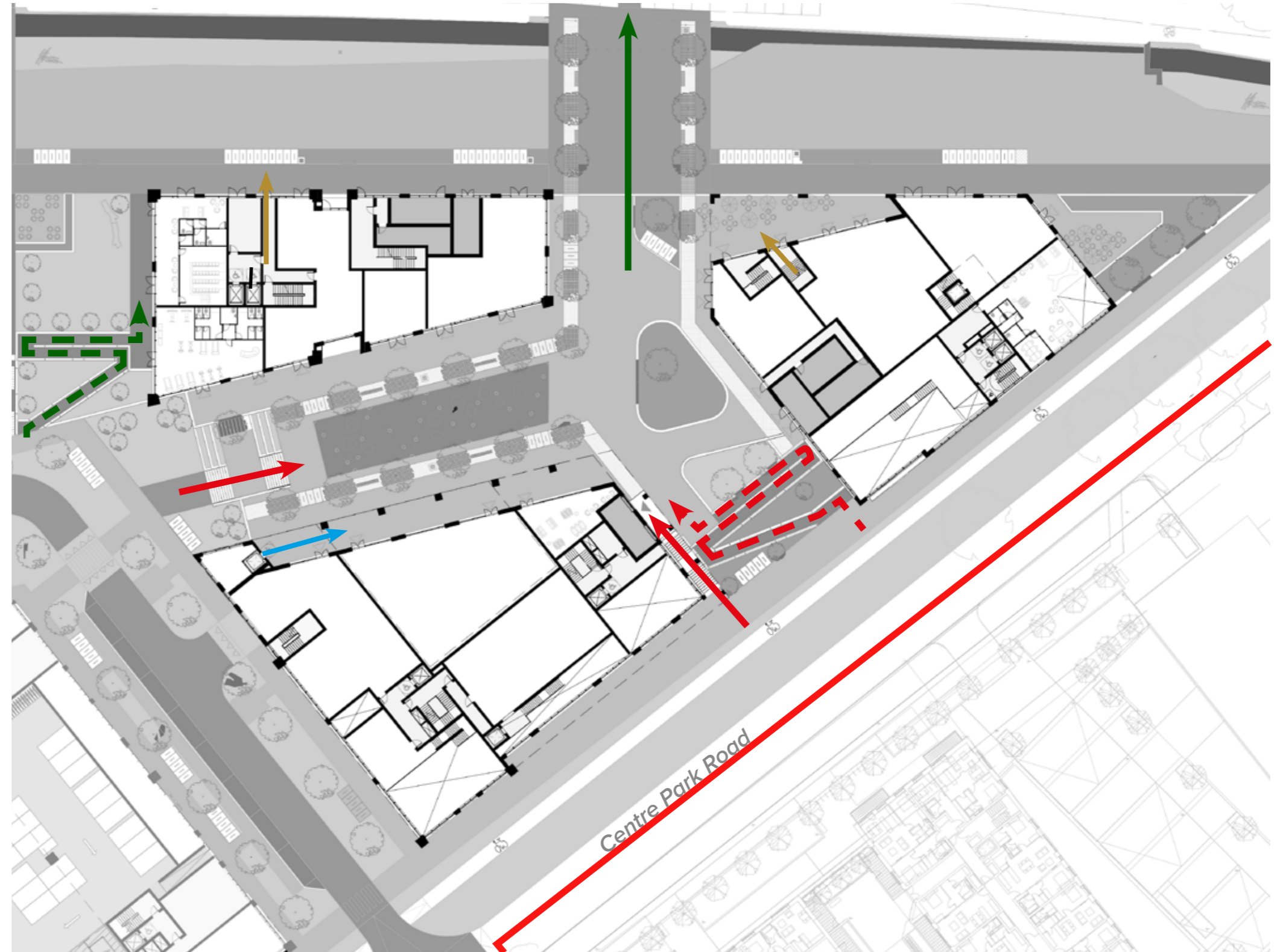
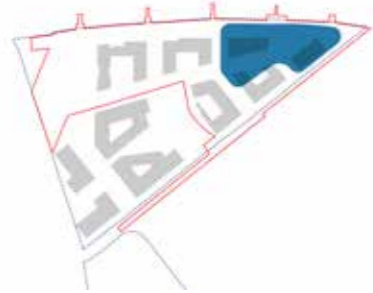
Key

- Pedestrian route to Plaza
- Accessible Ramp to Plaza
- Accessible Lift Access to Plaza
- Pedestrian route to the River
- Accessible Ramp to the River
- Residents route to Cores
- Escape Exit
- Visitor Parking

12.0 Detail Design

12.10 Character Area: City Park Plaza

Movement Plan - Upper Ground



Key

- Pedestrian route to Plaza
- Accessible Ramp to Plaza
- Accessible Lift Access to Plaza
- Pedestrian route to the River
- Accessible Ramp to the River
- Residents route to Cores
- Escape Exit
- Visitor Parking

12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Uses - Precedents



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

- Crèche



Co Working Hub



Amenity Space



Cafe



Cinema Room



Gym



Convenience Store



Crèche



Clothes Store



Communal Games Room

12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Uses -
Lower Ground



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

- Crèche



12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Uses -
Upper Ground



Key

- Commercial
 - Dry Cleaners
 - Clothes Boutique
 - Home Decor Shop
 - Gym/ Fitness Centre
 - Off- License
 - Chocolatier
 - Book Shop
 - Convenience Store
 - Nail Bar
 - Hair Salon

- Neighbourhood Centre
 - Pharmacy
 - Medical Centre
 - Dentist
 - Post Office
 - Library

- Food + Beverage
 - Cafe
 - Restaurant
 - Bar

- Amenity Space
 - Communal Games Room
 - Co-Working Hub

- Crèche



12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Detail Plan - Lower Ground



Key

- Pedestrian Access to Plaza
- Pedestrian Access to the River
- Residential Access to Cores
- Residential Access to Amenity
- Escape Exit
- Crèche Access
- Food / Beverage Access
- Retail Access
- Neighbourhood Centre Access
- Vehicular Access
- Public Lift
- Accessible Lift to Parking
- Outdoor Seating
- Services / Plant
- Crèche
- Bin Stores
- Bicycle Store/ stands
- Accessible Parking
- Visitor Parking
- Set - Down
- Bin Collection Point























12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Detail Plan - Upper Ground



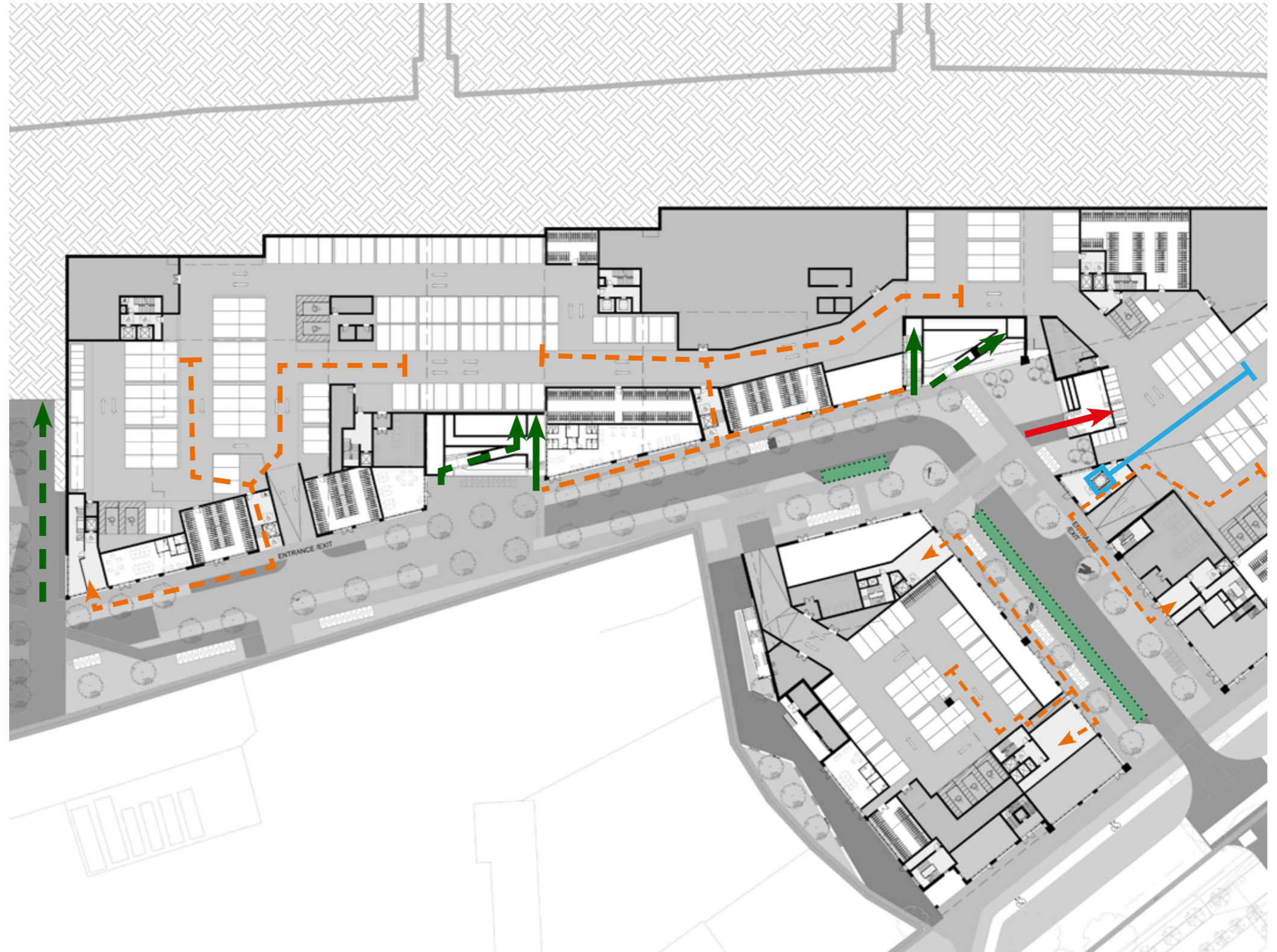
Key

-  Pedestrian Access to Plaza
-  Pedestrian Access to the River
-  Residential Access to Cores
-  Residential Access to Amenity
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-  Retail Access
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-  Public Lift
-  Accessible Lift to Parking
-  Outdoor Seating
-  Services / Plant
-  Crèche
-  Bin Stores
-  Bicycle Store
-  Accessible Parking
-  Visitor Parking
-  Set - Down
-  Bin Collection Point

12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Movement Plan - Lower Ground



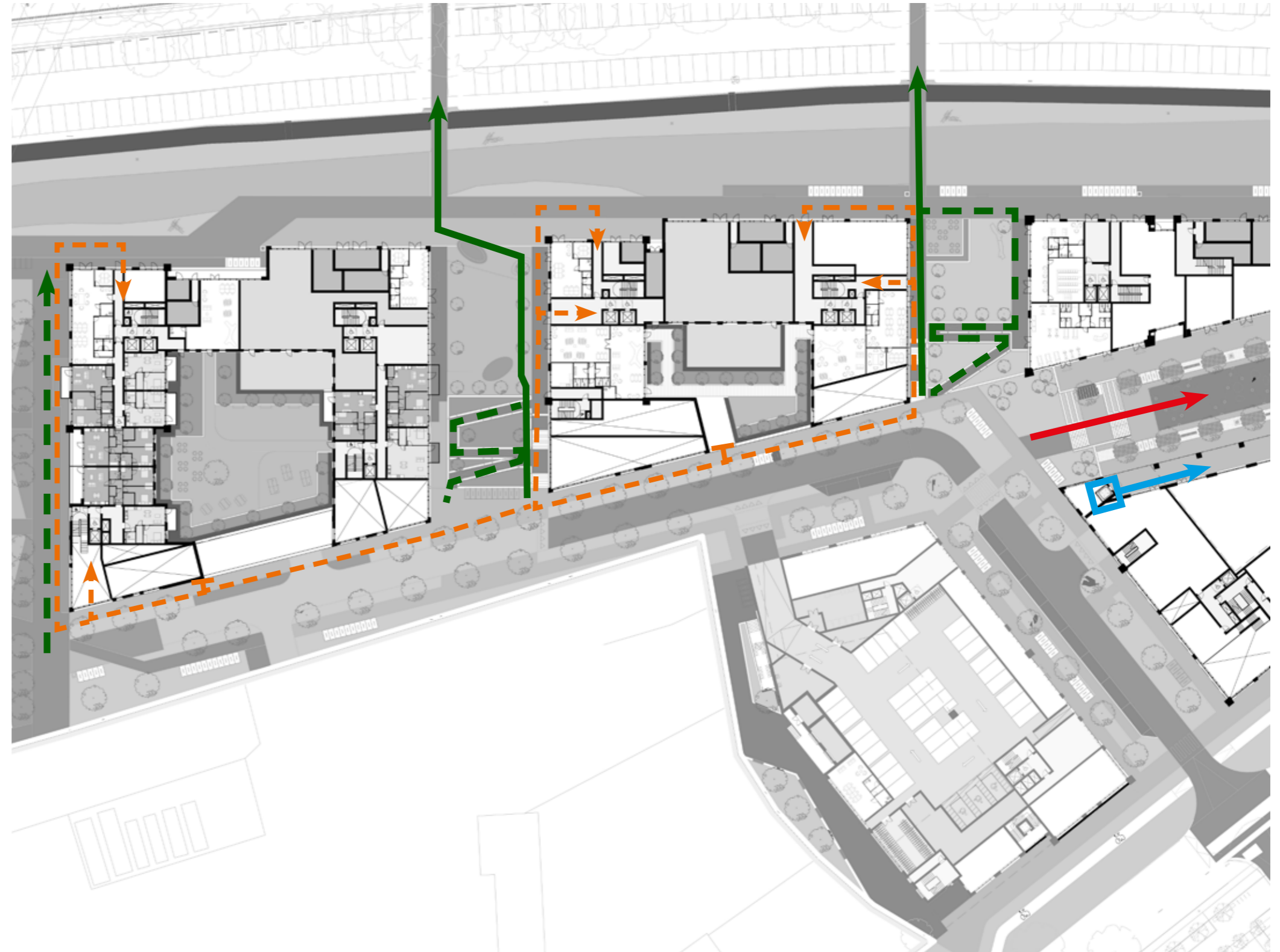
Key

- Pedestrian route to Plaza
- Accessible Ramp to Plaza
- Accessible Lift Access to Plaza
- Pedestrian route to the River
- Accessible Ramp to the River
- Residents route to Cores
- Escape Exit
- Visitor Parking

12.0 Detail Design

12.11 Character Area: Riverfront + Internal Street

Movement Plan - Upper Ground



Key

- Pedestrian route to Plaza
- Accessible Ramp to Plaza
- Accessible Lift Access to Plaza
- Pedestrian route to the River
- Accessible Ramp to the River
- Residents route to Cores
- Escape Exit
- Visitor Parking

12.0 Detail Design

12.12 Character Area: Public Open Space

Detail Plan



Natural Play Boulders



Climbing Structure



Loose Chip Safety Surfacing



Play Tree Trunk

Key

- Residential Access to Amenity
- Pedestrian Access to the river
- Outdoor Seating
- Bicycle Store
- Natural Play
- Wetland
- Passive/Active Recreation
- Future Connection Marque Rd to Marina Park
- Future continuation of the riverfront Marina Walk

Incorporating existing and future routes of movement from and towards both the city centre and Marina Park has been intrinsic to the design of the site layout. The existing Marina Park walk ends at Shandon Boat Club, which our proposal sets out to rectify. The lands to the south of the current Marina Walk terminus are in the ownership of the applicant but are either omitted from this application or zoned as Public Open Space. It is proposed to allow and encourage continuous movement east and west along Marina Walk through the design of these areas. The applicant is aware of Cork City Councils intention for Maria Walk to eventually continue to the west to connect with the City Centre and is happy to work with CCC and neighbouring landowners to the west, in the future to ensure that this route is realised.



12.0 Detail Design

12.13 Materials



Brown Brick



Grey Brick



Bronze



Metal Cladding



Metal Windows



12.0 Detail Design

12.13 Materials

Block Design - Materials

Careful consideration has been given to the choice of materials and is informed by the industrial nature of the site, with a desire for high quality, robust materials. As the subject blocks are located in close proximity to the ESB Marina Generating Station site, the material palette has been selected to respect the historical material palette of the surrounding context.

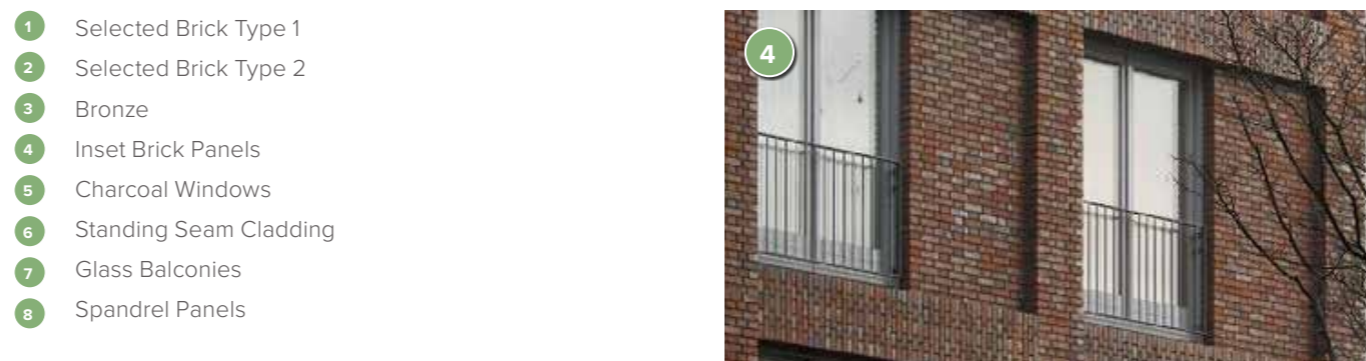
Different materials have been selected for the landmark tower versus the other lower blocks. This has been done specifically to create a unique contemporary feel for the tower versus the lower blocks that speak more to their industrial docklands past. One material, bronze, was selected to be used in moderation across all blocks to provide a connection in the language.

The primary material being used on Blocks B to F is brick, which is well known for its durable nature and requires minimal maintenance. The use of two different brick finishes helps to identify the specific character of each micro-environment using tone and texture. The brickwork is complemented by several key elements such as the charcoal windows and the dark spandrel panels at the plinth level. These elements help to break down the elevations to avoid a long linear block expression by eroding sections of the façade and reducing the elevations to a suitable aesthetic scale.

The charcoal windows introduce a subtle, secondary rhythm to the elevations as the dark colour complements the different brick tones and other selected materials. Using a different language and scale of material at the plinth level helps to demarcate between the different commercial, communal and childcare uses. The dark spandrel panels act as the backdrop for these different functions and provides an element of cohesion and rhythm to the plinth. Glass balconies with a mixture of charcoal steel and bronze detailing add depth to the elevations while the way they interact with their surroundings introduces more activity to the façade.

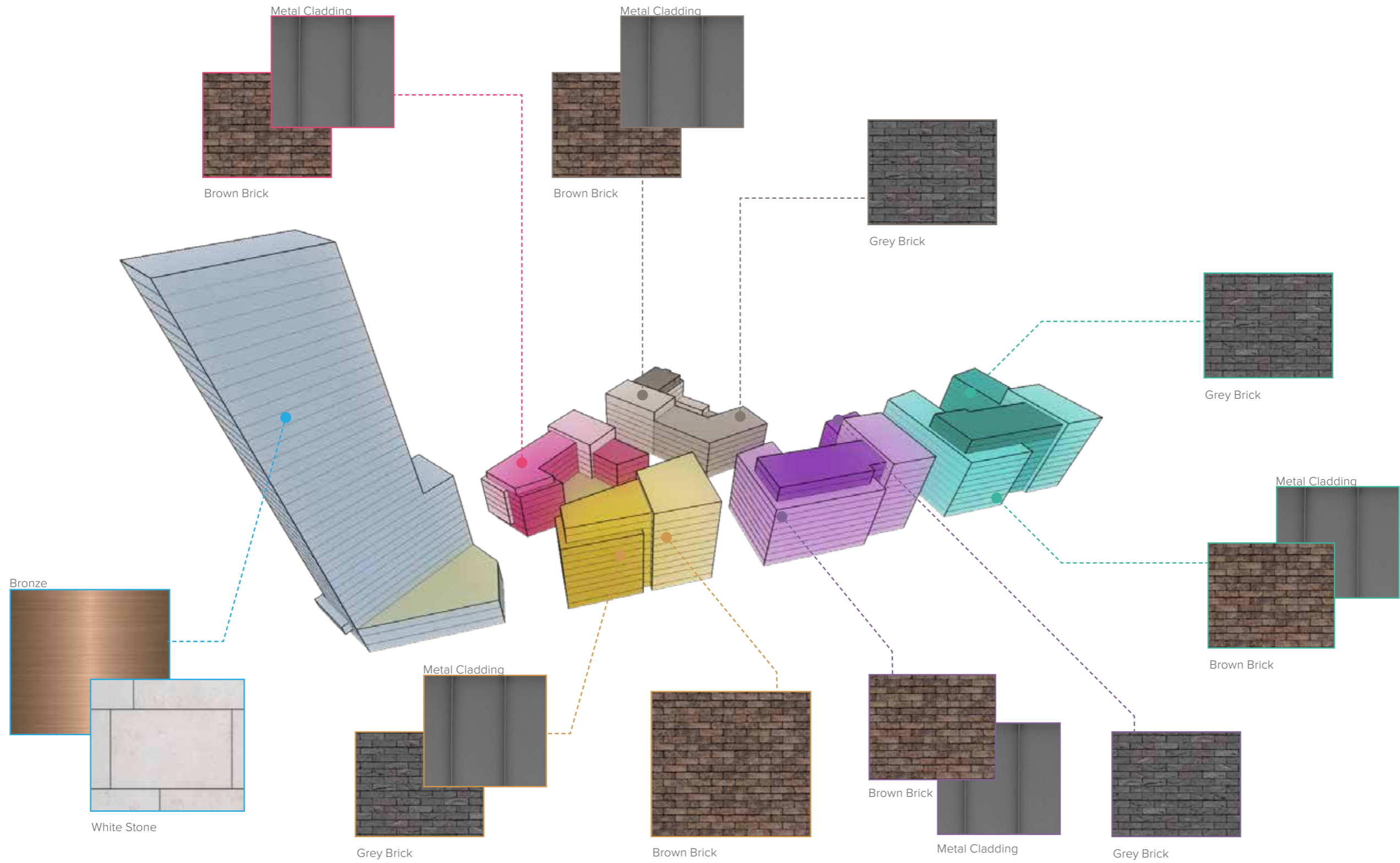
Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- 8 Spandrel Panels



12.0 Detail Design

12.13 Materials



12.0 Detail Design

12.14 Features - Blocks

Block Design - Features

Each elevation of the blocks has been carefully considered in terms of material, layout and scale to avoid a monolithic expression. A variety of features have been employed to assist with breaking up the mass of the blocks and to introduce movement and rhythm into the façades. These features vary in scale from overall massing strategies down to the level of inset brickwork so that this activity is legible from a variety of distances

Each of the blocks has been considered individually and as a part of the whole. Their overall form is staggered both horizontally and vertically to create a dynamic elevation that changes as you move through the development. This play of solid and void is informed not only by the interior layout, but by the location, aspect and orientation of the blocks.

The balconies are an essential part of the elevations and their location, pattern and material has a significant impact on the overall expression of the blocks. The balconies are used to give each elevation its own pattern and character by avoiding a repetitive layout. The variation between bronze and charcoal steel bases adds a further layer of complexity and interest to the overall elevation.

At the smallest scale the interplay between different materials, even different types of the same material, changes up the rhythm of the façade. The play between light and dark brown brick as well as the introduction of other materials breaks up the mass of the blocks while also helping to identify specific areas within the scheme. The use of inset brickwork panels offers relief to the more repetitive elements of the elevation and adds another layer of detail by playing with the depth of the façade. In addition the alternative finish to the commercial and communal areas helps to delineate the various uses within the scheme.



12.0 Detail Design

12.14 Features - Blocks

Block Design - Details

By mixing and matching the selected materials and the various façade features, each block has its own distinctive character while still reading cohesively as a part of the whole. This palette of materials and features has been developed holistically to ensure harmony between each set of elements as they move from block to block.

The interactions between the different materials and the façade features creates layers of visual interest for residents and visitors as they pass through the scheme. Moments of subtle similarity emit a sense of familiarity and comfort while dynamic material changes establish specific neighbourhood zones and highlight the shift between communal, commercial and residential use.

By using changing scales of solid and void, in conjunction with the selected materials and façade features, the elevations are able to express their specific nature.

Large scale punches in the brick at ground floor with infill spandrel panels draw attention to the commercial and communal uses within the buildings, while also highlighting the residential entrances.

Vertical sections of curtain walling and balconies between brick piers emphasis the verticality of particular sections of the blocks. These elements form a focal point for the block which anchors it within the scheme.

On elevations that are primarily finished in brick, the use of infill panels and staggered balconies adds activity and movement to the façade which draws the eye across the block.

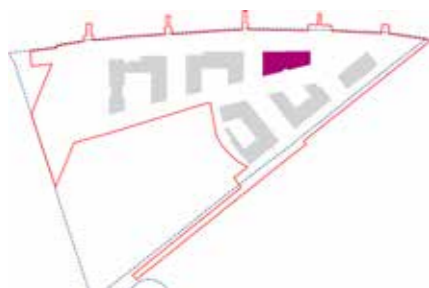
Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- 8 Spandrel Panels



12.0 Detail Design

12.15 Facade Design - Block B



Recessed Brick



Dark Grey Brick



Metal cladding



Brown Brick

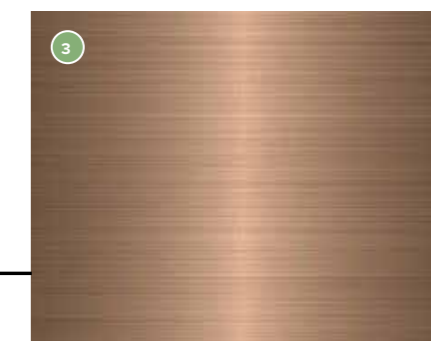


Cantilevered balcony

River Front

Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- 8 Spandrel Panels



Bronze Cladding



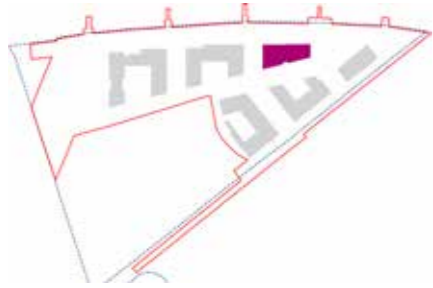
Dark Window Frame



Spandrel Panel

12.0 Detail Design

12.15 Facade Design - Block B

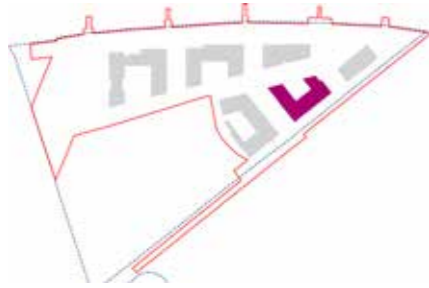


Street Frontage Precedents



12.0 Detail Design

12.16 Facade Design - Block C



Centre Park Road

Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- 8 Spandrel Panels

The facade elevation shows a multi-story building with a mix of materials and window types. Callouts include:

- 3 Bronze Cladding:** A horizontal brushed metal texture.
- 6 Metal cladding:** Vertical standing seam panels.
- 1 Brown Brick:** A traditional red brick pattern.
- 7 Cantilevered balcony:** A glass balcony with a dark frame.
- 5 Dark Window Frame:** A window with a dark charcoal frame.
- 2 Dark Grey Brick:** A dark, textured brick pattern.
- 8 Spandrel Panel:** A large glass panel between floors.

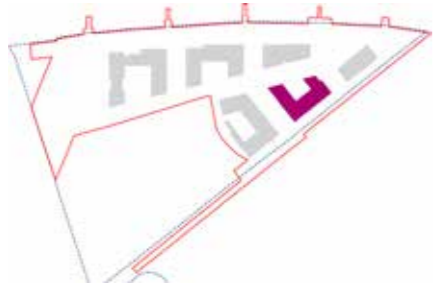
Notes and elevations on the drawing include:

- NOTE 6:** Located at the top left of the facade.
- NOTE 9:** Located at the top center of the facade.
- + 27.250:** Elevation marker for the top of the left section.
- + 27.100:** Elevation marker for the top of the right section.
- + 26.050:** Elevation marker for a lower roof level.
- + 23.700:** Elevation marker for a window sill level.

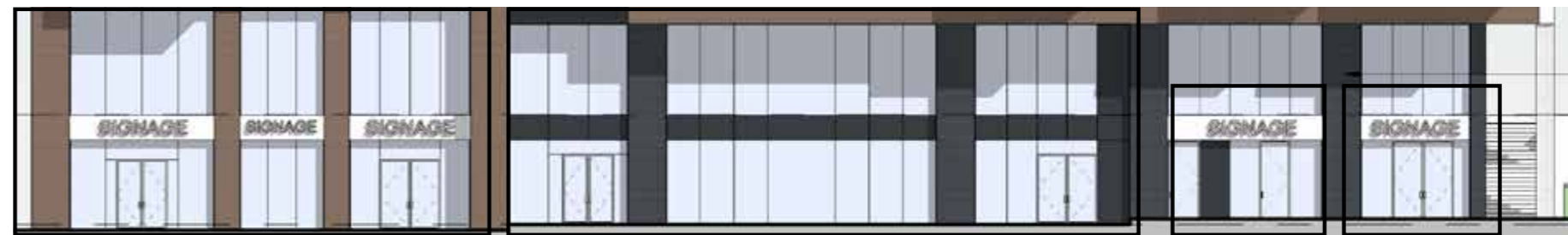
Signage at the ground level is labeled "SIGNAGE" above the entrance doors.

12.0 Detail Design

12.16 Facade Design - Block C

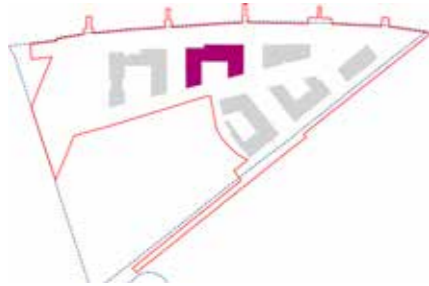


Street Frontage Precedents



12.0 Detail Design

12.17 Facade Design - Block D



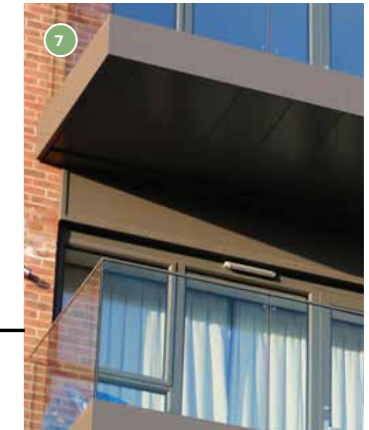
Recessed Brick



Metal cladding



Brown Brick

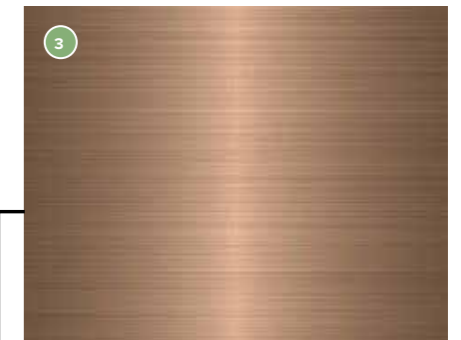


Cantilevered balcony

River Front

Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- 8 Spandrel Panels



Bronze Cladding



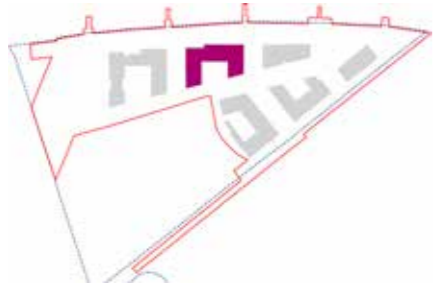
Dark Window Frame



Spandrel Panel

12.0 Detail Design

12.17 Facade Design - Block D

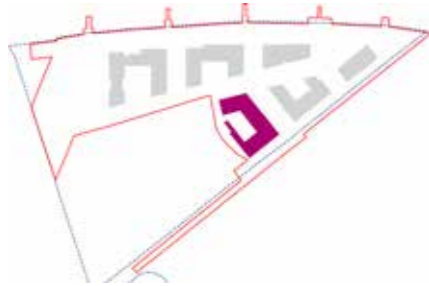


Street Frontage
Precedents



12.0 Detail Design

12.18 Facade Design - Block E



Metal cladding



Dark Grey Brick

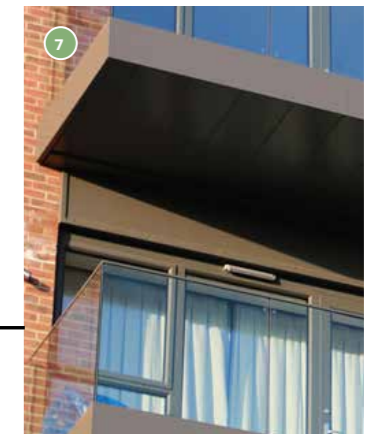


Brown Brick

Centre Park Road

Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- Spandrel Panels



Cantilevered balcony



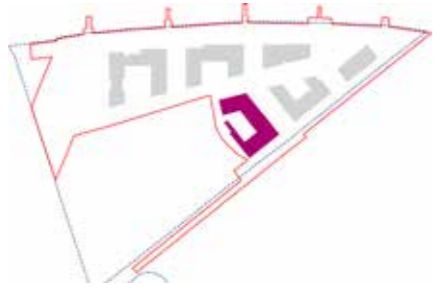
Dark Window Frame



Spandrel Panel

12.0 Detail Design

12.18 Facade Design - Block E

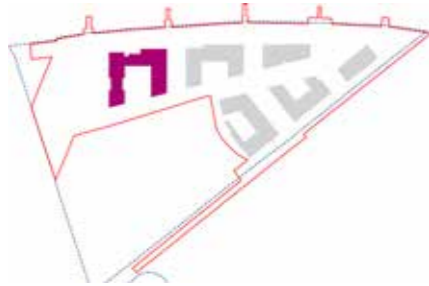


Street Frontage
Precedents



12.0 Detail Design

12.19 Facade Design - Block F



Recessed Brick



Metal cladding



Dark Grey Brick



Brown Brick

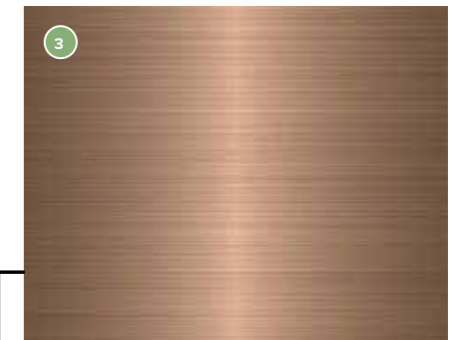


Cantilevered balcony

River Front

Proposed Materials Key

- 1 Selected Brick Type 1
- 2 Selected Brick Type 2
- 3 Bronze
- 4 Inset Brick Panels
- 5 Charcoal Windows
- 6 Standing Seam Cladding
- 7 Glass Balconies
- 8 Spandrel Panels



Bronze Cladding



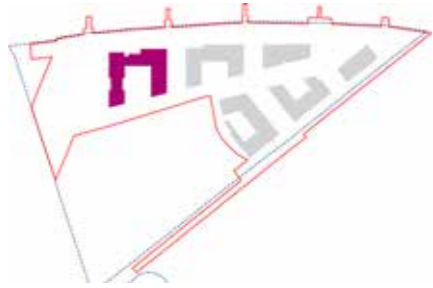
Dark Window Frame



Spandrel Panel

12.0 Detail Design

12.19 Facade Design - Block F

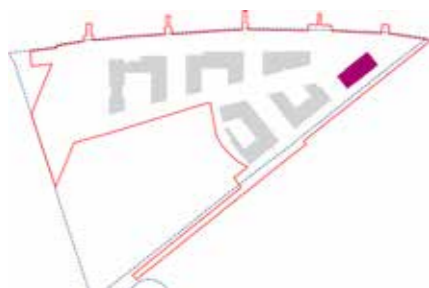


Street Frontage
Precedents



12.0 Detail Design

12.20 Tower Design



Evolution

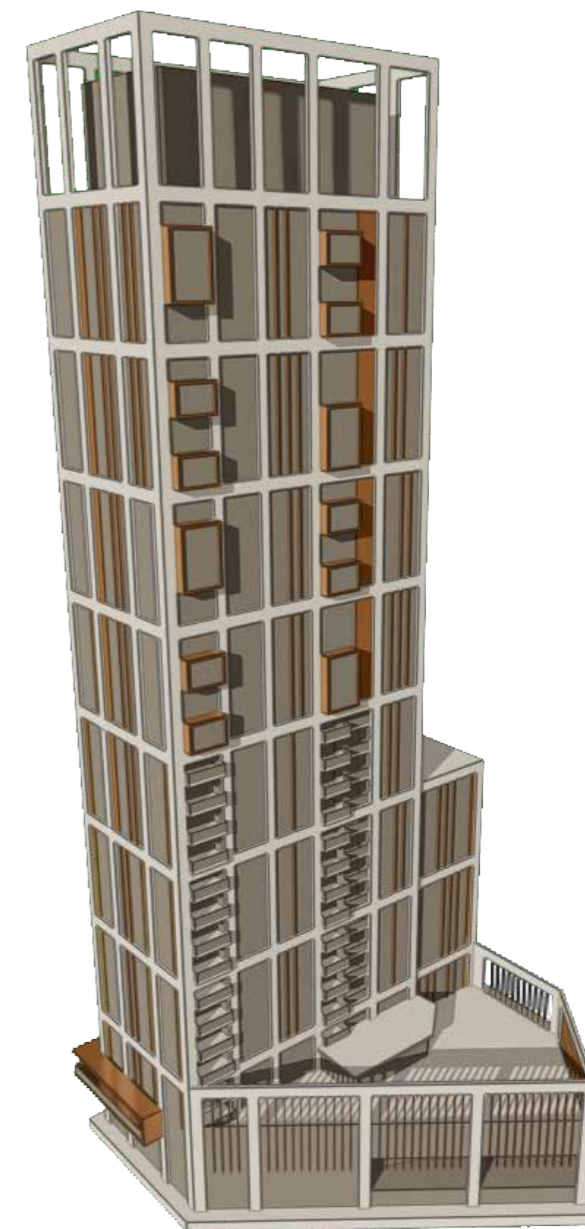
Tower Design - Evolution

The approach to the Landmark Tower has been iterative, with each composition building on the one before as means of refining and clarifying the concept of a tower acting as both an important addition to the skyline of the city and as a physical presence within the proposed development.

The starting point was basic, a simple rectilinear extrusion with a base that reacted to the geometry of the site. The grid in the next step introduces a play of light and dark materials that emphasises the structure and verticality of the tower. From there we began to play with solid and void, creating a set back at the penthouse level to soften the top of the tower. Terraces are carved out of the tower to create depth within the elevation and some of the panels within the grid are filled back in to create more visual interest.

These developments were further refined with balconies that provide a break in the straight façade plane, both physically and by introducing a play of light and shadow. The filled in panels were omitted and slender fins were introduced to add a sense of movement to the articulation of the building.

The preferred option refines this iterative process into a cohesive design and adds further detail by introducing specific materials and expressive elements. Pop-out window boxes are added to the upper levels which echo the shifting depth of the balconies below. These secondary elements are clad in a rich bronze material that introduces colour, texture and tone to animate the elevations. The malleable nature of the metal, in conjunction with the varying depths of the façade feature, creates a dynamic relationship between the building and its surroundings as the sun moves around the tower throughout the day.



Simple extrusion that responds to the site



Introduction of the grid



Beginning to play with solid and void



Introducing secondary elements for depth

Preferred option that with additional detail and refinement

12.0 Detail Design

12.20 Tower Design

Materials



White Natural Stone



Bronze

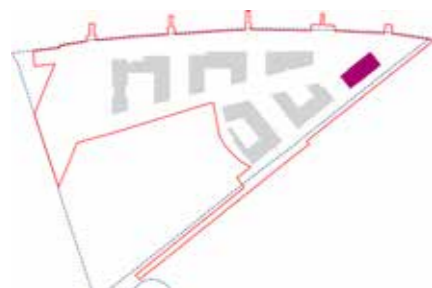


Glass



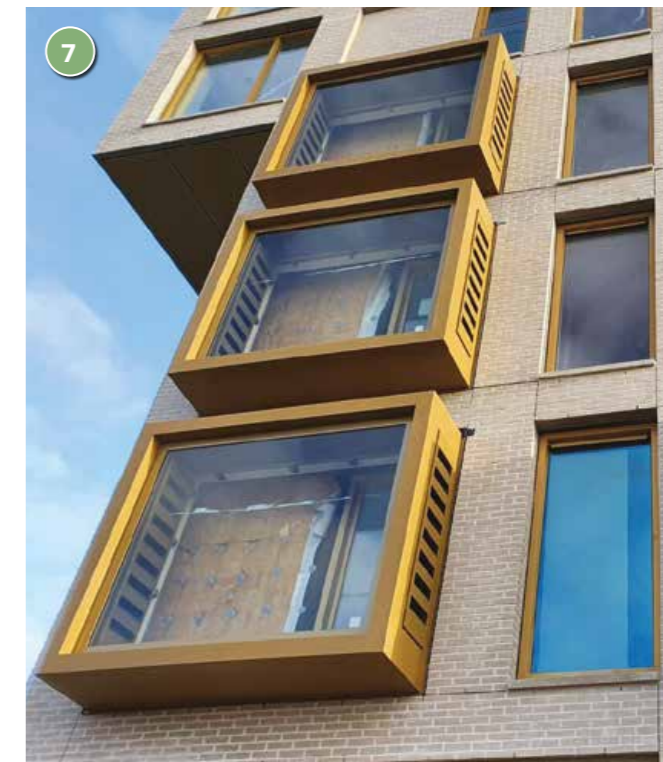
12.0 Detail Design

12.20 Tower Design



Proposed Materials Key

- 1 White Natural Stone Finish
- 2 Bronze Façade Panels
- 3 Vertical Fins
- 4 Glass Balconies
- 5 Spandrel Panel
- 6 Tinted Glass
- 7 Winter Gardens



Tower Design - Materials

The material treatment of the tower has been thoroughly studied to strike a balance between creating a distinctive landmark and ensuring material cohesion between the tower and the rest of the scheme all while considering the context of the site. The selection of high quality, durable materials will ensure the long-term visual appeal of the project while also reducing maintenance requirements.

Stone finish is used to clad the façades of the tower. The colour and shading, in conjunction with the joint pattern, will aid in achieving a quality and durable finish. Following the review of several options, white cladding was selected to help distinguish the tower from the rest of the development and from the local and historic context. The use of a light colour helps to soften the massing of the tower while also acting as a neutral backdrop for the rest of the material choices.

Following analysis of the daylight / sunlight and solar gain, the glazing elements were designed to provide optimum daylight levels to the internal spaces while also utilising a tint in the glass to ensure efficiency in achieving thermal comfort. The relationship between the two primary materials of light stone and tinted glass creates the ordered grid of the tower and makes the structure and verticality legible.

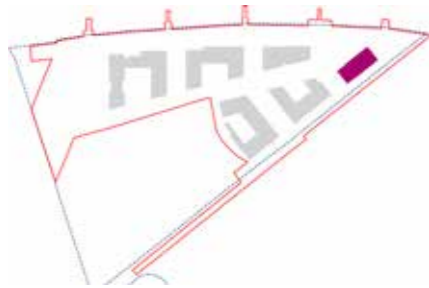
The primary façade materials noted above are complimented by the secondary materials. These materials introduce colour, texture and tone into the elevations and create visual interest. The material of

choice for these interventions is bronze which works in the spectrum between the light stone and dark windows. The interaction between the bronze and the rest of the materials changes as it moves from vertical fins to winter gardens and as it moves around each elevation of the tower. The malleable nature of the metal creates dynamic relationships between these secondary elements and the tower as the environment around them changes from day to night or from summer to winter.



12.0 Detail Design

12.20 Tower Design

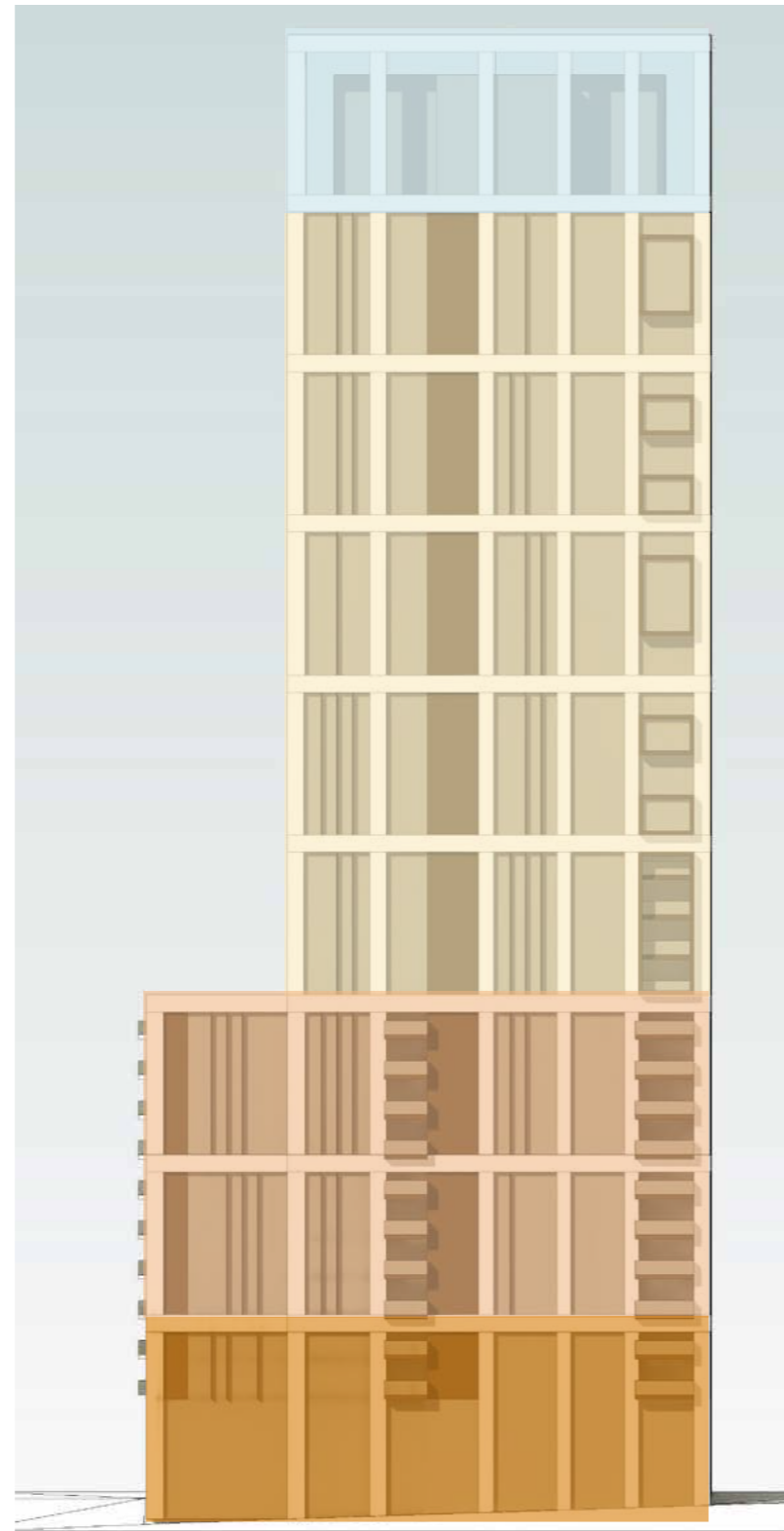


Facade Articulation

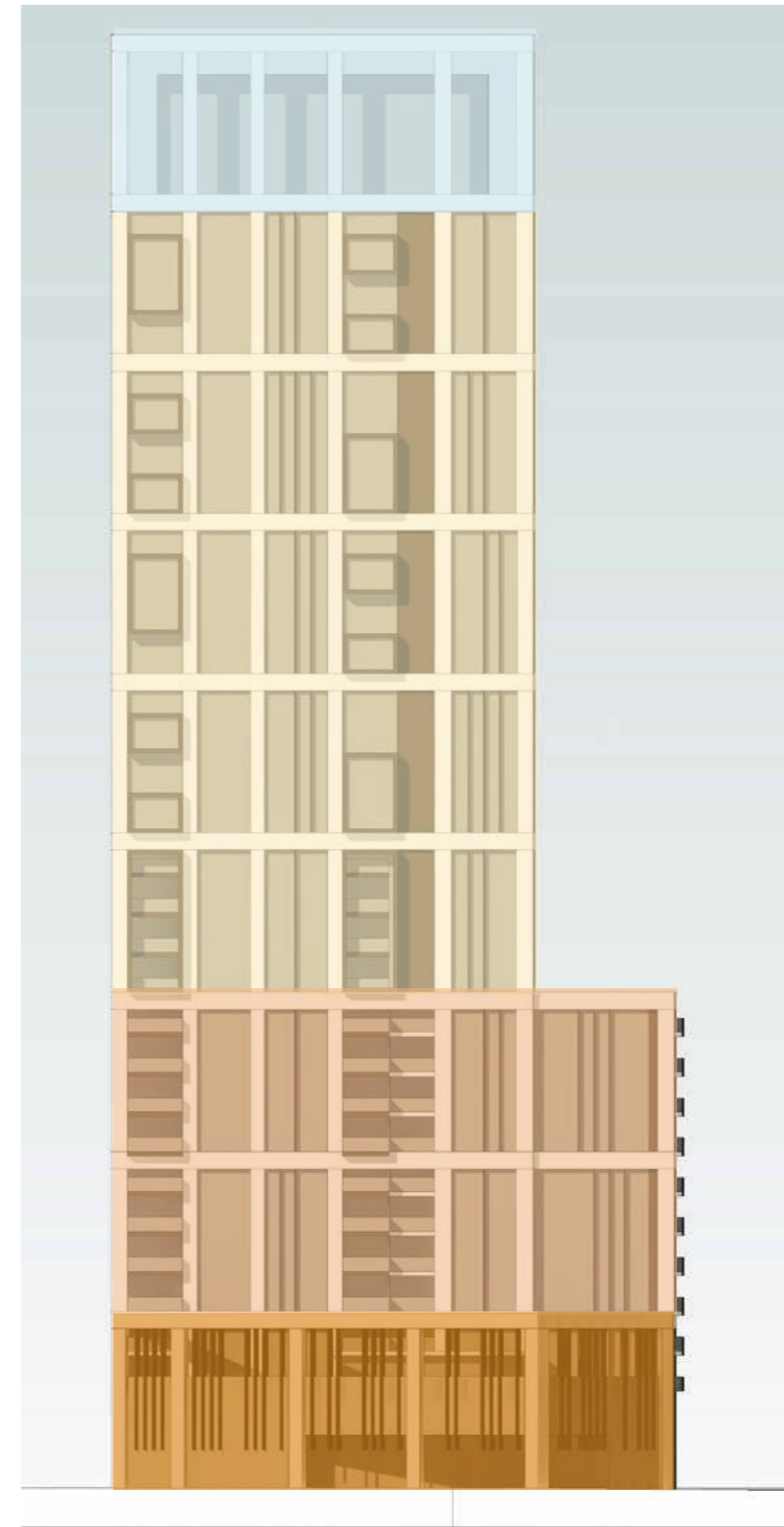
The tower façades are designed to work at two different, yet complimentary, scales. At a human level, the experience of the passers-by and their interaction with the base of the tower is accentuated. The podium grounds the building within the site and its design reacts to the public realm, landscape and adjacent buildings to create an active, enjoyable frontage that will animate the street space. The base has been carefully considered to minimise the impact of the additional height created by the tower as it relates to the district and city scale.

Clear distinction has been made in the articulation of the tower's top, middle and base through the massing and the expression of the façade features. The podium of the building responds to the geometry of the site and is broken down in several ways to make the space inviting and highly legible. The north corner of the base pulls back to provide a sheltered space that draws in pedestrians, while the use of bronze fins introduces a pattern of solid and void that creates moments of atmospheric interaction as the sun catches the slender pieces of metal.

The interactions between the stone, tinted glass and secondary bronze elements varies from the base up to the top of the tower with the podium, middle and top accentuated in different manners. The result is a design that breaks down the mass of the tower into a series of features that create a varied, yet logical rhythm, while adopting a human scale along the public realm.



South Elevation

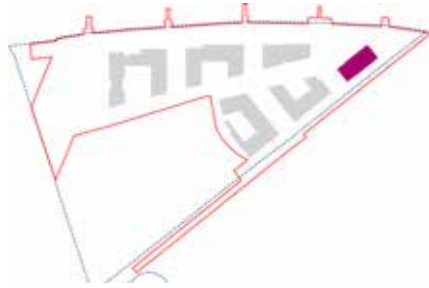


North Elevation

- Key**
- Top
 - Tower Shaft
 - Middle
 - Base

12.0 Detail Design

12.20 Tower Design



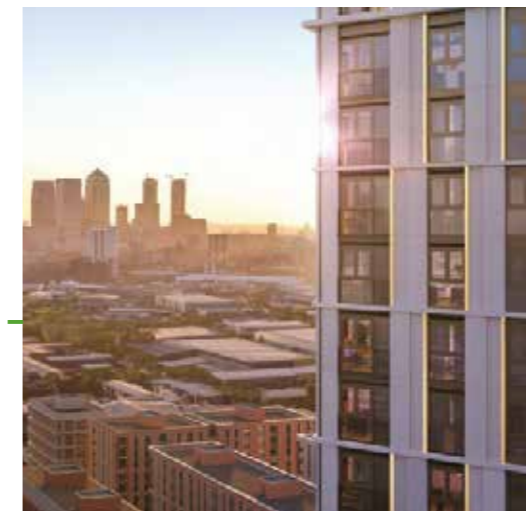
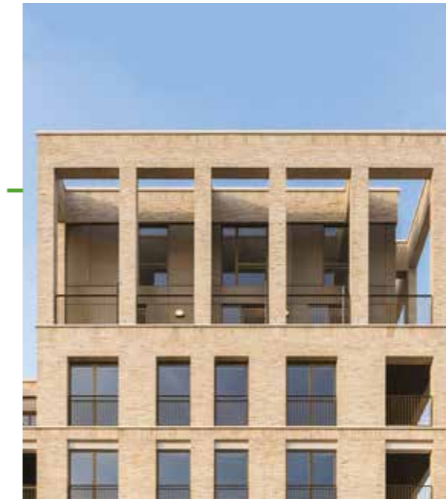
Facade Design - Features

The approach to the design of the tower has been based around creating a landmark for the development, one that anchors the rest of the blocks while integrating harmoniously into the skyline of Cork City. The design of the tower needs to work at the scale of the city, the neighbourhood and the resident. Several features incorporated into the tower will ensure that it acts as the visual focal point for the development and that the façades are engaging from near and afar.

The core design emphasises the inherent nature of towers - their structure and verticality. The use of the gridded façade, with the play between solid and transparent elements, highlights the structure and order of the tower. This is further strengthened by the use of white, light coloured stone that contrasts strongly with the tinted glass.

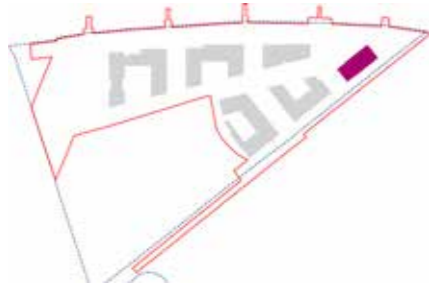
The introduction of narrow fins as a secondary vertical element allows for playful articulation of the elevation while lending further weight to the vertical nature of the tower. These fins also provide an opportunity to add variety in terms of colour and finish to the design.

By using the depth of the façade, movement and rhythm are introduced into the elevation. Secondary solid elements set back from the main grid create relief and add another layer of detail. These set backs are contrasted against the pop out winter gardens at upper levels which animate and activate the façade while providing another opportunity to introduce colour and variation.



12.0 Detail Design

12.20 Tower Design



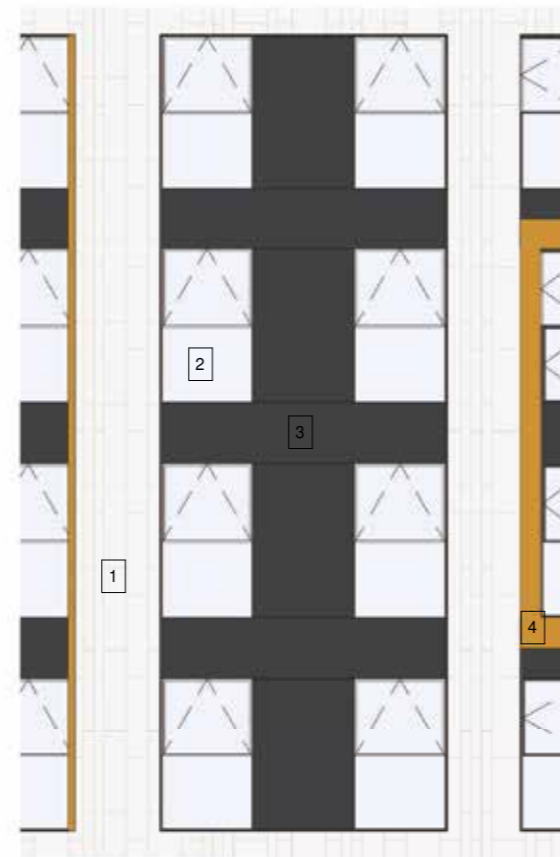
Facade Design - Features

The articulation of the tower shifts from façade to façade which animates each elevation in its own particular way. This energetic expression is achieved through the careful interplay between the selected materials and the design features of the tower. These interactions are essential to the success of the tower as a landmark and as an anchor point for the development.

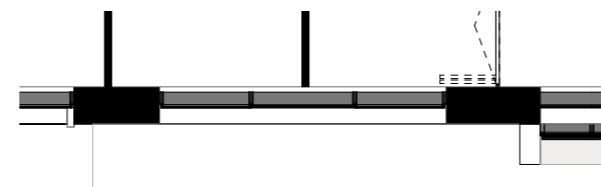
The tower elevations have been developed to be distinctly different, yet complimentary, to those of the blocks. By breaking with the stylistic expression of the rest of the scheme, the tower establishes itself as the focal point for residents and visitors alike.

A repeating structure or element is an immutable quality that is common to the typology of the tower. This innate characteristic is emphasised by increasing the scale and contrast of the structural grid to form the basic canvas of the façade.

Excessively repeating elements at the scale of a tower can lead to a monolithic form. This pitfall is avoided by introducing fine detail elements that move across the elevations in an unpredictable and enjoyable manner. In particular, the use of bronze features such as window boxes and vertical fins infuses each elevation with its own specific character. This articulation operates independently of the floor plans to ensure maximum variety and animation across the façades.



elevation



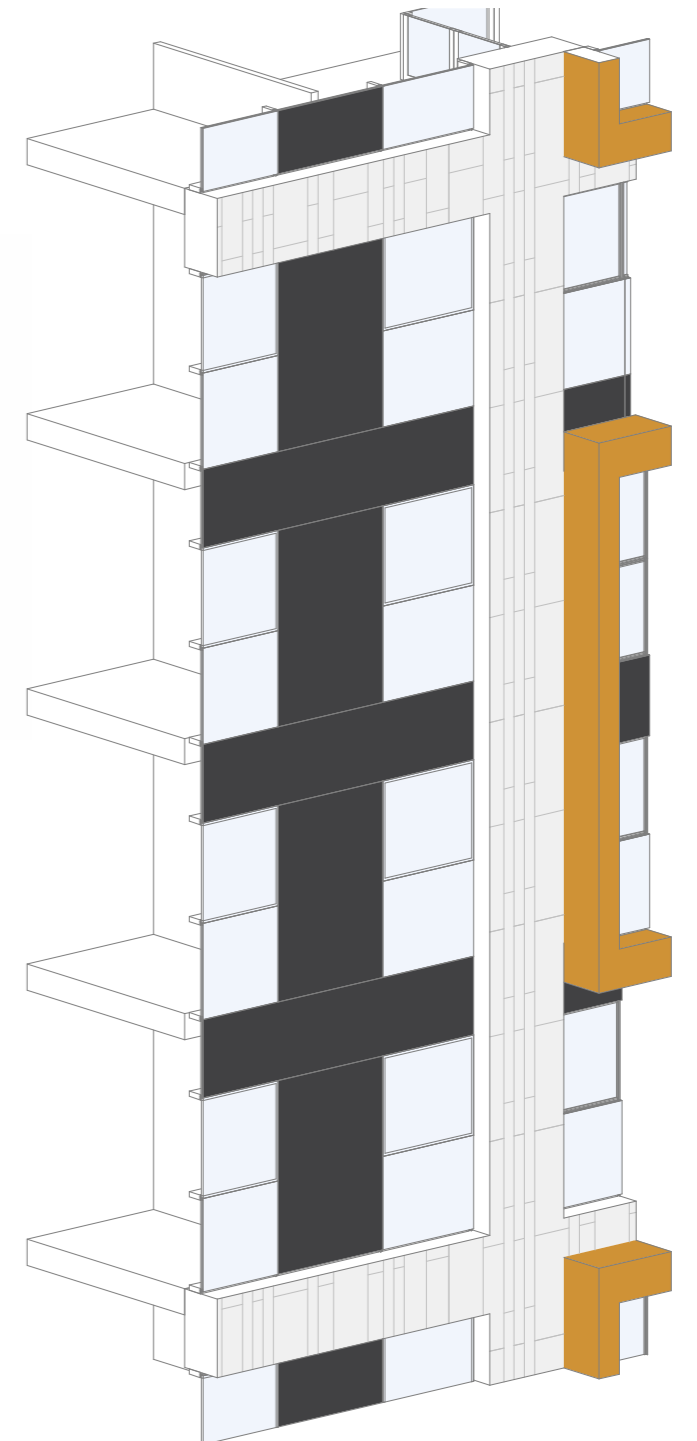
plan



section

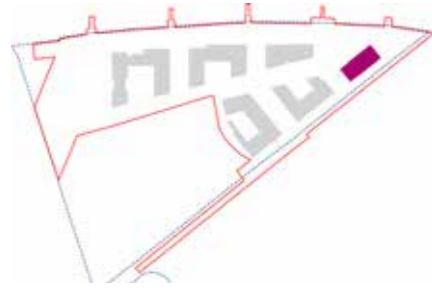
LEGEND:

1. SELECTED WHITE STONE FINISH
2. CHARCOAL POWDER-COATED ALUMINIUM/ PVC FRAME WINDOWS & DOORS
3. DARK SPANDREL PANEL
4. SELECTED METAL - BRONZE FINISH



12.0 Detail Design

12.20 Tower Design



Precedents



Gridded Facade with Solid and Transparent elements. Emphasis on the vertical. Top. Middle. Base.



White, light coloured stone as principal material with tinted glass to create a strong contrast



Introduction of secondary vertical elements (fins) to allow for playful articulation of the facade



Possibility to add colour to these vertical elements



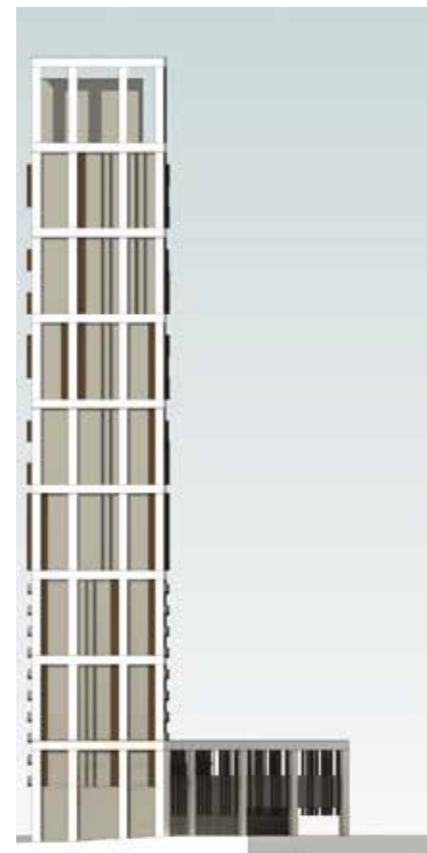
Secondary solid elements set back from the main grid to create relief



Option to pop out winter gardens at upper levels to add additional animation to the facade



South Elevation



East Elevation



North Elevation

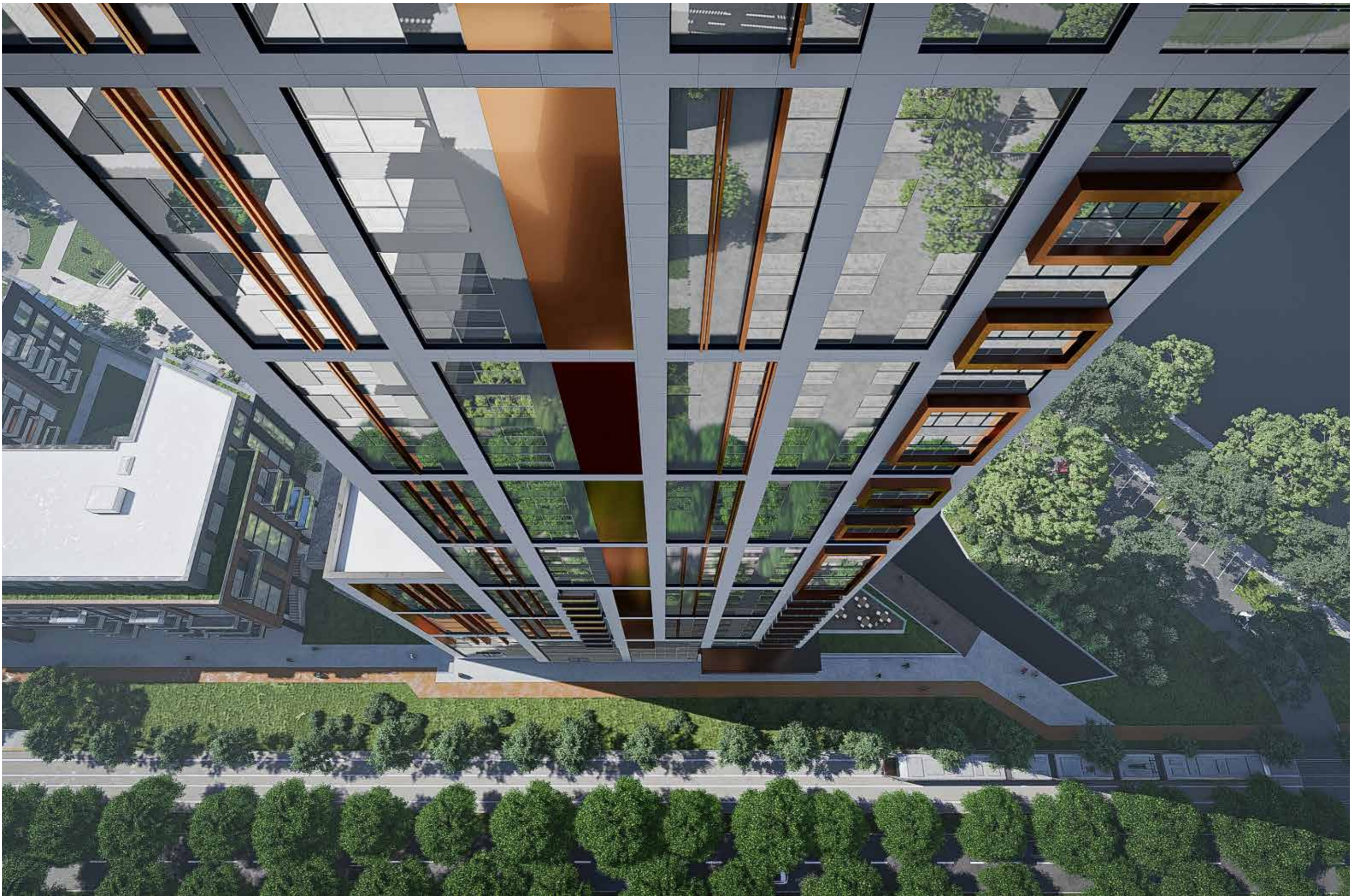


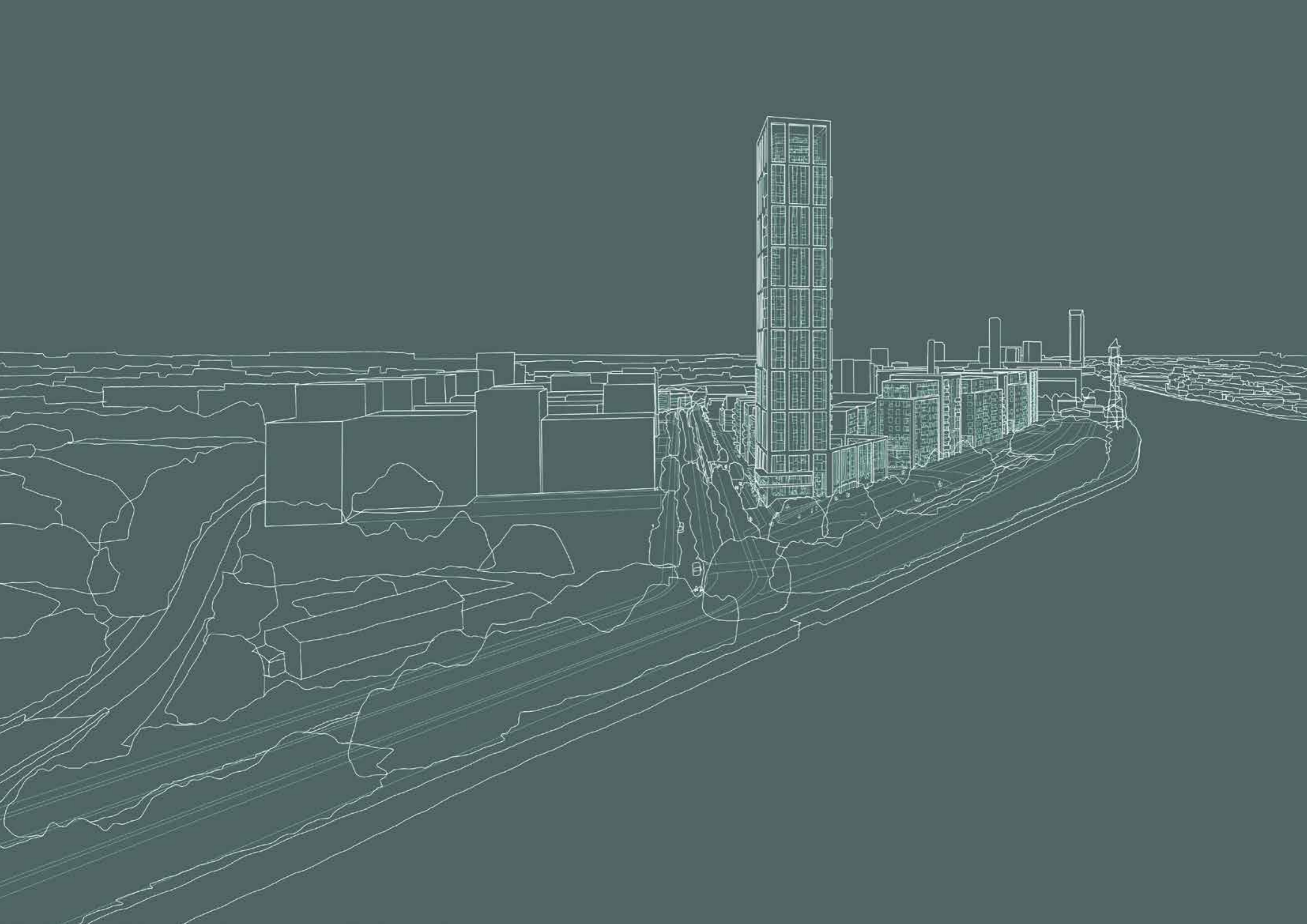
West Elevation



3D View







13.0 Artist's Impressions



13.0 Artist's Impressions

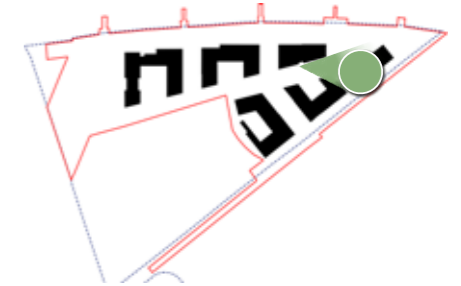
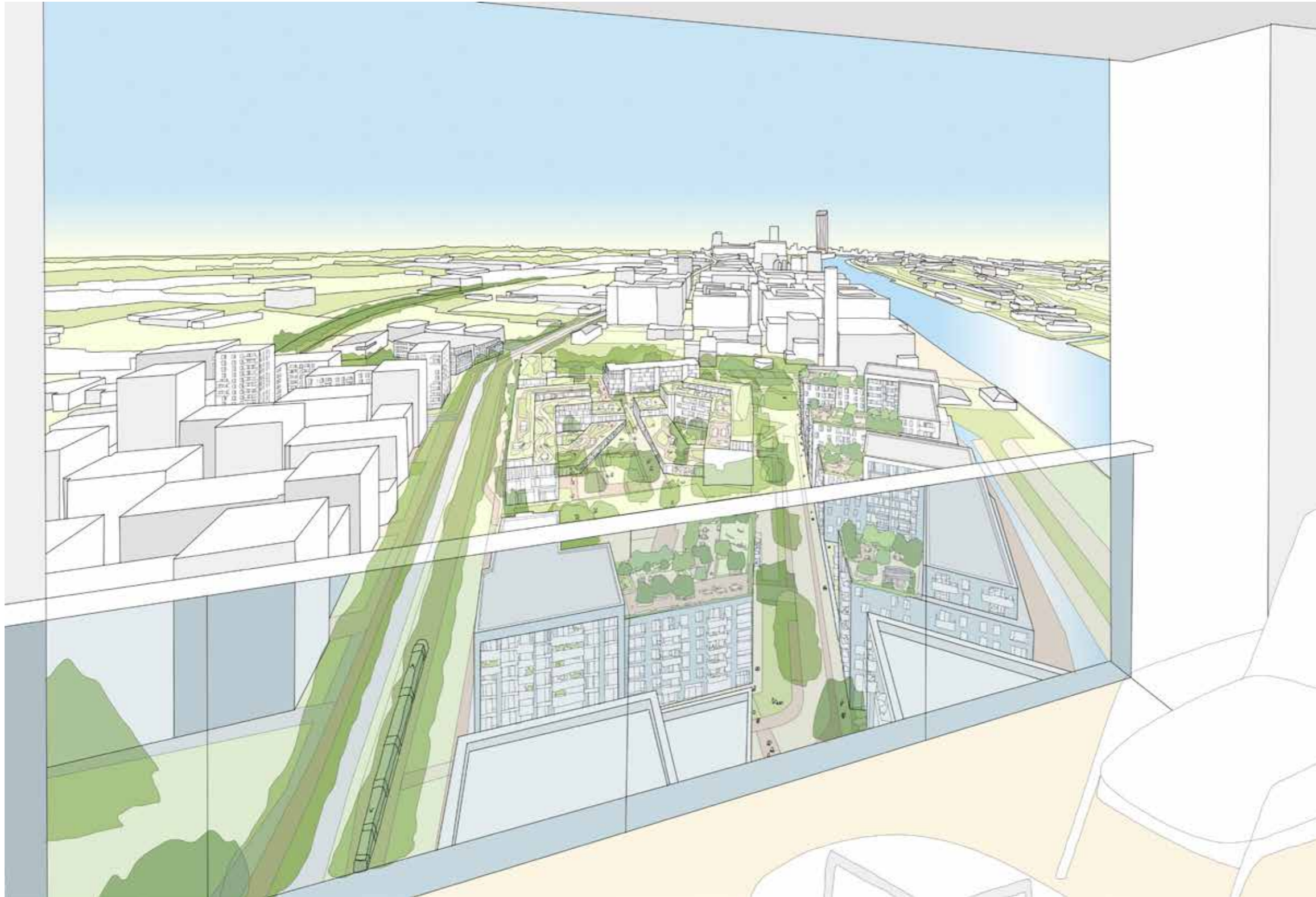
13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

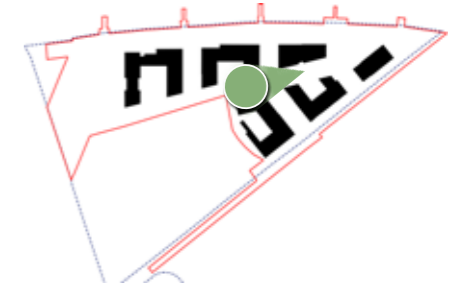
13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

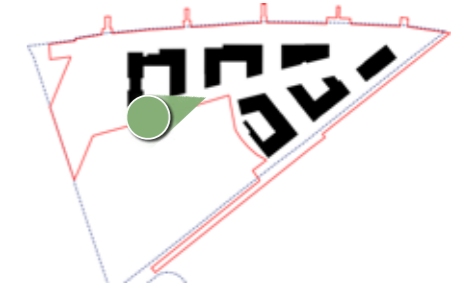
13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

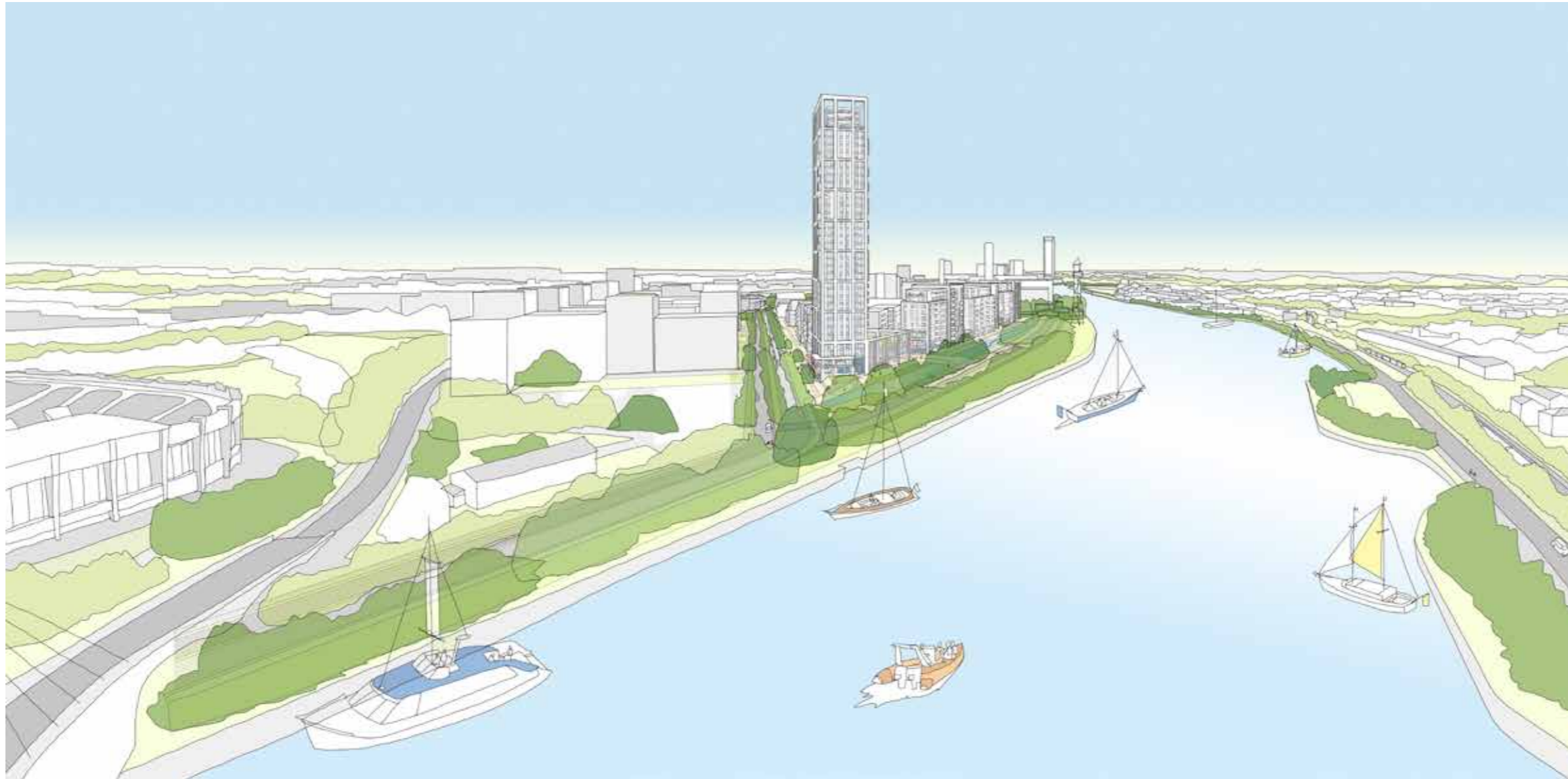
13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

13.1 Artist's Impressions



Key Plan



13.0 Artist's Impressions

13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

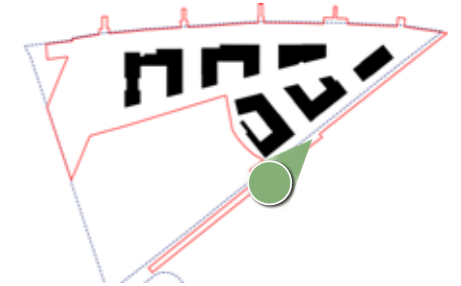
13.1 Artist's Impressions



Key Plan

13.0 Artist's Impressions

13.1 Artist's Impressions



Key Plan



14.0 Verified Views



14.0 Verified Views

14.1 Views -Existing and Proposed



Existing



Proposed

Key

— Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20

— Custom House Tower – Granted Permission March 2021

14.0 Verified Views

14.1 Views -Existing and Proposed



Existing



Proposed

Key

- Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20
- Custom House Tower – Granted Permission March 2021

14.0 Verified Views

14.1 Views -Existing and Proposed



Existing



Proposed

Key

— Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20

— Custom House Tower – Granted Permission March 2021

14.0 Verified Views

14.1 Views -Existing and Proposed



Existing



Proposed

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14.1 Views -Existing and Proposed



Existing



Proposed

Key

— Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20

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14.0 Verified Views

14.1 Views -Existing and Proposed



Existing



Proposed

Key

- Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20
- Custom House Tower – Granted Permission March 2021

14.0 Verified Views

14.1 Views -Existing and Proposed





Existing



Proposed

Key

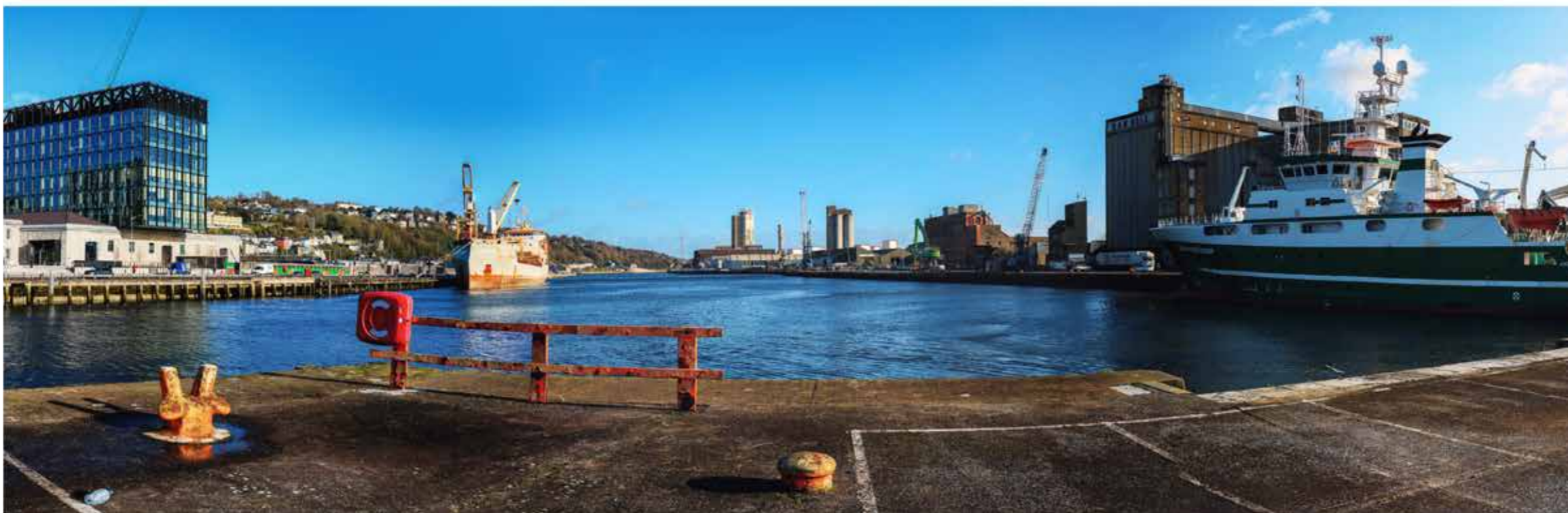
-  Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20
-  Custom House Tower – Granted Permission March 2021

14.0 Verified Views

14.1 Views -Existing and Proposed



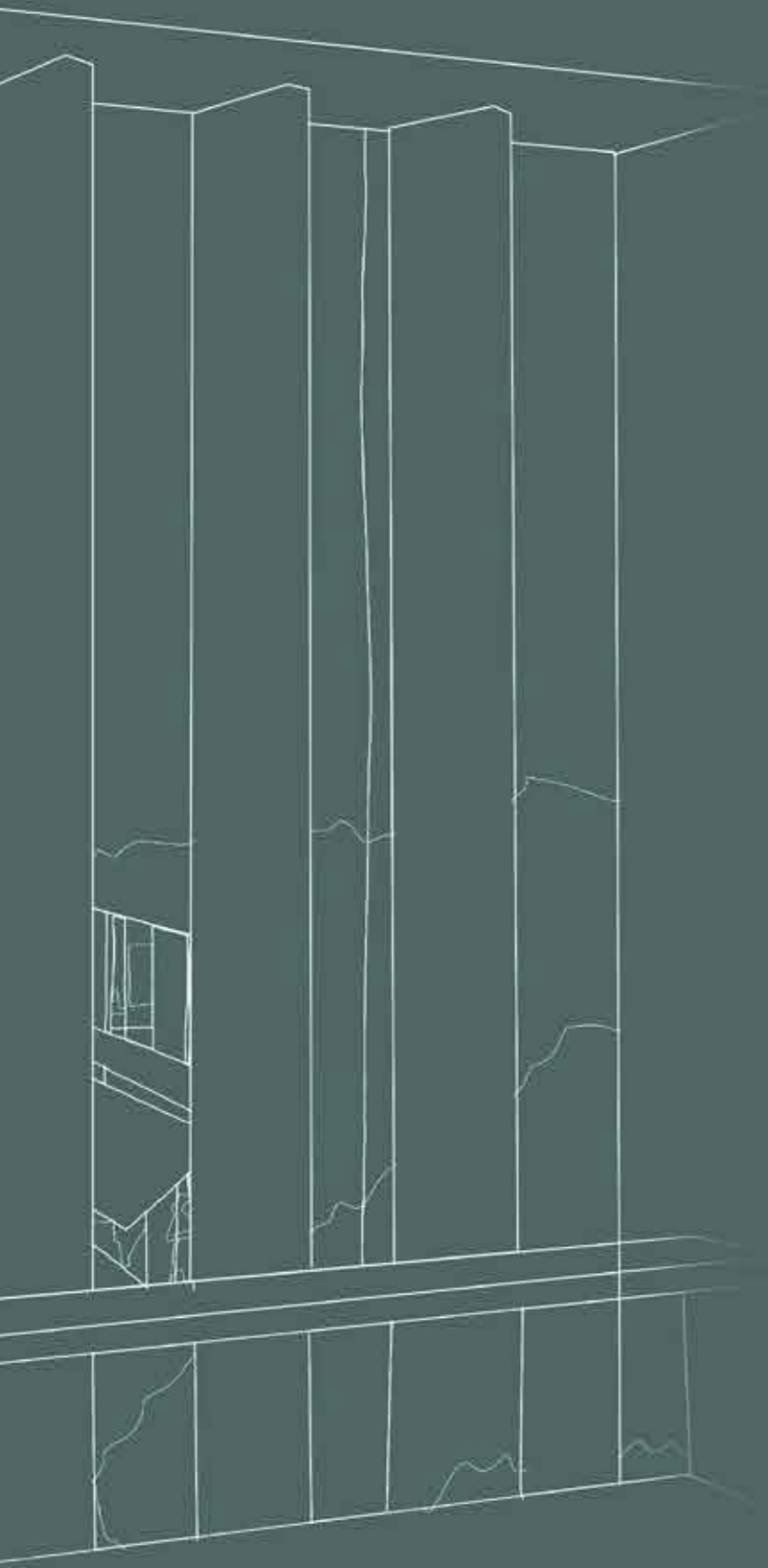
Existing



Proposed

- Key**
- Former Ford Factory – Granted Permission April 2021 – REF: ABP-309069-20
 - Custom House Tower – Granted Permission March 2021





15.0 Development Schedules



15.0 Development Schedules

15.1 Schedule of Accommodation

Housing Quality Assessment

A Housing Quality Assessment will accompany the SHD Strategic Housing Development pre application.

As noted within the schedule of accommodation the proposed development will provide a mix of high quality apartments comprising of 823 no. Build To Sell (BTS) apartment units, with ground floor active uses which will develop the existing under utilised site

The Housing Quality Assessment (HQA) will demonstrate the proposed residential apartments compliance with BTS requirements of the Sustainable Urban Housing: Design Standards for New Apartment Guidelines for Planning Authorities 2020.

The Housing Quality Assessment will provide a framework which quantifies each of the criteria required by the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020' against the proposed apartment elements of the development.

Accommodation Mix		
Apartments Only		
Type	Number	%
1 bed 2 People	282	34%
2 bed 3 People	31	4%
2 bed 4 People	383	47%
3 bed 5 People	9	1%
3 bed 6 People	118	14%
Total	823	100%

Gross Internal Areas	
Block	sqm
Block A	22,076
Block B	10,694
Block C	9,119
Block D	17,698
Block E	10,897
Block F	20,709
G.I.A. of Development	91193

Figures incl. above	sqm
Circulation/Core and Auxiliary	20,302
Apartment Units	60,198
Amenity	2,760
Plant	3,311
Bins	387
Non-residential	
Food & Beverage	1,089
Retail & Neighbourhood Centre	2,484
Creche	662

Figures excl. above	sqm
Undercroft car parking	8,599
Undercroft bike parking	1346

Amenity Space			
Private Amenity Space - Balconies			
	Required (m ²)	Provided (m ²)	Additional (m ²)
Total	5,420	7,119	1,699

Communal Amenity Space			
Communal Indoor Space			
Block	Provided (m ²)		
Block A	1016		
Block B	287		
Block C	62		
Block D	645		
Block E	242		
Block F	508		
Total Amenity Space	2760		
Communal Outdoor Space			
Podium + Roof Terrace			
	Provided (m ²)		
Podium	3411		
Roof Terraces	2041		
Total Amenity Space	5452		
	Required (m ²)	Provided (m ²)	Additional (m ²)
Total	5,420	8,212	2,792

Public Open Space (within developable area)			
	Required (m ²) 10%	Provided (m ²)	Additional (m ²)
Total	2,801	4,695	1,895
%		17%	

Zoned Public Open Space (within site area)	
Total (m ²)	15,500

Creche Outdoor Play Space		
	Required (m ²)	Provided (m ²)
Total	n/a	247

Dual Aspect %			
Block	Required %	Provided No.	Provided %
Block A	33%	126	72%
Block B	33%	38	40%
Block C	33%	40	53%
Block D	33%	58	34%
Block E	33%	43	45%
Block F	33%	78	37%
Total		383	46.5%

Car Parking	
Type	Provided
Parking (Under Podium)	250
Parking (Surface)	10
Accessible Parking	18
Car Parking Total	278

Motorcycle		
Motorcycle Parking	Required	Provided
	27	27

Cycle Spaces		
Type	Required	Provided
Secure Residential Cycle Spaces	1,491	1718
On-street Visitor Cycle Spaces	412	412
Cycle Spaces Total	1903	2130

Quantity & Area of units with Internal Space 10% +					
Blocks	Total Qty Units	Qty. Units: 10% +	Area Required	Area Achieved	% Units: 10% +
Block A	174	106	13,012	14,900	61%
Block B	95	43	6,354	7,140	45%
Block C	75	29	4,675	5,072	39%
Block D	171	83	10,614	11,589	49%
Block E	95	46	6,504	7,325	48%
Block F	213	113	12,338	14,172	53%
Total	823	420	53,497	60,198	51%

Site Coverage (m ²)		
	Developable Area	Site Area (red line)
Site Area	28,005	48,591
Built Area (above ground)	9,418	9,418
%	33.6%	19.4%

Plot Ratio (m ²) - (Development site)		
	Developable Area	Site Area (red line)
Site Area	28,005	48,591
Total GIA	91,193	91,193
Ratio	3.26	1.88

Site Density		
	Developable Area	Site Area (red line)
Site Area	2.80	4.86
Total Units (Apartments Only)	823	823
Units per Hectare	294	169

Project Code	21055
Created By	SM
Checked By	EB
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Disclaimer

It should be noted that all drawings within this document are not to scale.
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