



## **Statement of Consistency**

Proposed Residential Development, Horgan's Quay,  
Railway Street, Cork

**HQ Developments Limited**

August 2019



**Connecting people.**  
**Connecting places.**

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# Introduction

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## Purpose of Statement

This statement of consistency has been prepared in accordance with the provisions of Section 8(1)(a)(iv) of the Planning and Development Acts and accompanies a Strategic Housing Development (SHD) application. The SHD legislation specifies that all SHD applications must be accompanied by a statement which demonstrates that they are consistent with the relevant National, Regional and Local policies as pertaining to the proposed development.

The proposed development will provide for the construction of 302 no. residential units, a crèche, retail units at ground floor and all ancillary site development works at Horgan's Quay, Railway Street, Cork. The proposed development is a revision of a permitted scheme mixed use development at the site (Planning Ref: 17/37563). The permitted parent development comprised a larger scheme that included a hotel (currently under construction), an office block (at pre-commencement stages) and 2 separate residential quarters. The current proposed residential block represents an uplift of 86 no. residential units to what was previously permitted.<sup>1</sup>The revision is being sought in response to the evolved planning policy context since the previous application was made, as well as the updated planning precedent within the immediate context of the site, namely the permitting of the Progressive Commercial Construction development on the adjacent Penrose Quay site (Ref: 18/37909).

An application to Cork City Council for a revised scheme (Planning Ref: 19/38265) was declared invalid as the application was deemed to constitute a strategic housing development under the Planning and Development (Housing) and Residential Tenancies Act 2016.

The statement of consistency has been compiled in a hierarchy according to National, and Local Policy. In accordance with the Board's Guidance for Prospective Applicants this statement is intended to be clear and concise in its demonstration that the proposed development is consistent with these policies. A summary of the relevant policy from each publication has been provided in tabular format with associated comments on how the proposed scheme is consistent with same.

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<sup>1</sup> Please refer to the application from the full development description.

## Development Key Figures

UNIT TYPES	1BED APT	1BED+ APT	2 BED APT	TOTAL
No. per type	101	7	194	302
Residential mix	33.4%	2.3%	64.2%	100.0%

DUAL ASPECT	B1	B2	TOTAL
	46	60	106
	41.8%	31.3%	35.1%

% OF UNITS THAT EXCEED THE MIN. SIZE REQUIREMENTS BY 10% OR MORE	51.99%
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GROSS FLOOR SPACE (m <sup>2</sup> )	RESIDENTIAL	RETAIL	CRECHE	AMENITY AND MANAGEMENT	PLANT & BINSTORE	TOTAL EXCL. PARKING	OVERALL DEVELOPMENT AREA
	26021.9m <sup>2</sup>	1231.4m <sup>2</sup>	272.1m <sup>2</sup>	585.8m <sup>2</sup>	293.5m <sup>2</sup>	28404.7m <sup>2</sup>	30209.3m <sup>2</sup>

PARKING	CARS	BICYCLES
	50	311

BUILDING HEIGHTS	B1	B2	STATIONMASTER
	8 to 11 storey	8 to 10 storey	1 storey

SITE AREA (ha)	0.6Ha
SITE COVERAGE	81%
GROSS DENSITY (units per ha)	495.1 Units/Ha
PLOT RATIO	1:5.0

COMUNAL OPEN SPACE (ha)	0.19
	31.15%
PRIVATE AMENITY SPACE (m <sup>2</sup> )	2,263.8

# National Policy

## Rebuilding Ireland

The action plan for housing and homelessness is based around 5 pillars, including the aim of building more homes as well as improving the rental sector. The plan includes a number of Action points relating to the 5 key pillars.

Policy	Consistency of scheme
<p><b>Pillar 3 – Build More Homes aims to support the building of new homes and outlines the Government objective “to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs”. This Plan sets ambitious targets to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021.</b></p>	<p>The location and suitability of the subject site, as well as proposed mix of dwellings, including social housing component, ensures that the subject development will contribute positively to meeting the pillar three objective of doubling the completion level of additional homes in the next four years to deliver over 25,000 homes on average per annum.</p> <p>The proposed development falls under the new Strategic Housing Development planning process aimed at fast tracking the delivery of much needed housing. In addition, as outlined below, the proposal is consistent with the National Planning Framework and its stated aim of consolidating new population and housing growth within the footprint of the main towns and cities.</p>
<p><b>The action plan notes “there is an acute shortage of apartment developments in the centre of Cork, despite a growing demand from new FDI-type employers establishing adjacent to the city centre, because of the gap between delivery costs and prices of second-hand homes in the wider Cork city area. Therefore, closing the supply gap, particularly in the right locations, is critically dependent on ensuring viability of housing provision, taking account of the prices that are affordable to potential buyers and renters.</b></p>	<p>The proposed development site is in a key sustainable location in the heart of Cork City Centre while the location is also directly adjacent to bus and rail infrastructure namely Kent Railway Station and Parnell Bus Station. Apartment units form a significant element of the proposed development. Both of these factors will ensure that the subject proposal contributes positively to addressing the acute shortage of apartment development in the wider Cork City area. The proposed uplift on the number of units within the scheme from what was permitted under Ref: 17/37563 will ensure that the potential of this valuable and strategic City Centre site is maximised.</p>

**Project Ireland  
2040: National  
Planning  
Framework**

The National Planning Framework outlines the policies and objectives for development in Ireland up to 2040 given the expected population growth of 1 million people. The Framework is underlined by a number of strategic outcomes including compact growth, sustainable mobility and the transition to a low carbon and climate resilient society. The purpose of the NPF is outlined as being to enable all parts of the country to successfully accommodate growth and change, by facilitating a shift towards Ireland’s regions and cities other than Dublin, while also recognising Dublin’s ongoing key role.

Policy	Consistency of scheme																																
<p><i>National policy Objective 2A - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.</i></p> <p><i>National Policy Objective 3B - Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.</i></p> <p><i>National Policy Objective 4 - Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</i></p> <p><i>National Policy Objective 8 - Ensure that the targeted pattern of population growth of Ireland’s cities to 2040 is in accordance with the targets set out in Table 4.1.</i></p> <table border="1" data-bbox="135 1193 738 1529"> <caption>Table 4.1   Ireland 2040: Targeted Pattern of City Population Growth</caption> <thead> <tr> <th rowspan="2">City</th> <th rowspan="2">Population 2016</th> <th colspan="2">Population Growth to 2040<sup>27</sup></th> <th rowspan="2">Minimum Target Population 2040</th> </tr> <tr> <th>% Range</th> <th>People</th> </tr> </thead> <tbody> <tr> <td>Dublin - City and Suburbs</td> <td>1,173,000</td> <td>20-25%</td> <td>235,000 - 293,000</td> <td>1,408,000</td> </tr> <tr> <td>Cork - City and Suburbs</td> <td>209,000</td> <td>50-60%</td> <td>105,000 - 125,000</td> <td>314,000</td> </tr> <tr> <td>Limerick - City and Suburbs</td> <td>94,000</td> <td>50-60%</td> <td>47,000 - 56,000</td> <td>141,000</td> </tr> <tr> <td>Galway - City and Suburbs</td> <td>80,000</td> <td>50-60%</td> <td>40,000 - 48,000</td> <td>120,000</td> </tr> <tr> <td>Waterford - City and Suburbs</td> <td>54,000</td> <td>50-60%</td> <td>27,000 - 32,000</td> <td>81,000</td> </tr> </tbody> </table> <p><i>National Policy Objective 11 - In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</i></p> <p><i>National Policy Objective 35 - Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing</i></p>	City	Population 2016	Population Growth to 2040 <sup>27</sup>		Minimum Target Population 2040	% Range	People	Dublin - City and Suburbs	1,173,000	20-25%	235,000 - 293,000	1,408,000	Cork - City and Suburbs	209,000	50-60%	105,000 - 125,000	314,000	Limerick - City and Suburbs	94,000	50-60%	47,000 - 56,000	141,000	Galway - City and Suburbs	80,000	50-60%	40,000 - 48,000	120,000	Waterford - City and Suburbs	54,000	50-60%	27,000 - 32,000	81,000	<p>The proposed development is consistent with all strategic aims and objectives contained in the NPF. The development is in accordance with National Policy Objectives 2a, 3b and 8 which aim to increase Cork City and suburbs to a minimum population of 314,000 by 2040 and which will require a growth rate of 50-60%.</p> <p>The subject site is located close to the centre of Cork City and is approximately 500m from Patrick’s Street, Cork City’s main retail core and other key retail streets such as Oliver Plunkett Street and McCurtain Street. The City Centre core retail area is dominated by Comparison retail while Merchant’s Quay shopping Centre, which is in close proximity to the site, contains 2 large convenience supermarkets.</p> <p>Objective 33 of the NPF emphasizes the importance of providing homes in locations that can support sustainable development. The Key Future Growth Enablers for Cork include delivering ambitious large-scale regeneration projects for the provision of new employment, housing and supporting infrastructure in Cork Docklands (City Docks and Tivoli) as integrated, sustainable developments.</p> <p>The subject site zoned residential is located within the environs of the Cork City Docks (North Docks) and its regeneration will have a positive impact on the city and the areas surrounding Horgan’s Quay and Railway Street.</p> <p>The proposed developments represent the redevelopment of a brownfield and under utilised city centre and the proposed development with increased residential density achieved through increased heights is in accordance with Objective 35.</p>
City			Population 2016	Population Growth to 2040 <sup>27</sup>		Minimum Target Population 2040																											
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buildings, infill development schemes, area or site-based regeneration and increased building heights.

*Key Future Growth Enablers for Cork Include;*

Identifying infill and regeneration opportunities to intensify housing development in inner city and inner suburban areas, supported by public realm and urban amenity projects

The development of a much-enhanced Citywide public transport system to incorporate subject to further analysis, proposals for an east-west corridor from Mahon, through the City Centre to Ballincollig and a north-south corridor with a link to the Airport;

Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Monard.

The plan also outlines 10 national strategic outcomes which include

- Compact Growth
- Sustainable Mobility
- Enhanced Amenity and Heritage
- Transition to a low carbon and climate resilient society
- Access to Quality Childcare, Education and Health Service.

National Policy Objective 32 - To target the delivery of 550,000 additional households to 2040.

National Policy Objective 33 - To prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

The proposed development is a regeneration proposal which will provide high density and high quality housing in the city centre. It will also contribute directly to a positive increase in residential density in the area, whilst appropriately respecting the established built environment. It will contribute directly to the realisation of compact growth and provide a critical mass of population to underpin the viability of the enhanced public transport, promote sustainable mobility across the site and to other areas and deliver a new childcare facility.

## S. 28 Ministerial Guidelines

### **Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities 2018:**

The recently published guidelines update the Sustainable Urban Housing: Design Standards for New Apartments guidelines, published in 2015. They refer to the need to significantly increase supply as a key pillar of the overarching Rebuilding Ireland Housing Action Plan. The guidelines indicate that urban areas are the most suitable locations for apartments and divides these areas into 3 categories.

Policy	Consistency
<p>Section 2.3 of the Guidelines recognise the shift in national policy <i>“away from rigidly applied, blanket planning standards in relation to building design, in favour of performance-based standards to ensure well-designed high-quality outcomes. In particular, general blanket restrictions on building height or building separation distance that may be specified in development plans, should be replaced by performance criteria, appropriate to location”</i>.</p>	<p>The design of the proposed development has been considered against performance-based standards enshrined in ministerial guidelines and best practice urban design principles, having regard to site context, neighboring developments and defined residential quality criteria. This has extended to detailed consideration of building heights, massing and the design interplay of buildings and intervening spaces in the local environment as documented in the submitted Design Statement.</p>
<p>Section 2.4 of the Guidelines define Central and/or Accessible Locations as:</p> <p>Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;</p> <p>Sites within reasonable walking distance (i.e. up to 10 minutes or 800- 1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and</p> <p>Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10-minute peak hour frequency) urban bus services.</p> <p>These definitions are meant to be interpreted as typical rather than ‘exhaustive’ and the Guidelines indicate that the full range of locations ‘will require</p>	<p>We consider that the proposed development site can be defined a Central and Accessible Location, that is suitable for high density development comprising of a mix of apartment types.</p> <ul style="list-style-type: none"> <li>○ The site is located within the settlement boundary of Cork City and is just located approximately 500 metres from key employment sectors and Cork City’s main retail core (Patrick Street)</li> <li>○ The site is directly adjacent to Kent Railway Station which offers commuter rail connections to other key employment centres such as, Little Island, Midleton, Carrigtwohill and Mallow.</li> <li>○ The site is directly adjacent to the recently introduced Kent Railway Station bus stop. The 205 and 226 routes serve this stop. The 205 is a</li> </ul>

local assessment that further considers these and other relevant planning factors’.

The Guidelines contain various Specific Planning Policy Requirements and objectives that apply to the proposed development.

high frequency bus service which operates at 15 min intervals offering connections to CIT via UCC. The 226 serving Kinsale and Cork Airport, operating at 60 minute intervals provides key connections to other employment centres and the airport itself.

- There are numerous other City bus routes within short walking distance of the site including the number 208 serving Bishopstown and Mayfield and running at 10 minute intervals during peak hours and the 202 service that operates between the Apple campus in Holyhill and Mahon also at 10 minute intervals during peak hours.
- The site is within 10 minutes’ walk of the City Bus Station and has associated access to all key suburban, regional and national bus routes.
- The connectivity of the site in terms of public transport is demonstrated on the accompanying connectivity map.
- The Board will note that the City Bus Network is to undergo a major overhaul as part of the proposed Cork Bus Connects programme. The National Development Plan has earmarked 200 million to fund these improvements over the next 10 years. Details have yet to be released, however the objectives of the Dublin Bus Connects scheme are of note and include:
  - building a network of “next generation” bus corridors on the busiest bus routes to make bus journeys faster, predictable and reliable;
  - introducing a higher quality of bus system, on the busiest corridors;
  - completely redesigning the network of bus routes to provide a more efficient network, connecting more places and carrying more passengers.

### Specific Planning Policy Requirement 3

#### Minimum Apartment Floor Areas

- Studio apartment (1 person) – 37 sq. m
- 1-bedroom apartment (2 persons) – 45 sq. m
- 2-bedroom apartment (4 persons) – 73 sq.m
- 3-bedroom apartment (5 persons) – 90 sq. m

All apartments to be provided within the scheme are 1-2 bedroom and, as outlined in the accompanying Housing Quality Assessment prepared by O Mahony Pike Architects, all are in excess of the minimum required floor areas.

In addition, and in accordance with section 3.8 of the Guidelines on Safeguarding Higher Standards, the Board will note from the Housing Quality Assessment that

	<p>almost 52% of the total units within the proposal are 10% over the minimum required gross floor areas.</p>
<p><b>Specific Planning Policy Requirement 4</b></p> <p>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <p>(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.</p>	<p>As outlined in the accompanying Housing Quality Assessment, the proposed scheme achieves dual aspect in 35% of the proposed units. This is in excess of the 33% minimum for central / accessible locations as outlined in the 2018 Apartment Guidelines.</p>
<p><b>Specific Planning Policy Requirement 5</b></p> <p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p>	<p>Ground level floor to ceiling heights of 2.7 metres are provided for in all units within the proposed scheme as outlined in the accompanying housing quality assessment.</p>
<p>A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.</p> <p>Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.</p>	<p>In order to meet the quantity requirements as outlined in the 2018 guidelines, the applicant would need to provide a total of 647 bicycle parking spaces when resident and visitor parking is accounted for. Due to the sites location adjacent to Kent Train Station and within 10 minute walking distance of the City Centre, Cork Bus Station a wide array of office developments and other employers it is considered that this quantum of bicycle parking is not required.</p> <p>In accordance with bicycle parking standards identified in the Cork City Development Plan a total of 311 no. bicycle parking spaces is proposed. In addition, the site is served by the Cork City public bike scheme with 2 stations located within 5 minutes' walk of the site.</p> <p>The accessibility of the scheme to the full Cork City public transport network, the proximity to the City Centre and employment locations and the availability of the public bike scheme will in our view result in a lesser requirement for bike parking than a standard residential apartment scheme. Notwithstanding this, a significant quantum of</p>

	<p>bicycle parking, considerably greater to the permitted residential scheme on the site is to be provided, in response to the updated Guidelines since the previous application was made.</p> <p>See indicative site layout prepared by O Mahony Pike Architects, indicating locations and quantities of proposed bicycle storage.</p>
<p><b>A minimum of 5 sq. m of private open space required for 1 bedroom apartments and a minimum of 7 sq. m of private open space required for 2 bedroom apartments.</b></p>	<p>This standard has been met with all apartments enjoying either terraces or balconies that are compliant with the minimum area requirement for private open space. See accompanying Housing Quality Assessment prepared by O'Mahony Pike Architects.</p>
<p><b>A minimum of 5 sq. m of communal open space required for 1 bedroom apartments and a minimum of 6 sq. m of communal open space required for 2 bedroom apartments.</b></p>	<p>The proposal provides for 1,939 sq. m of communal open space at ground floor and podium level. This amounts to over 6.4 sq. m per unit within the scheme.</p>

**Urban Development and Building Heights: Guidelines for Planning Authorities 2018**

The guidelines published in December 2018 have arisen from a recognition that the ambitious targets contained within the NPF, particularly in relation to accommodating 50% of future growth within the existing footprint of our cities, will not be met unless developments of greater height and scale are supported by the Planning Authorities. The guidelines refer to the traditional building heights in our urban areas which have been limited and generally low rise in terms of height. The need to secure compact and sustainable urban growth forms will require the reuse of brownfield infill sites that are located in well serviced urban locations and are served by good public transport links.

Policy	Consistency
<p><b>SPPR1 -</b></p> <p><b>In accordance with Government policy to support increased building height in locations with good public transport accessibility, particularly town/City cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.</b></p>	<p>The proposed development site is considered ideal for increased scale given its strong connectivity and central accessible location.</p> <p>The identification of suitable areas for increased height will undoubtedly form part of the next City Development Plan. In the absence of this guidance the permitted scheme on the site (Ref: 17/37563) was accompanied by extensive supporting material including a Townscape and Visual Impact Assessment, an Archeological and Built Heritage Assessment and a full Environmental Impact Assessment Report.</p> <p>The current proposal will occupy a similar building footprint to the permitted residential quarter and will not exceed the permitted maximum height. We consider that the visual impact of the revised scheme</p>

will therefore be largely unchanged. The current proposal is accompanied by an EIA screening which refers to the previous EIAR conducted for the overall development site and considers any additional impacts that may result from the revised residential scheme.

### **Development Management Criteria**

In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the proposed development satisfies the following criteria:

#### **At the scale of the relevant city/town**

**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 accessible to all bus and rail connections serving Cork City Centre, including the Mallow, Midleton and Cobh commuter rail services and a number of high frequency bus routes including the 208, 202 and 205 services. The connectivity of the site is outlined in the accompanying connectivity map. In addition, the proposed Bus Rapid Transit system is intended to link with Kent Rail station, which will result in the creation of a high frequency public transport hub in this vicinity.

**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 and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.**

A Landscape and Visual Impact Assessment (LVIA) was carried out as part of the permitted development of the overall site (Ref: 17/37563) and this demonstrated that no significant negative effects will occur in relation to key local viewpoints. The revised scheme will consist of largely the same building footprint to what was previously permitted with increases to shoulder heights but no overall increase in the height of the proposed structure.

The proposed development proposes a generous quantum of high quality public realm, which includes civic spaces on the waterfront, adjacent to the protected structures and on Railway Street.

A full Built Heritage Impact Assessment devised by JCA Architects assesses the potential impact on adjacent ACAs which is included with the application and determines there will be no adverse impacts.

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

The proposed development will introduce significant landscaping and open space provision to a site that is currently brownfield in nature and inconsistent with the residential character of the area. The overall permitted site re-development includes extensive public realm and landscaping proposals which will introduce a number of public squares and plazas. Details on proposed surface materials and public realm proposals for the proposed SHD development have been further developed by AECOM following the issuing of the Board' opinion and accompanies the final application.

**At the scale of district/ neighbourhood/ street**

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

The LVIA that accompanied the permitted scheme concluded that the proposed development would not dilute or detract from the existing amenity of the area. The Proposed SHD maintains the same building footprint and so the integrity of the City Development Plan protected viewpoints will be maintained.

**The proposal avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered.**

The Residential Quarter provides an urban block, with a composition of terraced forms wrapped around three sides of a raised courtyard, creating a continuous, but varied streetscape. The composition of terraced forms is modulated so as to provide variety in height and architectural treatment.

**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 Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).**

Permitted public realm improvements associated with the wider scheme will result in a DMURS compliant streetscape and will produce an enhanced urban environment along this stretch of Horgan's Quay.

A Flood Risk Assessment has been completed for the proposed scheme, which documents that the proposed ground floor level for the development is above the minimum levels as recommended in the South Docklands Local Area Plan, and includes recommended design mitigation measures which will be implemented to ensure that the flooding risk to the proposed development will be acceptable

**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 integrates in a cohesive manner.**

The proposed development represents a marked improvement to the existing brownfield, disused and inaccessible nature of the site. The scheme will open



	<p>up the area and create permeability and a lively urban streetscape.</p>
<p><b>The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</b></p>	<p>Residential units are scarce in this location primarily due the slow regeneration of the former industrial uses in this area. The proposal aims to address the shortage of purpose-built apartments in this area which will enable future dwellers to reside and work in the city centre or reside in a location which facilitates easy commuting.</p> <p>The proposal will also provide for increased choice in terms of housing tenure in the area which has traditionally been dominated by older terraced style housing.</p>
<p><b>At the scale of the site/building</b>  <b>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</b></p> <p>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 of Practice for Daylighting'.</p>	<p>The proposed architectural design has regard to best practice in terms of its approach to provision of daylight for future residents of the scheme and existing residents of the area.</p> <p>The steeply rising topography to the north of the site will ensure that the impact to existing residential amenity in the area will be minimal.</p>
<p><b>Specific Assessments</b>  <b>To support proposals at some or all of these scales, specific assessments may be required, and these may include:</b></p> <ul style="list-style-type: none"> <li>• <b>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</b></li> <li>• <b>assessment of the cumulative micro-climatic effects where taller buildings are clustered.</b></li> </ul>	<p>A Sunlight and Daylight analysis has been carried out for the proposed SHD scheme and it has found that the proposal is broadly in line with BRE 'Site Layout Planning for Daylight and Sunlight', sometimes referred to as BRE Digest 209, recommendations for new developments.</p> <p>In relation to EIA and AA the Board will note that the permitted development onsite was subject to a full EIAR and AA screening assessment. These reports have been updated for the current SHD proposed scheme and conclude that no significant impacts on the Environment or on nearby European Sites are envisaged.</p>



- 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 assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.
- An assessment that the proposal maintains safe air navigation.

Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.

**Urban Design  
Manual: A Best  
Practice Guide**

The Proposed Residential Development at Horgan’s Quay has been designed in accordance with best practice as outlined in the 2009 Urban Design Manual. The Manual outlines 12 criteria that should guide urban residential development in the context of the individual homes, the site on which they are located and the wider neighborhood. A comprehensive Architectural Design Statement prepared by O’Mahony Pike Architects accompanies this submission which addresses the proposed developments compliance with these 12 criteria and is summarized as follows:

Policy	Consistency
<p><b>Context</b></p> <p><b>How does the development respond to its surroundings?</b></p>	<p>The design layout responds to the site’s topographical context, on site constraints and potentials. Existing buildings on the site that are of architectural significance have been retained, utilised and incorporated into the design. The station master’s building, a rendered single storey structure with arched openings and stone cut chimney stacks has been retained to function as a resident’s amenity building and act as a focal point in the open space outlet of the proposed development.</p> <p>Scale, massing &amp; density are appropriate to the existing built up environs of the Cork City docklands, whilst ensuring that the design achieves a sustainable use of development land. The Cork City dockland area is undergoing a period of regeneration with significant office developments such as One Albert Quay, Penrose Wharf and Navigation Square. The proposed scheme varies in height from 7 to 11 storeys.</p> <p>The design’s overall form, architecture &amp; landscaping respond suitably to the location creating a sense of place.</p> <p>The retention and integration of the Old Station Master’s building into the proposed development strengthens the character and historical significance of the site. This development will positively contribute to the character and identity of Horgan’s Quay, creating new nodes and urban spaces which will benefit the overall area. The development will also enable users of the train station an easier and more permeable walkway to the City Centre and Parnell Bus Station.</p>
<p><b>Connections</b></p> <p><b>How well connected is the new neighborhood?</b></p>	<p>Attractive pedestrian and cycle routes are integral to the design.</p> <p>The proposed subject site location has undergone a series of improvements in relation to cycle infrastructure in recent years as a part of the Cork City Cycle Network</p>

Plan. This has improved cycling and pedestrian connectivity to the city centre. Further implementation of the Cork City Network Plan will create more permeable and safer cycle routes to the city centre. The proposed development has been designed accordingly to integrate successfully with the improvements in cycle infrastructure around Horgan's Quay as implemented by the Cork City Cycle Network Plan.

Furthermore, the development provides a pedestrian linkage from the City Centre to the railway station. This contributes to achieving compact, sustainable and integrated settlements as a result of this linkage. The development therefore proposes strong links to existing and new routes according to pedestrian desire lines.

Appropriate density targets will be met to support efficient public transport in the context of the sites zoning. A gross density of over 495 units per hectare is proposed which ensures that the lands are developed in a sustainable way and will support transport improvements and public infrastructure improvements.

## Inclusivity

### How easily can people use and access the development?

The layout is legible and easily accessible by all. The proposal creates 4 new nodes. One pedestrian, vehicular and cycling node off Railway Street, 2 pedestrian nodes to the east of the site and one pedestrian node to the North of the site. All frontages of the proposed block are active. The retail units, café and creche on the ground floors contribute to creating a strong and active urban space here.

A number of different scaled and designed public open spaces are proposed within the scheme. The permitted Horgan's Quay development proposes a generous amount of public realm including civic space's namely Station Square and Waterfront Square and civic space by the protected structure on Railway Street. These open spaces are clearly defined, accessible and open to all. The civic spaces to the east of the residential quarter are suitably overlooked by adjacent housing. These civic spaces are accessible to the residential block by two stepped routes.

The development also offers its residents a private garden organised around the Station Master's building which will act as residential amenity building. Again, this

	<p>private garden is overlooked by all apartments in the complex. The courtyard garden will provide visual space and generous planting to Railway Street.</p> <p>The scheme design and layout will be attractive and inviting to all, encouraging the utilization of the public realm within the residential quarter, within Horgan's Quay redevelopment and similar areas beyond its boundaries.</p>
<p><b>Variety</b></p> <p><b>How does the development promote a good mix of activities?</b></p>	<p>The dwelling types provided on the site range from 1-2 bed apartments. This type of accommodation broadens the range of choice available in the area at present, through the provision of predominantly 1-2 bed apartments. Currently there is a shortage of apartment accommodation in the City Centre.</p> <p>The proposed creche, private courtyard garden as well as the other civic spaces permitted as part of planning reg 17/37563 contributes to the quality of life in the locality. The future development of Horgan's Quay as a high-quality south facing pedestrian waterfront will also complement the quality of life in the locality.</p>
<p><b>Efficiency</b></p> <p><b>How does the development make appropriate use of resources, including land?</b></p>	<p>The proposed scheme achieves a sustainable use of development land. Similarly, to the permitted block (Ref: 17/37563), the proposed design successfully integrates the Old Station Building, a protected structure, into the new development which retains and strengthens the original character of the area.</p> <p>Buildings, and public spaces are where possible arranged to maximize solar gain.</p>
<p><b>Distinctiveness</b></p> <p><b>How do the proposals create a sense of place?</b></p>	<p>The creation of an urban edge to the existing Railway Street along with the development of a private courtyard garden incorporating the Old Station Master's building will create a focal point the west of the development. The creation of an active urban edge to the east and north of the site with the installation of retail units, cafés and creche's on the ground floor will ensure the new roads and civic spaces between the hotel, office space and residential quarter attract footfall and prosper.</p> <p>The proposed development will strengthen the area surrounding Kent Station and will act as a catalyst for further regeneration of the North Docks and the City Docklands.</p>



The design scheme responds to the opportunities presented by the presence of protected structures and utilises them effectively to integrate them into public open space.

**Layout**  
**How do the proposals create people friendly streets and spaces?**

In accordance with the Design Manual for Urban Streets and Roads, the design creates a clear and easily read hierarchy of roads and streets. The access points into the site consists of a vehicular access point onto Railway Street with two stepped pedestrian access points proposed the west of the site fronting onto the new civic spaces.

The design scheme focuses activity on the streets through the use of active frontages with all ground floor uses in the residential block proposed as either retail units, creches or cafés. The private open garden to the west of the site also fronts onto Railway Street. This design scheme focuses on attracting footfall the existing and new streets proposed in the Horgan’s Quay Redevelopment

The layout aims to unify public space to maximise its potential for use by the widest range of children and adults and extending beyond the site boundary to connect directly to other future redevelopment projects.

**Public Realm**  
**How safe, secure and enjoyable are the public areas?**

Public realm is an integral element to the Horgan Quay design and to a large extent the site layout is derived from the concept of delivering an open-ended network of outdoor space for pleasure and activity across the scheme.

The permitted Horgan’s Quay redevelopment (Ref: 17/37563) consists of three quarters, the Residential quarter, the Office quarter and the Northern quarter. Between each of these blocks, civic open space is provided. These public spaces are designed to be utilised by all. The proposed residential quarter creates nodes to improve connectivity between these civic spaces.

The Residential Quarter then possesses its own private courtyard garden. This is centred around the Old Station Master’s building which acts a focal point in the public space. This private garden is overlooked by the surrounding homes to create a sense of safety for users

	<p>Roads and parking areas have been designed in accordance with the guidance contained in the Design Manual for Urban Streets and Roads in the context of the design of the public realm.</p>
<p><b>Adaptability</b></p>	<p>Apartment designs exploit good practice with the provision of apartment types that are adaptable. The apartments proposed will achieve current energy-efficient targets and meet the challenges anticipated due to climate change. The apartment designs where possible allow for adaptation enabling residents to work from home part or full time etc.</p>
<p><b>Privacy and Amenity</b></p> <p><b>How does the scheme provide a decent standard of amenity?</b></p>	<p>All apartments have private amenity space in accordance with the minimum areas set down in the Sustainable Urban Housing, Design Standards for New Apartments. All dwellings have access to a communal open space within the footprint of the subject site. Future residents also stand to benefit from extensive public plazas and open spaces to be provided as part of the wider permitted development onsite.</p> <p>Storage for belongings and recyclables is incorporated into the apartment designs. Apartment storage provisions will be in accordance with the areas set down in the Sustainable Urban Housing, Design Standards for new Apartments.</p>
<p><b>Parking</b></p> <p><b>How will the parking be secure and attractive?</b></p>	<p>Parking at a ratio of 0.16 per apartment is provided. This level of provision is justified due to the location of Horgan's Quay directly adjacent to Cork City Centre and extensive public transport connections. Proposed parking is provided off street and will be covered within the ground floor podium.</p>
<p><b>Detailed Design</b></p> <p><b>How well thought through is the building and landscape design?</b></p>	<p>The fabric and external design of the development will make a positive contribution to Horgan's Quay, the North Docks and the immediate neighbourhood.</p> <p>The architectural concept involves a terraced composition of forms of varying heights, which modulates the facade and thereby avoids a continuous, monotonous elevation.</p> <p>The breakdown of the scheme into a collection of forms allows for the introduction of a variety of brick types and/or brick detailing.</p> <p>A fine double height grid or protruding brick</p>



fins are applied to the elevations to add interest and scale.

The Station Master Building is the focus point of the residents' garden, which is organised over two levels - street and podium levels, links with steps.

The courtyard garden will provide visual space and generous planting to Railway Street.

Full details of the architectural design strategy are outlined in the accompanying Design Statement prepared by O'Mahony Pike Architects.

**Universal Design Guidelines for Early Learning and Care Settings (2019)**

The guidelines were issued in June 2019 by The Department of Children and Youth Affairs who partnered with the Centre for Excellence in Universal Design at the National Disability Authority to advance this work. These guidelines set out the key Universal Design (UD) considerations and guidance for Early Learning and Care (ELC) settings in Ireland. These guidelines apply to both new-build and retrofit projects and provide a flexible UD framework to ensure that settings are accessible, understandable and easy to use for all children, staff, families, and visitors.

The Guidelines provide a comprehensive overview of all aspects of ELC provision. In this statement of consistency, we have focused some of the overarching built environment characteristics as outlined in the document and summarised below.

Policy	Consistency
<p><b>Integrated and connected to the community, local context and natural environment to help forge positive relationships between the children, educators, families and the locality.</b></p>	<p>The proposed creche within the Horgan's Quay SHD will benefit from the central location of the development and will provide a valuable service to the existing residential areas to the north of the site in the Summer Hill North and St. Luke's areas as well as providing for the needs of future City Centre residents</p>
<p><b>Connected spaces that flow across the entire setting that allow appropriate freedom of movement and link activities and occupants.</b></p>	<p>The proposed creche and open space will be self-contained within the scheme and allow for connection of activities while connection to the overall residential scheme will be provided via the central open space areas.</p>
<p><b>A good sense of place achieved through placemaking (i.e. making high quality and highly valued places that have a distinct identity) and the creation of a meaningful setting that resonates with children, adults, the community, and local context.</b></p>	<p>The proposed Horgan's Quay SHD is centre around former Station Master's house, a protected structure that will create a sense of place and character in the development. The area will soon be a vibrant urban quarter owing to the significant development that is ongoing.</p>

**Weaving together indoor and outdoor space to encourage contact with nature, risk and outdoor activities, and allow freedom of movement and physical expression, as much as possible.**

The proposed facility provides for generous indoor and outdoor spaces while being cognisant of the urban setting. The proposal stands to benefit from the pedestrian friendly landscape of the wider Horgan's Quay Development with the creation of large plazas and pedestrian areas.



# Regional Planning Policy

## Southern Regional Assembly: Draft Regional Spatial and Economic Strategy

The Draft Regional Spatial and Economic Strategy (RSES) sets out a 12-year strategic development framework for the Southern Region and was recently open for public consultation until March 2019. It establishes a broad framework for development and the way in which our society, environment, economy and the use of land should evolve and works towards a broad vision of the Region's future, identifying key priorities for investment. The RSES also identifies the overall framework for development including; Metropolitan Area Strategic Plans (MASPs) for the Cork, Limerick – Shannon and Waterford metropolitan areas, key towns, smaller towns, villages and rural areas.

Policy	Consistency
<p><b>RPO 4 - Increased population growth should be planned having regard to environmental criteria including:</b></p> <ul style="list-style-type: none"> <li>• <b>The assimilative capacity of the receiving environment.</b></li> <li>• <b>The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests.</b></li> <li>• <b>Areas that have potential to flood.</b></li> </ul>	<p>The proposed development is located in an existing major population centre and proposed increases in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES.</p> <p>As part of the application for the permitted overall scheme (17/37563) an Appropriate Assessment Screening was carried out by Arup. The screening concluded that it was possible to rule out any likely significant effects on Natura 2000 sites. It was the view of Arup that it was not necessary to undertake any further stage of the AA process. This AA screening has been updated to refer to the current proposed development.</p> <p>A Flood Risk Assessment has been completed for the site, which documents that the proposed ground floor level for the development is above the minimum level recommended in the South Docklands Local Area Development Plan, and includes recommended design mitigation measures which will be implemented to ensure that the flooding risk to the proposed development will be acceptable</p>
<p><b>RPO 7 - Holistic Approach to Delivering Infrastructure</b></p>	<p>The proposed development will provide for increased population growth in a central area adjacent to public</p>

Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following:

Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm.

transport hubs and linkages and will promote non-car modes of transport.

**RPO 8 – Compact Growth in Metropolitan Areas**

The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.....

The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas.....

Horgan's Quay is ideally placed for additional compact development as a significant brownfield site directly located adjacent to the city centre and public transport facilities. It is ideally suited for apartments especially for those who wish to reside and work in Cork City, particularly given the emerging office quarter that in the vicinity of the site with developments such as Penrose Quay, One Albert Quay, Navigation House and the office quarter of the Horgan's Quay permitted development.

**Cork Metropolitan Area Strategic Plan (MASP)**

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

Policy	Consistency
<p>Sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Sustainable higher densities must be delivered, especially at public transport nodal points.</p>	<p>The proposal is consistent with the identified objective of achieving higher densities in existing centres. At public transport nodal points. It is located adjacent to Kent Rail station and a short distance from the Parnell Place Bus station.</p>

**Draft Cork Metropolitan Area Transport Strategy (CMATS)**

The draft Cork Metropolitan Transport Strategy (CMATS) has been published in the context of the National Planning Framework which envisages that Cork will become the fastest growing city region in Ireland in the coming years. This projected population and associated economic growth will result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully to safeguard and enhance Cork’s attractiveness to live, work, visit and invest in.

Policy	Consistency
<p><b>Key outcomes for walking in the Strategy include:</b></p> <ul style="list-style-type: none"> <li>• An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);</li> <li>• Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;</li> <li>• Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;</li> <li>• Facilitate walking’s role as part of linked trips, particularly with rail and bus journeys; and</li> <li>• Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.</li> </ul>	<p>Given the central location of the proposed development, it is anticipated that walking will be the primary means of travel to and from the proposed apartments.</p> <p>The proposed development is part of a wider re-development of Horgan’s Quay which will include a major office development and sits in the context of a rapidly developing area of the City with numerous office developments either recently completed, underway or at planning stages. Therefore, there is strong potential for a considerable number of future residents of the proposed development to live and work in this immediate vicinity.</p> <p>The proximity to both the rail and bus stations also facilitates walking as part of linked trips.</p> <p>The proposed SHD forms part of the wider re-development of Horgan’s Quay which will provide for extensive public plazas and will prioritise pedestrian movement in accordance with DMURS policy.</p>
<p>The provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040. The LRT system is a key enabler in CMATS. The LRT is required to:</p> <ul style="list-style-type: none"> <li>• Unlock strategic development areas in its catchment area including the Cork City Docks, Curraheen, Ballincollig and Mahon;</li> <li>• Maximise the development potential of windfall sites;</li> <li>• Provide greater certainty for future Planning and development, to pursue higher densities required to meet NPF population and employment targets for Cork City;</li> <li>• Enable car-free and low car development within its catchment in line with recent</li> </ul>	<p>Located at what will become a key transport interchange between existing rail and bus services and the future LRT, the proposed Horgan’s Quay development will provide an appropriate scale of residential density to support the viability of the proposed transport investments as outlined in CMATS.</p> <p>The proposed development represents a change in National Policy and mindset towards car free residential development in the City Centre. The minimal parking included with the development will mean that the majority of residents will not have access to a car parking space and will be encouraged to avail of other modes of transport.</p> <p>With the arrival of the proposed LRT Horgan’s Quay is set to become a key national transport interchange and the</p>

**changes to government policy outlined in the NPF and Sustainable Apartment guidelines;**

- **Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area;**

proposed density of development on the site will need to reflect this

# Local Planning Policy

## Cork City Development Plan 2015 - 2021

The City Development Plan is Cork City Council's main strategic planning policy document and it is intended to guide the future development of the city between now and 2021. The Plan outlines the vision for Cork over the lifetime of the Plan and beyond to

*"be a successful, sustainable regional capital and to achieve a high quality of life for its citizens and a robust local economy"*

Among the main goals outlined in the Core strategy of the Plan are to:

- *Increase population and households to create a compact sustainable city;*
- *Achieve a higher quality of life, promote social inclusion and make the city an attractive and healthy place to live, work, visit and invest in; and*
- *Promote sustainable modes of transport and integration of land use and transportation*

Cork City Docklands represent the biggest development opportunity for Cork City and the CASP (Cork Area Strategic Plan) area over the plan period and beyond, its redevelopment and renewal being of regional and national significance. The vision for Docklands is that of a vibrant mixed use and socially inclusive urban quarter that will capitalize on the intrinsic advantages of the area.

Policy	Consistency
<p><b>ZO 16 Mixed Use Development</b></p> <p><b>OBJECTIVE:</b> To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.</p> <p>This zoning objective facilitates the development of a dynamic mix of uses for Docklands which will interact with each other creating a vibrant residential and employment area. A vertical and horizontal mix of uses should occur where feasible, including active ground floor uses and a vibrant street frontage on principle</p>	<p>The proposed SHD is fully compliant with the land use zoning objectives on the site. The scheme provides for a mixture of uses including residential, retail and childcare which will contribute to the vibrancy of the area. The proposal is part of the wider permitted Horgan's Quay scheme which will also provide for a hotel and office development, thereby fulfilling the objectives of the zoning.</p>

streets. 15.24 This zoning applies to areas of the North and South Docks. The range of permissible uses within this zone in Docklands includes general offices, conference centre, third level education, hospital, hotel, commercial leisure, cultural, residential, public institutions, childcare services, business and technology/research uses (including software development, commercial research and development, publishing, information technology, telemarketing, data processing and media activities) and in addition, local convenience stores/corner shops and community/civic uses.

### **Objective 13.25: Development of Docklands**

Cork City Council aims:

- a) To promote the development of the North and South Docklands as major development opportunities of regional and national importance;
- b) To create a vibrant mixed use and socially inclusive urban quarter in Docklands;
- c) To re-orient Docklands as an extension of the City Centre and to initially focus on development of areas easily accessible from the City Centre, with other areas developing as barriers to development are overcome and opportunities arise;
- d) To review the local planning frameworks and if appropriate amend them to take account of changed circumstances;
- e) To work with key stakeholders, including government agencies and landowners, to overcome infrastructural deficits and other barriers, to secure the development of Docklands.

### **Objective 13.26: North Docks**

The North Docks, including the railway station lands and waterfront areas, will be developed in accordance with the vision set out above and indicated on Maps 1 and 2 of Volume 2. A comprehensive Masterplan, in line with the Development Plan policy and informed by the Docklands Public Realm Masterplan will be required to guide development of the station and adjoining waterfront lands and Cork City Council will work with the landowners and the transport stakeholders to secure this.

The redevelopment of Horgan's Quay will contribute towards achieving the strategic aims of the Cork City Development Plan in relation to the docklands. The redevelopment of Horgan's Quay as a vibrant mixed-use quarter including officer blocks, a resident quarter and a hotel is consistent with the development policies. The subject site at Horgan's Quay is close to the City Centre and the public transport facilities of Kent Railway Station and Parnell Place Bus Station. Due to its sustainable location, the development will act as a stimulus for the redevelopment and regeneration of the other lands in Horgan's Quay and the North Docks. The proposed SHD will contribute significant residential development and population to the area which will contribute to the vibrancy of the North Docks.

The redevelopment of Horgan's Quay is the first phase of the regeneration of the North Docks. The design proposal corresponds and integrates with the recent upgrades and road realignment around Kent Station. This ensures the current and future redevelopment of Horgan's Quay is sustainable and integrated.

### Objective 4.3: City Centre

To protect and enhance the role of Cork City Centre as the primary retail centre in the south-west region by facilitating the continued regeneration and modernisation of existing and the development of new retail building stock, coupled with a range of complimentary leisure, recreational and cultural uses and investment in public realm improvements.

### Objective ZO 16: Mixed Use Development

To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.

The proposed redevelopment of Horgan's Quay will enhance and strengthen the role of Cork City Centre as the primary retail centre in the south west region. The redevelopment of Horgan's Quay consists of a hotel, residential units, retail and office blocks which contributes towards achieving a vibrant urban area. The residential component of the development and also its location to Kent railway station, will naturally attract footfall to the new development. The increase in population will also provide the critical mass necessary to sustain the rail public transport network which is an integral part of this site.

### Objective 5.1: Strategic Transport Objectives

- Provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of landuse and transport planning, investment and service provision;
- To reduce the percentage of persons who drive to work to 60% by 2021;
- To encourage and facilitate cycling and walking for short/local trips by providing appropriate infrastructure, promoting "soft-measures" that influence change in transport behaviour, and by encouraging proximate, compact land uses;
- To encourage increased use of rail services, bus, and carpooling/ car sharing for longer journeys by providing local access infrastructure to key transport nodes, by using information, pricing mechanisms and other "soft-measures" to influence change in transport behaviour, and by encouraging public transport orientated development;
- To provide new local roads, streets, upgraded streets, and pathways where required to increase connectivity;

The proposed scheme through its density and scale aims to provide efficiencies in terms of land use and to ensure the viability of current and future public transport infrastructure, including the planned LRT as outlined in the draft CMATS and improvements in cycle infrastructure linking the railway station to Cork City Centre. The provision of parking well below maximum levels is aimed at reducing car ownership within the scheme and encouraging people to capitalise on the central and accessible location through utilisation of the existing walking, cycling and public transport linkages adjacent to the site.

The proposed development will see high density residential development at a sustainable location and further encourage this sustainable modal share among future residents in Horgan's Quay to meet the City Council's objective to reduce the percentage of people who drive to work to 60% by 2021.

The proximity of the development to Kent Rail station will boost passenger numbers on local commuter rail services. Future residents will have direct access to employment centres outside the City such as Little Island, Carrigtwohill, Midleton and Mallow. Will the development of the LRT, direct connectivity to Ballincollig and Mahon will follow.

### Objective 16.1: Design Statement

All significant planning applications shall submit an accompanying design statement which provides a

The permitted scheme onsite was accompanied by a detailed planning and design statement (Ref: 17/37563). This includes a thorough examination of the site context and the associated design response.



framework explaining how a proposed development is a suitable response to the site and its setting.

The current revised proposal is also accompanied by an updated Architectural Design Statement prepared by O'Mahony Pike architects.

### **Objective 16.2: Visual Impact Assessments**

All significant planning applications shall submit an accompanying visual impact assessment.

A landscape and visual impact analysis were carried out by AECOM in the parent application 17/37563. The resultant analysis is consistent with the principles of good urban design and will not result in undue visual impact in this area.

The current scheme is accompanied by a detailed landscaping plan which outlines the proposals for hard and soft landscaping. It also outlines a strategy for the open space to be provided at ground floor and podium level and indicates how the proposal will integrate with the emerging urban quarter in the area.

### **Objective 16.3: Urban Design**

To deliver high quality-built environments through good place making;

To ensure that development is designed to high qualitative standard and is cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.

The proposed development is consistent with the strategic aims of the NPF and it will result in a high-density, compact development on a brownfield site in the City Centre. Horgan's Quay is located directly adjacent to public transport facilities and has strong walking and cycling linkages to the City Centre and beyond.

### **Objective 16.9: Sustainable Residential Development**

Residential developments shall be sustainable and create high quality places and spaces which:

a. Deliver a quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience;

b. Provide adequate open space which are practical in terms of scale and layout and naturally supervised by the aspect of the dwellings it serves;

c. Provide a good range of suitable facilities;

d. Priorities walking, cycling and public transport and minimise the need to use cars

e. Present an attractive appearance with a distinct sense of place;

f. Are easy to access and navigate;

a,b) The residential development will be of high quality and an extensive area of communal open space will be provided at ground and podium levels within the scheme which will be secure and passively supervised. Combined communal open spaces at ground and podium level represent over 30% of total site area.

c) The development will introduce local retail units and childcare to the area which is currently deficient in terms of the provision of such services.

d) The site location will encourage the use of the excellent walking, cycling and public transport infrastructure in the area.



- g. Promote the efficient use of land in terms of density and plot ratio;**
- h. Promote social integration and provides accommodation for a diverse range of household types and age groups;**
- i. Enhance and protect the built and natural heritage**

- e) The proposal will be developed according to a high-quality standard of architectural design. It will serve as a gateway to Cork's Kent Railway Station and will act as a stimulus for further regeneration of the North Docks
- f) Accessibility and Connectivity to the proposed development has been emphasized in the design and will be a key asset in the development
- g) The proposed density of 495 units per hectare and plot ratio of 1:5 are appropriate to the site given its location, its proximity to the city centre.
- h) The proposed housing mix is compatible with the latest guidelines and will provide for housing need in this area
- i) The proposed incorporation of the former station master's house into the scheme as residential amenity space will allow for the refurbishment of this protected structure which is currently lying vacant and in a state of disrepair. The building will significantly enhance the character and identity of the proposed SHD.

**Table 16.4: Indicative Targets for Dwelling Size and Distribution**

- One bedroom- max. 20%
- Two bedroom- min. 30%
- Three bedroom-min 50%

The mix ranges specified in the 2018 apartment guidelines take precedence over the City Development Plan standards (see section on 2018 guidelines above)

**Table 16.5: Minimum Overall Apartment Gross Floor Areas**

- One bedroom – 55sq.m
- Two bedroom/ 3 persons-80 sq.m
- Two bedroom / 4 persons- 90 sq.m
- Three bedroom- 100 sq.m
- Four bedroom- 115 sq.m

The minimum dwelling sizes specified in the 2018 Apartment Guidelines takes precedence over the City Development Plan standards (see section on 2018 guidelines above)

**Table 16.9: Bicycle Parking Standards**

- Residential: Standard Apartments – 1 no. space per unit in City Centre / Inner Urban Areas.
- Creche: 1 no. space per 25 children.

In order to meet the quantity requirements as outlined in the City Development Plan the applicant would need to provide 308 no. spaces

- 302 no. residential units – 302 no. spaces.
- 25- 35 no. child creche – 1 no. space.

**Retail: 1 no. space per 250 sqm (gross floor area).**

- 1,231.4 sq. m retail space - 5 no. spaces

The proposed development provides for a total of 311 no. bicycle parking spaces in accordance with standards identified in Table 16.9.

## **Cork City Docks Issue Paper 2017**

The Issues Paper for the Cork Dock LAP in its tone and content appears to have been informed by the findings of the 2012 Colliers Report 'Cork City Harbour: Unlocking Cork Docklands'. The paper seeks to ensure the vision for the development of the Cork City Docks is appropriate, as it will provide the foundation for the development of the area for the coming decades.

The Issue Paper states the Cork City Docks is made up of 162 hectares of which 117 hectares is developable. The Issues Paper projects that the docklands can accommodate up to 9,500 new housing units. The Issues paper envisages that the North Docks can accommodate the development of 810 units. These figures are derived from the now expired North and South Docks LAPs and do not account for the targets in the National Planning Framework which outlines population growth of between 105,000 and 125,000 for Cork City.

### **Consistency of Scheme**

The proposed mixed-use development comprising of 302 no. residential units is consistent with the vision for the Docklands, that of a vibrant mixed use and socially inclusive urban quarter. The development will result in the expansion of the city population in a sustainable way. The proposed development will also act as a stimulus for the regeneration and redevelopment of the other brownfield land on both the North and South Docks.

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