

Planning and Design Statement

Strategic Housing Development Planning Application
Proposed Student Residential Development at the
former Finbarr Galvin Motor Dealership site fronting
on to Victoria Cross Road and Orchard Road,
Bishopstown Cork.

Bellmount Developments Ltd.



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1. Introduction

This Planning & Design Statement has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Butler Cammoranesi Architects, JODA Consulting Engineers and Cathal O'Meara Landscape Architects on behalf of Bellmount Developments Limited to accompany a planning application for a Strategic Housing Development application at the former Finbarr Galvin Motor Dealership site fronting on to Victoria Cross Road and Orchard Road Bishopstown, Cork.

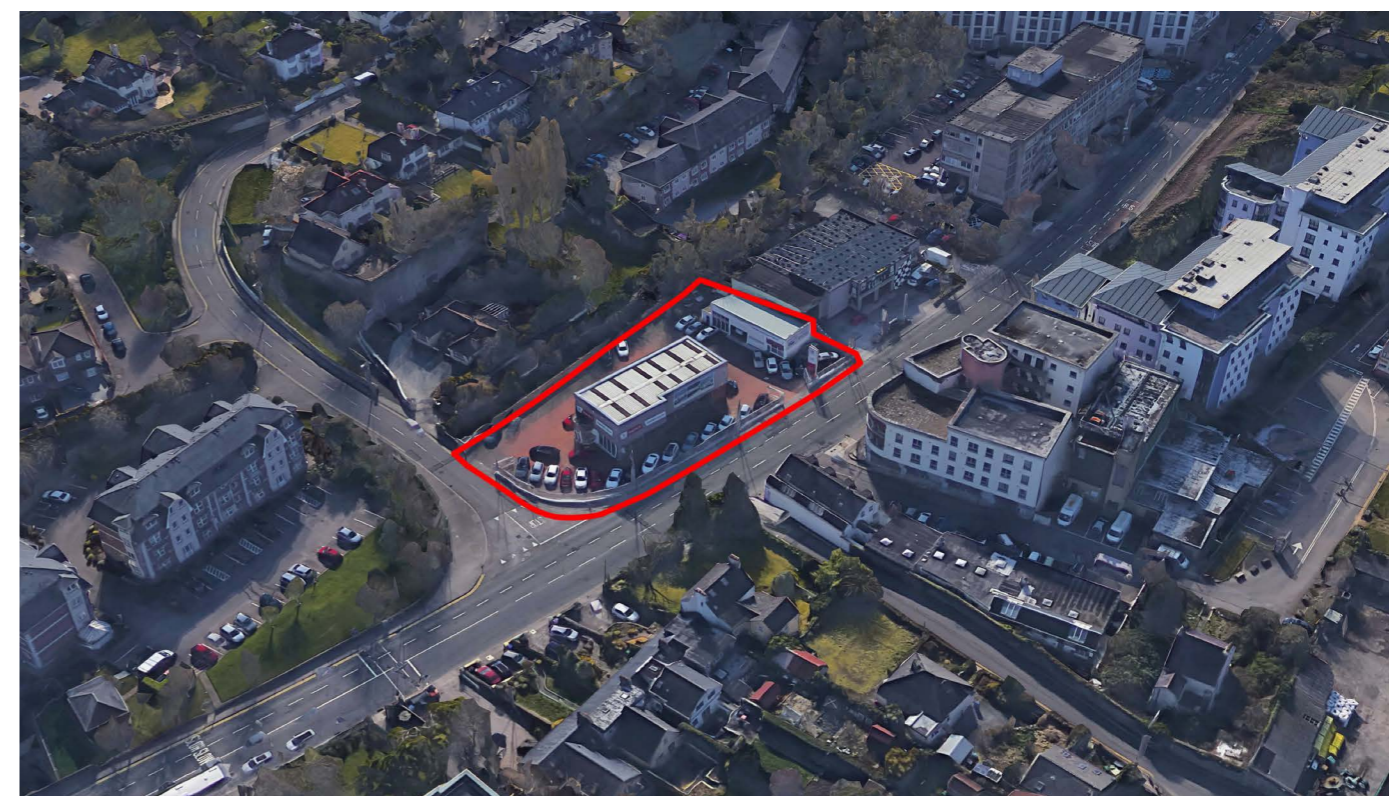
Permission is sought by the applicant for the proposed development comprising:

- The demolition of existing structures on site; and
- The construction of 78 no. student accommodation apartments (ranging in size from single bed studio apartments to 8-bed apartments) comprising a total of 206 no. bed spaces and across a 6 storey height.
- Student amenity facilities including student amenity space, common room/games area;
- The provision of landscaping and amenity areas including a courtyard space, a riverfront amenity and a rooftop terrace;
- The provision of a set down area, 1 no. access point and footpaths on Victoria Cross Road; and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground and roof top levels.

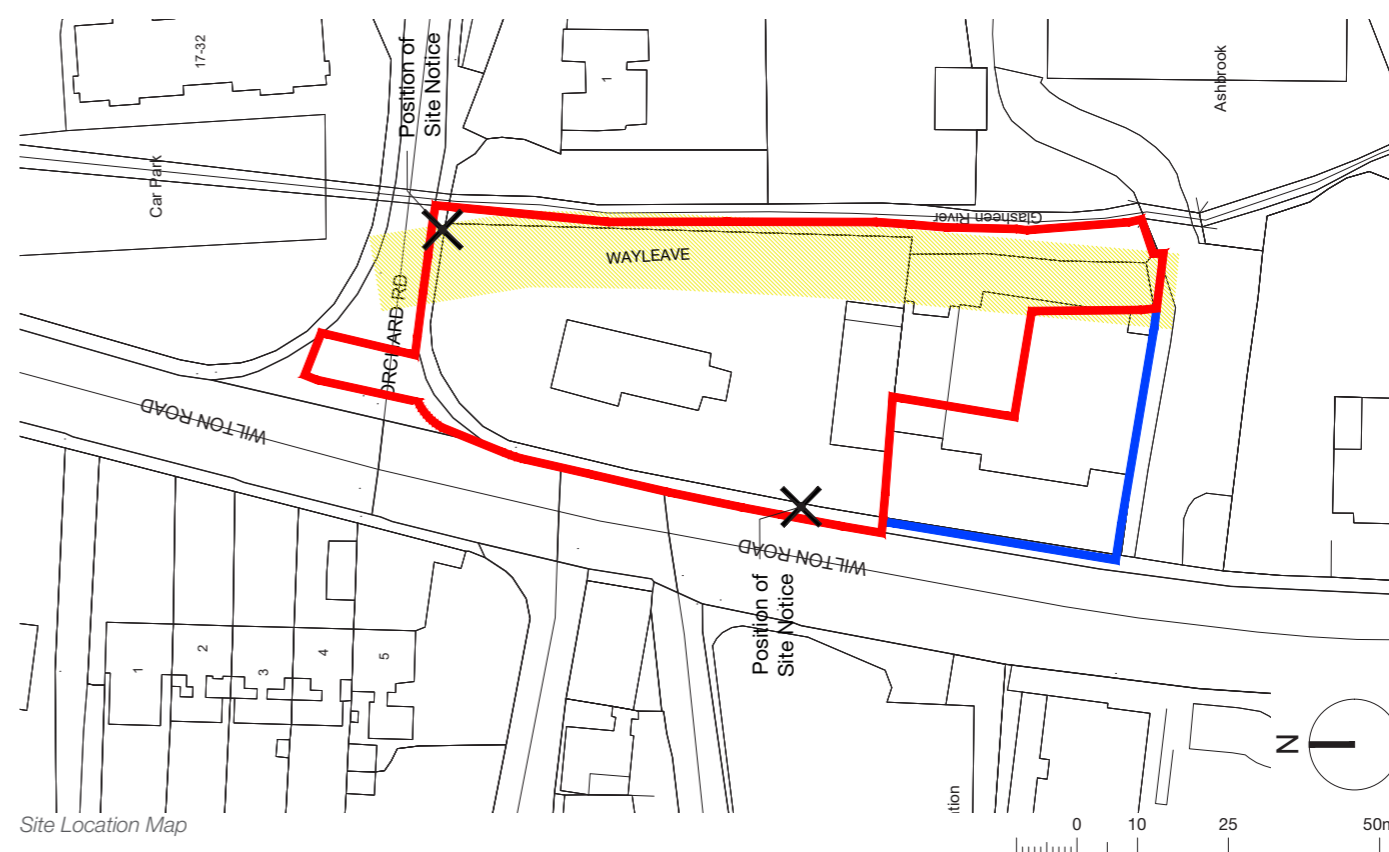
A Natura Impact Statement has been prepared in respect of the proposed development and accompanies this application. The application contains a statement indicating why permission should be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act, 2000, as amended, notwithstanding that the proposed development materially contravenes a relevant development plan or local area plan other than in relation to the zoning of the land.

The design and development of the proposed scheme has been informed by detailed pre-planning discussions with Cork City Council's Planning, Architectural and Engineering Departments, as well as feedback from the pre-application consultation meetings with An Bord Pleanála and their subsequent Notice of Pre-Application Consultation Opinion. Key design aspects have been shaped directly by feedback and comments received from both parties, with the design and in particular the layout having been amended and altered throughout the design process. The Planning and Design Statement report amalgamates the planning statement and the design statement into a single cohesive document which has been structured as follows:

1. Introduction
2. Site Context & Development Description
3. Planning Policy Context
4. Planning History
5. Assessment
6. Architectural Design Approach
7. Conclusion



Site Aerial View, Orchard Road - Wilton Road.



Site Location Map

2. Site Context & Development

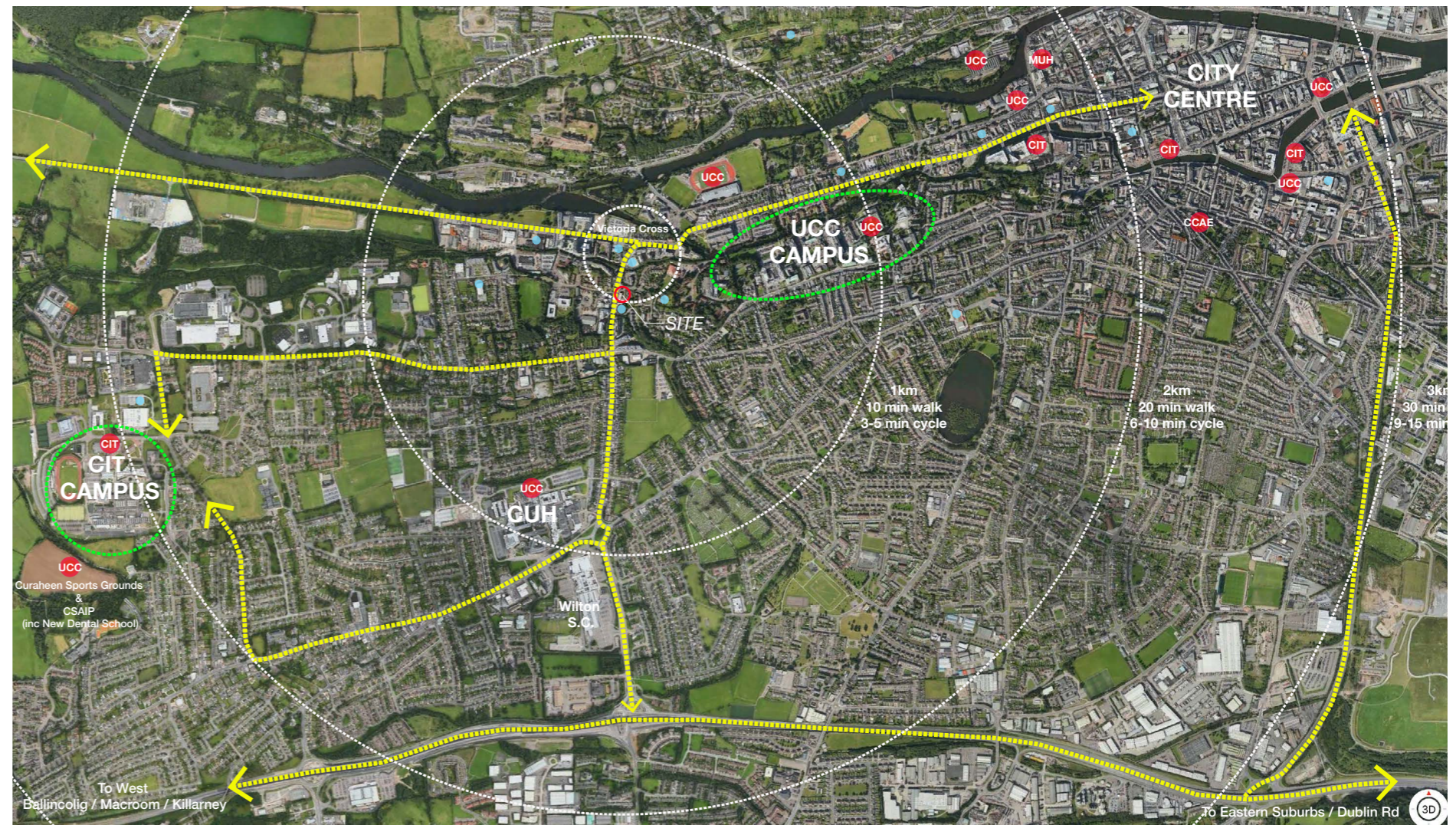
2.1 Site Context

The proposed site is located towards the northern end of Wilton Road, approximately 700m to the west of University College Cork and 2.3km from Cork City Centre. The site area comprises 0.29 hectares and is rectangular in shape. The site currently comprises of a vacant low rise car showroom building(s) on Victoria Cross Road (R641) in the city's south-west suburbs. Permission for the development of these lands for apartments was previously granted under Ref. 06/31044.

The site is within easy walking distance of several commercial, educational, recreational and community facilities including local shops, medical services and restaurants. The area surrounding the site is primarily residential in character, comprising several student apartment complexes, with a variety of sizes and designs.

The site is bounded by the Wilton Road to the west, Orchard road on the north and the Glasheen River to the east. There is a vacant two storey former tyre centre workshop to the south with existing permission for a 6-storey/ 134 bed student accommodation development (Ref. ABP-306714-20 refers). There are a number of large scale student / residential buildings directly opposite the site and a variety of residential buildings east of the Glasheen River on Orchard Road. The subject site is located c. 1.8km to the north of Wilton District Centre and 2.1km west of Cork City Centre.

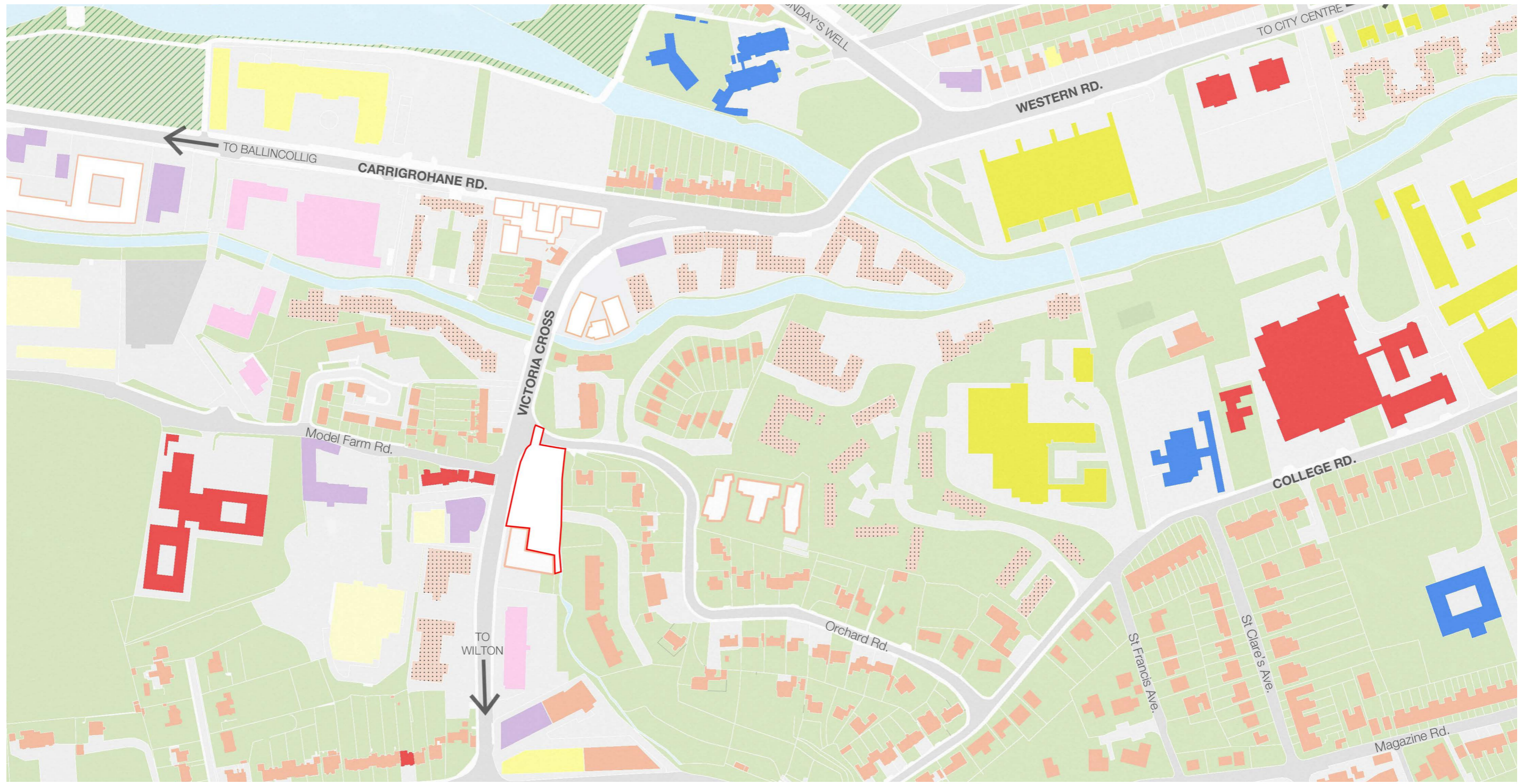
The subject site was chosen by the applicants due to its convenient location and proximity to the main campus of University College Cork (UCC). The subject site is located a walking distance of approximately 16 mins (1.3 km) from the main campus of University College Cork (UCC) and for students attending Cork Institute of Technology (CIT), The number 308 bus stops on Wilton Road, while the number 205 bus stop is located at Dennehy's Cross and terminates at CIT, providing easy access to the Institute. This bus route also provides access to Parnell Place Bus Station and Kent Train Station.



City Aerial (site outlined red)



Site Aerial View (site outlined red)



LEGEND					
	Site Boundary		Healthcare		Commercial / Retail
	Water Body		Residential		Administration
			Industrial / Commercial		Religion
					Hospitality
					Recreational Area
					Sports Arena
					Planning Approved Student Accommodation

Map - Surrounding Context (site outlined red)

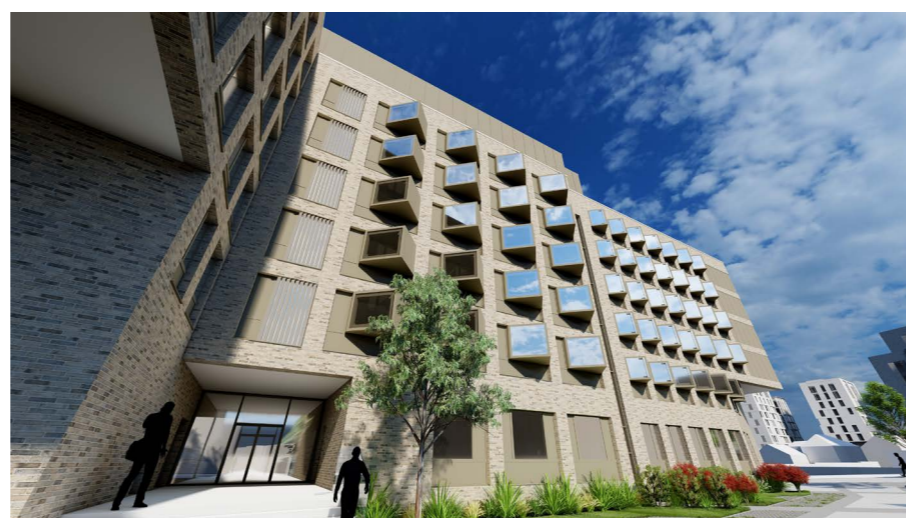
2.2 Development Description

The Cork City Development Plan 2015 includes the specific zoning 'Residential, Local Services and Institutional'. The proposed development is in line with this zoning requirement providing:

- The demolition of existing structures on site; and
- The construction of 78 no. student accommodation apartments (ranging in size from single bed studio apartments to 8-bed apartments) comprising a total of 206 no. bed spaces and across a 6 storey height;
- Student amenity facilities including student amenity space/ games area;
- The provision of landscaping and amenity areas including a courtyard space, a riverfront amenity and a rooftop terrace;
- The provision of a set down area, 1 no. access point and footpaths on Victoria Cross Road; and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground and roof top levels.

The proposed development will also benefit from the provision of landscaping and amenity areas to include a courtyard space, a riverfront amenity and a rooftop terrace. The open space areas incorporate seating and paths for pedestrians and cyclists.

The development has been guided by the feedback received from An Bord Pleanála and Cork City Council. The design at application stage has been reduced in height, scale and massing, density and presents an appropriate treatment to Victoria Cross Road.



Preliminary Massing Model Views inc. as-permitted development (ABP 306714-20) to south.

3. Planning Policy Context

The following outlines the relevant planning policy context for the proposed development. For a comprehensive analysis of the development compliance/accordance with the relevant policy documents, at a national/regional/local scale, please see the submitted Statement of Consistency by McCutcheon Halley Planning. The proposed development is subject to the following policy documents, as set out by Cork City Council.

3.1 National Planning Framework 2040

The National Planning Framework (NPF) 2040 is the Government’s high-level strategic plan for shaping the future growth and development of Ireland up to the year 2040. The NPF was adopted on 29th May 2018 and states that Cork is emerging as an international centre of scale and is well placed to complement Dublin, but that it requires significantly accelerated and urban-focused growth to more fully achieve this role. The NPF envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population by 2040. The higher targeted rate of growth for Cork also means planning for significant population, i.e. at least 105,000 more people by 2040.

3.2 Urban Design Manual - A Best Practice Guide

The ‘Urban Design Manual – A Best Practice Guide’ issued by the Department of the Environment, Heritage and Local Government (2009) states that all residential development should evolve naturally in response to its surroundings and be of high quality in terms of design and layout. The Manual sets out 12 key design criterion (i.e. Context, Connectivity, Inclusivity, Variety, Efficiency, Distinctiveness, Layout, Public Realm, Adaptability, Privacy and Amenity, Parking and Detailed Design) – these criteria are addressed in the ‘Statement of Consistency’ and the Planning and Design Statement prepared by McCutcheon Halley.

3.3 Cork City Development Plan 2022-2028

The Draft Cork City Development Plan 2022-2028 (draft CDP) is currently being prepared and is due to take effect in Q3 or Q4 2022. The following provisions and objectives from the Draft CDP are relevant to the proposed development. As can be seen from Figure 4 below, the subject site is zoned ZO 1 ‘Sustainable Residential Neighbourhoods’ in the draft CDP. The objective for this land-use zoning is “to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.”

Section 3.37-8 of the draft CDP relates to ‘Purpose-Built Student Accommodation (PBSA)’ and states that University College Cork (UCC) and Munster Technological University (MTU) make a significant contribution to Cork’s economy and labour market and that it is important that their attractiveness and potential growth are supported by the appropriate

ZO 4 Residential, Local Services and Institutional Uses

OBJECTIVE: To protect and provide for residential uses, local services, institutional uses, and civic uses, having regard to employment policies outlined in Chapter 3.

SW2	Glasheen River (3) / site	B,C,E	• To provide riverside walkway / cycleway.
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provision of student accommodation. The draft CDP also states that student accommodation is likely to provide accommodation for the majority of the 1-person household market forecasted for Cork City (forecast at 580 of the 711 units per annum).

To ensure a range of PBSA types within any development, section 3.41 of the Draft CDP states that PBSA's should be developed to the highest standards to ensure that the scheme meets the needs of its residents and local service needs, and that developments should incorporate cluster flats, studios, disability flats with size variations within any floorplate design. The draft CDP also states that the design of student accommodation is very similar to "Co-Living" property products with small studios and shared and communal spaces.

Section 3.42 of the draft CDP states that PBSA should provide adequate functional living space and layout for the occupants, including shared communal external space, communal spaces and that the design must be high quality. Section 3.43 of the draft CDP states that when considering planning applications for student accommodation, Cork City Council will have regard to:

- The 'Guidelines on Residential Developments for Third Level Students' (2005);
- The provisions of The National Student Accommodation Strategy (2017);
- Circular PL 8/2016 APH2/2016; and
- Any new or updated guidance.

Objective 3.8 of the draft CDP states that Cork City Council will seek to ensure that student housing demand is met by PBSA as far as possible, provided that:

- a. Student accommodation is provided in locations accessible to higher-level education campuses by walking, cycling or public transport, and ideally in the City Centre, City Docks, urban centres and mixed-use redevelopment schemes of brownfield sites;
- b. At the neighbourhood level, the development contributes to a mixed and inclusive neighbourhood;
- c. The scheme is of a high quality and meets the needs of students.

Objective 11.2 (Dwelling Size Mix) of the draft CDP states that PBSA schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions.

Section 11.81 of the draft CDP states that PBSA will be provided in locations outlined in Chapter 3: Delivering Homes and Communities. As both UCC and MTU are located in the Cork City Suburbs this sub-area will need to accommodate studios / PBSA to allow the supply targets to be met during the Plan period.



Preliminary Massing Model - Roof Terrace



Preliminary Massing Model - East Elevation (Part)

Objective 11.6 states that development proposals for PBSA will be assessed against the following criteria:

- a. The proposed use is consistent with the land use zoning objective.
- b. The proposed development provides adequate external communal space for the needs of the development, with a purpose-built student bed space being considered equivalent to a mainstream studio for the purposes of this calculation.
- c. The quantum of bed spaces does not undermine the ability of Cork City Council to achieve its HNDA targets.
- d. The quantum of PBSA development does not result in a neighbourhood with a disproportionate proportion of residents being students in order to ensure residential amenity and a balanced community.
- e. The proposed development includes ancillary uses (e.g. health services / café / convenience shop) at ground floor level in locations not served by convenient services.
- f. Accommodation is provided to the quantitative standards set out in National Guidelines for student accommodation.
- g. The proposed development includes internal communal facilities sufficient to meet the needs of the development. Schemes should include communal facilities appropriate to the scale of the development, including communal lounges; games rooms; bookable study rooms; gym; and TV / cinema room.
- h. The proposed development includes ancillary facilities adequate to meet the needs of the development, including refuse facilities, car parking and cycle parking.
- i. The building / complex is designed to minimise impacts on the surrounding area (e.g. by building noise mitigation strategies and configuration of external amenity spaces).
- j. At least 10% of bed spaces are designed for disabled students
- k. Facility Management Plans will be required to provide a clear framework for the management of the facility to meet the needs of students and the wider neighbourhood.

3.4 Cork Metropolitan Area Transport Strategy (CMATS)

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council. The principles of CMATS are to facilitate the sustainable development of Cork as a medium-sized European city with growth of 50 – 60% by 2040.

To accommodate this level of growth, CMATS advocates a coordinated land use and transport strategy for the Cork Metropolitan Area to cover the period up to 2040, based principally on upgrading public transport capacity and frequencies along key transport corridors.

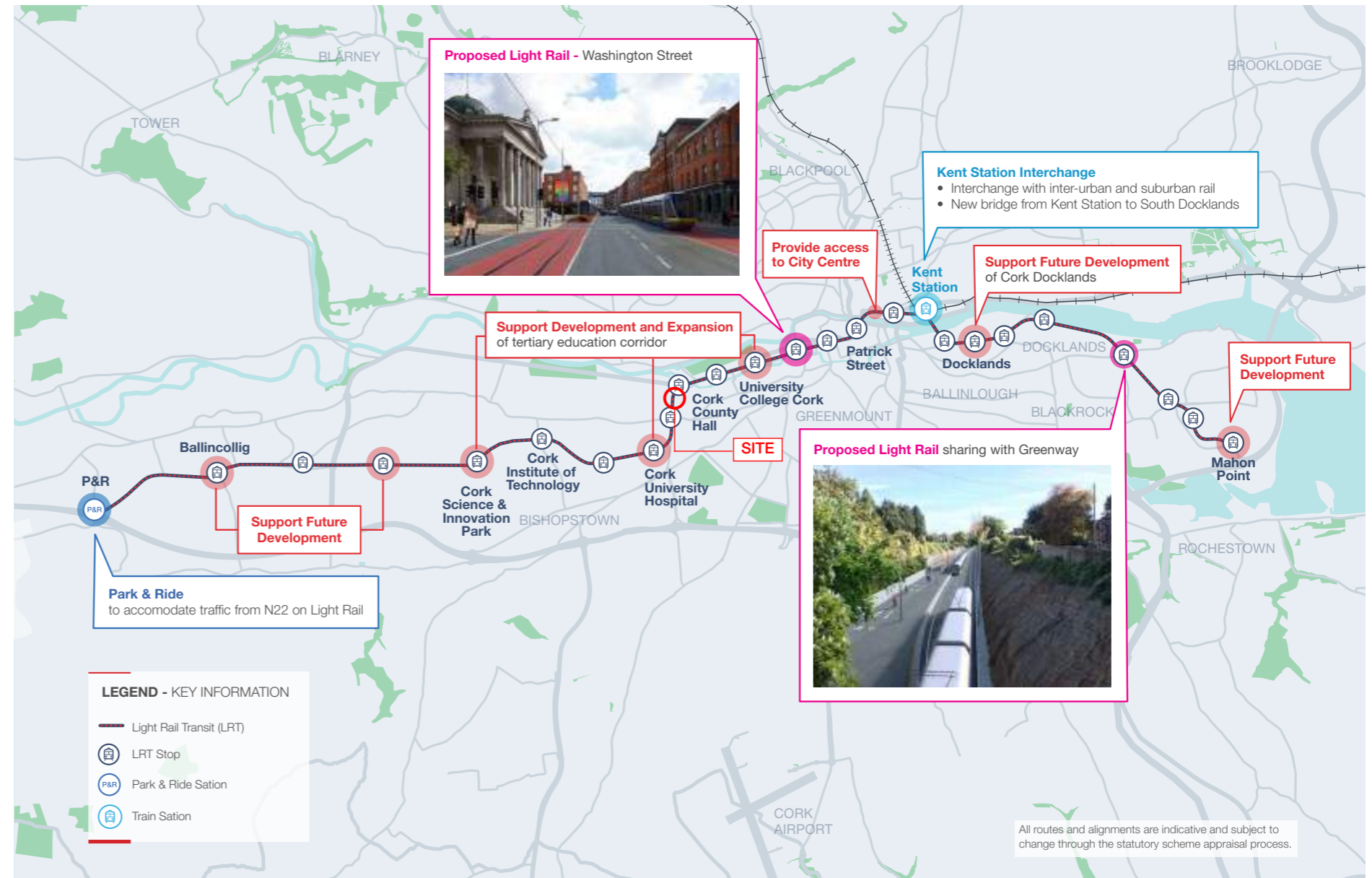
CMATS proposes the delivery of a Rapid Bus/Light Rail Transport (BRT/LRT) corridor from Ballincollig to Mahon and indicates that in the short term (first 5 years of the Strategy), the focus will be on the 'identification and protection of the alignment for the light rail scheme'. The actual delivery of the LRT along the East-West corridor extends to the medium to long term, i.e. 5 to 20 years but that this could be brought forward:

'In the event of population and employment growth earlier than anticipated than specific forms of public transport infrastructure will be need to be brought forward as required for example, the light rail transit (LRT) of provision of specific Park and Ride facilities.'

CMATS identifies a number of BRT/LRT stops serving University College Cork, Cork Institute of Technology and Cork Science and Innovation Park to support a "tertiary education corridor".

In terms of Land-Use Priorities, CMATS states:

"CMATS will provide this opportunity to integrate new development at appropriate densities with high capacity public transport infrastructure in conjunction with more attractive walking and cycling networks and associated public realm improvements. This has the potential double benefit of extending the catchment of sustainable modes to more people and places and improving the viability of future investment in public transport by attracting higher demand."



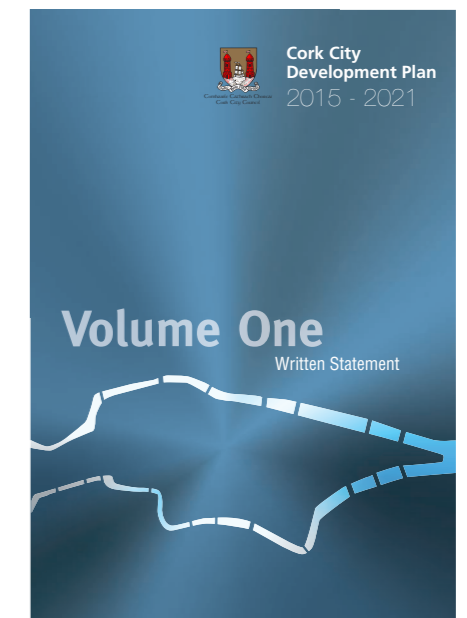
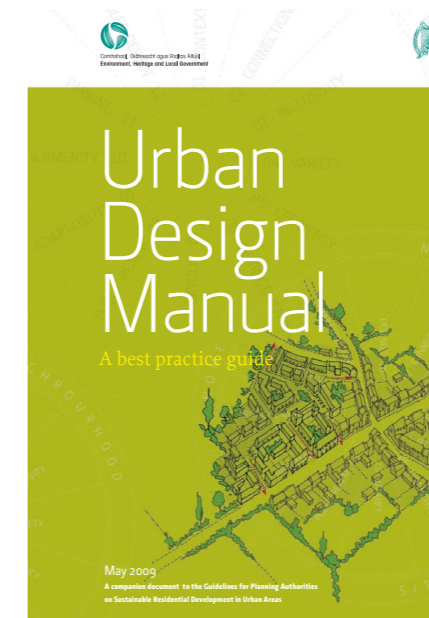
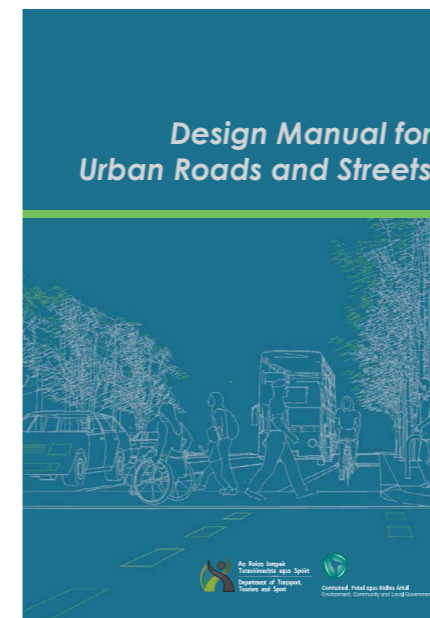
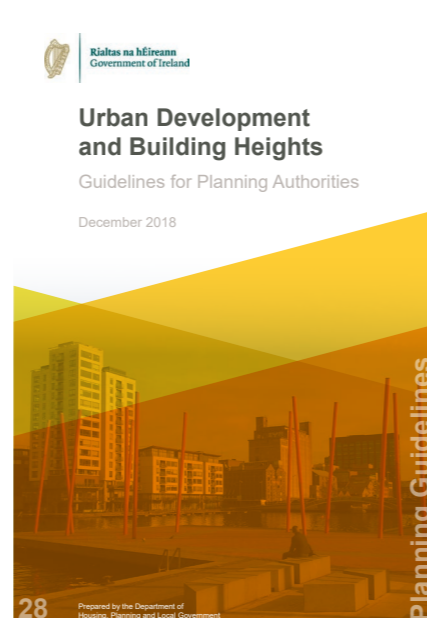
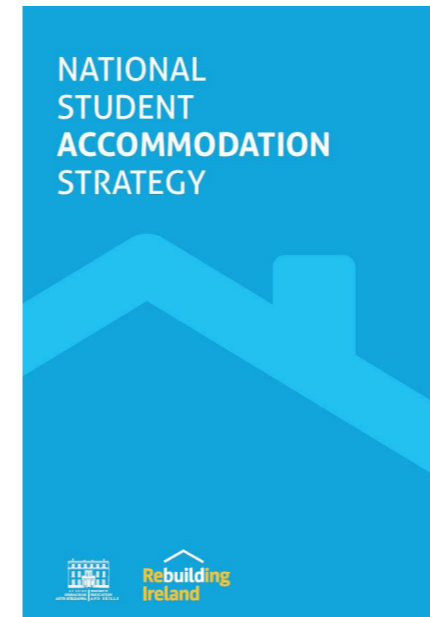
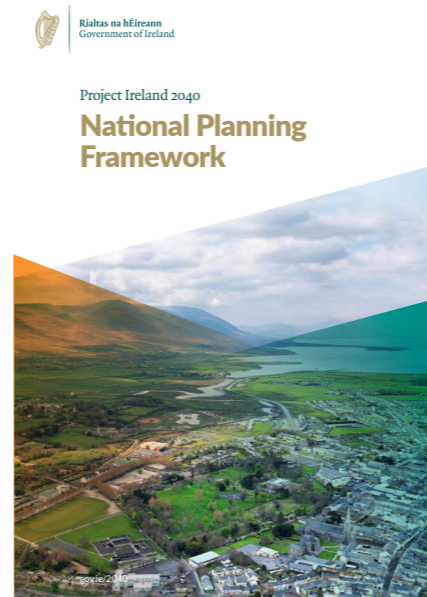
CMATS Light Rail Alignment (site location indicated)

3.5 Relevant National / Local Planning Policy Documents

The proposed development is also party to a number of national and local planning policy / guidance documents specifically:

- Project Ireland 2040: National Planning Framework (2018);
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- National Student Accommodation Strategy (2017);
- Quarter 3 (Q3) 2019 Progress Report on the National Student Accommodation Strategy;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018), Department of Housing, Planning and Local Government;
- Southern Regional Assembly: Regional Spatial and Economic Strategy, (2020)
- Cork Metropolitan Area Strategic Plan (MASP);
- Bishopstown and Wilton Area Action Plan 2007;
- Cork City Urban Density, Building Height, and Tall Building Study (2020).

The submitted Statement of Consistency by McCutcheon Halley Planning provides a breakdown of the proposed developments compliance with all the relevant planning policies and guidance documents.



Cork City Development Plan 2015-2021

Variation No. 5 (Student Accommodation)

Adopted 9th July 2018
Under Section 13 of the Planning & Development Acts 2000-2015



Comhairle Cathrach Chorcaí
Cork City Council
Planning Policy Documents - Various

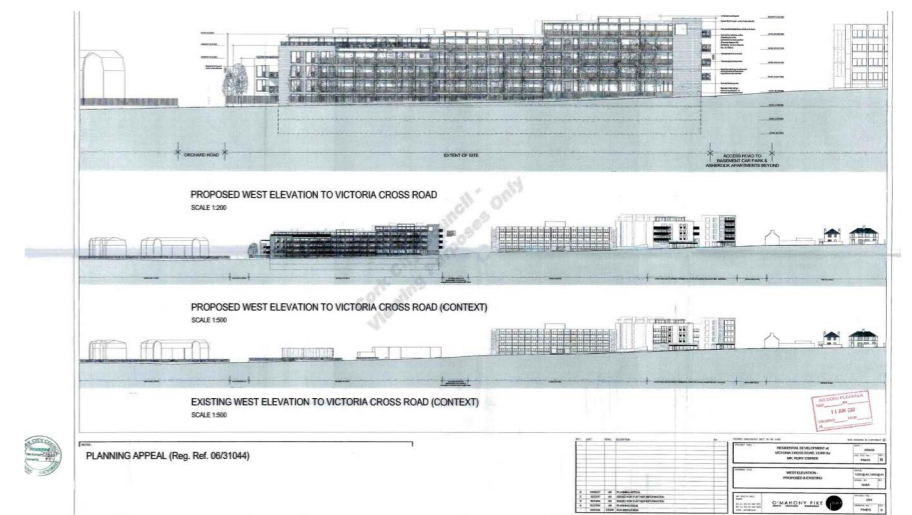
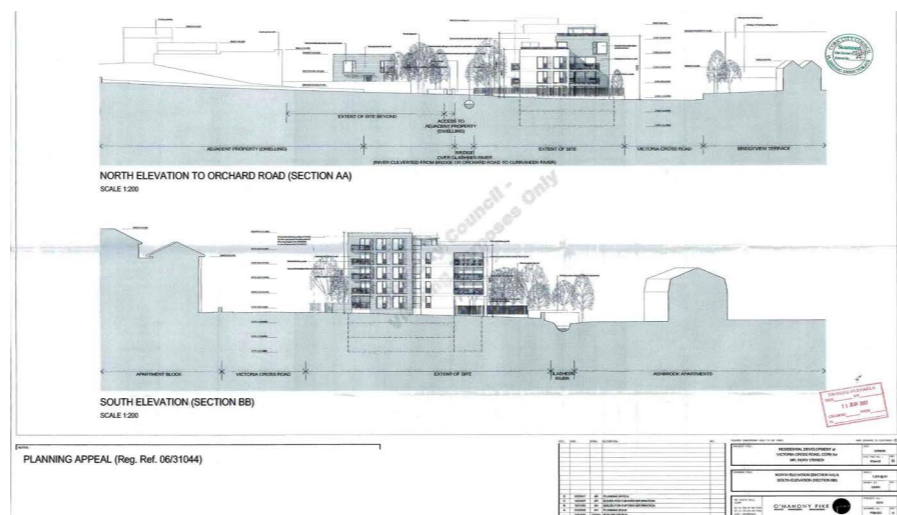
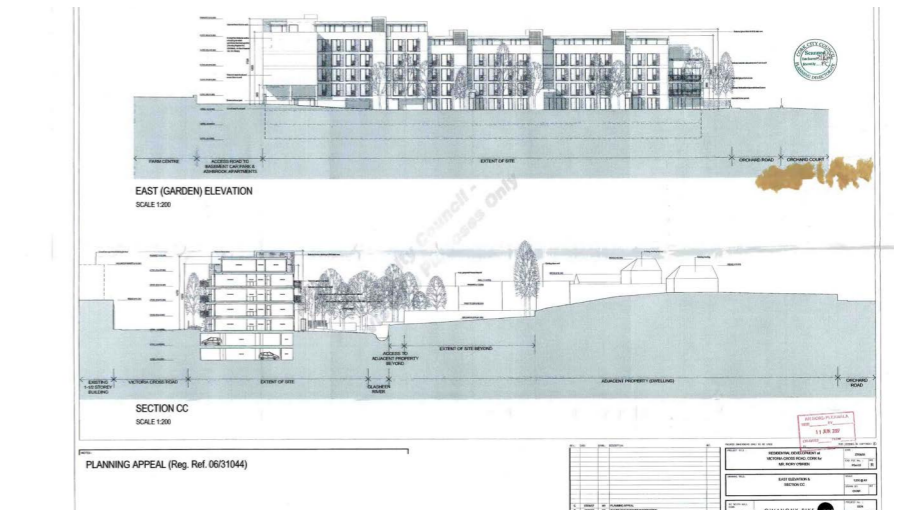
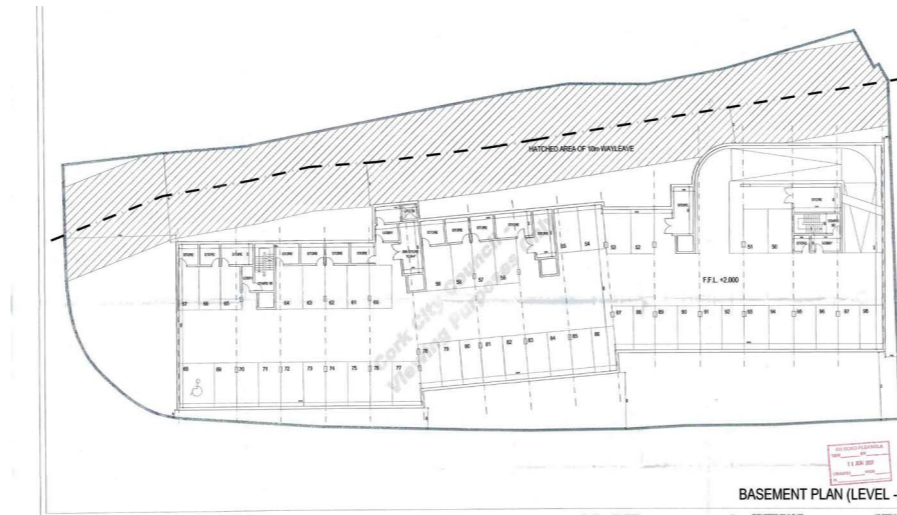
4. Planning History

There has been 1 no. application / permission of relevance to the subject site. This is outlined below:

Cork City Council Ref. 06/31044 (An Bord Pleanála Ref. PL 28.223713)

Cork City Council granted permission to Rory O'Brien for a residential development of 82 no. residential units and all ancillary site development works. The demolition of all existing structures to accommodate a development ranging in height from 2-5 storeys and consists of 5 no. 3 bedroom terraced houses, 77 no. apartments, including 20 no. 1 bedroom apartments, 40 no. 2 bedroom apartments and 17 no. 3 bedroom apartments. Parking for the development provided in a 3 level basement car park consisting of 115 spaces. Access to the proposed development is via a modified and improved existing access to Victoria Cross Road and parking for the proposed development will be provided in a basement carpark.

Following the initial submission, four requests for further information were made, with the permission being granted conditionally.



Architects Planning Drawings PL Ref. 06/31044

5. Planning Assessment

The proposed development comprises the development of:

- The demolition of existing structures on site; and
- The construction of 78 no. student accommodation apartments (ranging in size from single bed studio apartments to 8-bed apartments) comprising a total of 206 no. bed spaces and across a 6 storey height. Student amenity facilities including student amenity space/ games area, ICT room and laundry room;
- The provision of landscaping and amenity areas including a courtyard space, a riverfront amenity and a rooftop terrace;
- The provision of a set down area, 1 no. access point and footpaths on Victoria Cross Road; and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground and roof top levels.

The format and design of the subject planning application has been developed in consultation with the relevant departments of Cork City Council as well as An Bord Pleanála. The following are the key issues we consider relevant in the assessment of this planning application:

- Need for student accommodation;
- Compliance with Cork City Council's Planning Policy for Student Accommodation;
- Building Height and Visual Impact
- Mobility Management
- Service Infrastructure

5.1 Need for Student Accommodation

The need for student accommodation has been outlined in the 'Report on Supply, Demand and Concentration of Student Accommodation' submitted with this application. The provision of purpose-built student accommodation is particularly acute in areas close to UCC due to the central location of the University and lack of development sites/opportunities in the area and due to competition with other residential and commercial sectors. The 206 no. bed spaces proposed by the applicant in this submission, are situated in a prime location within very close proximity to the UCC main campus, will help to address the significant shortfall in student accommodation in the City.

Section 16.68 of the CDP also states that given the growth in recent years of the numbers of third level students there is a significant and growing demand for specific residential accommodation to cater for this need. To meet this demand and satisfy the Council's objective, it is the applicants' intention to start construction immediately on foot of a grant of permission and to be up and running for the 2023-2024 academic year.



UCC Student Centre - Honan Chapel



UCC Quadrangle



MTU (CIT) Student Centre

5.2 Compliance with Cork City Council's Planning Policy for Student Accommodation

In relation to the principle of the proposed development, the student accommodation is proposed on lands zoned for "Sustainable Residential Neighbourhoods" where it is an objective of the Plan to "protect and provide for residential uses and amenities, local services and community, institutional, educational and civic services" The provision of student accommodation is consistent with the requirement for this zoning objective and therefore the development is acceptable in principle.

Chapter 6 'Residential Strategy' outlines the City Council's policy and specific requirements and criteria when assessing student accommodation proposals, including location, availability of services, design, impact on residential amenities and compliance with Guidelines – compliance with the relevant criteria is summarised as follows:

Location and accessibility to educational facilities

The proposed development consists of a purpose-built student accommodation situated in a convenient location, within easy walking distance of the main UCC campus (i.e. just 900 metres). The development is also located within easy walking distance of the City Centre and important services and facilities including shops and health/medical services, which are essential for student's needs.

Proximity to existing / planned public transport corridors and cycle routes

A bus stop is situated on the Victoria Cross Road, north of the site 140m (2 minutes) and is served by a number of high frequency bus routes which serve UCC and CIT. The proposed development is located in close proximity to Parnell Place Bus Station and Kent Train Station.

Potential impact on local residential amenities

The surrounding area is characterised by a mix of uses with the land uses immediately adjoining the site comprising a mix of residential and student accommodation uses. Right from the outset and to ensure that there would not be a negative impact on the residential amenities of the area the proposed development was subject to a comprehensive and robust assessment which included, inter alia, a comprehensive architectural design appraisal, sunlight/daylight assessment and a student management/operation plan to ensure that the scheme will be delivered and managed to a very high standard in order to protect the residential amenities of the area.

In terms of the management and operation of the scheme, the applicants are committed to ensuring that the scheme is professionally managed and operated to a high standard to ensure that there will be no impact on the amenities of the area. A detailed Student Accommodation Management Plan accompanies this application. The Management Plan clearly identifies the main objectives for the managed procedures which are required to ensure the provision of a safe environment in which the student tenants can live, whilst taking into account the sensitivities of the local area.

Great care has been taken to ensure that there will not be an adverse impact on the general residential amenities of the area. Overall, we firmly believe that the proposed scheme has been carefully conceived, is of an appropriate scale and will not have an adverse impact on the residential amenities of the area.

The level and quality of on-site facilities including amenity areas and open space

The proposed development offers high quality student living accommodation, which includes a kitchen, dining area and living room. Communal amenity spaces comprise a student amenity space/ games room, bicycle storage and reception area. The proposed development also includes a roof terrace for residents. Each bedroom will include an en-suite and dedicated study area for students.

As well as normal utilities and services, the development also includes a reception located on the ground floor of the building. From here, the site staff will monitor CCTV feeds and provide the main focal point for post and reception services. To maintain a good quality living environment, all communal areas of the building will be cleaned regularly.

The proposed amenity spaces have all been developed to meet the specific needs of third level students. The scheme has a mix of both internal and external shared amenity space. The external amenity space consists of a courtyard space, a riverfront amenity and a rooftop terrace. The internal amenity space consists of a student amenity space/ games room, reception area, bicycle storage. These high quality, attractive and liveable spaces are where the residents will principally interact with each other ensuring an integrated student community within the scheme. Overall, we consider that the proposed student accommodation will provide a high standard of quality facilities and amenities in accordance with the CDP 2022.

The Architectural Quality of the Design

The proposed layout is arranged to maximise the existing site and to form a new street frontage to Victoria Cross Road. The elevations have been designed to optimise the amenity of the apartments whilst retaining the privacy of the adjacent apartments and dwellings. The blocks have been organised with consideration to the neighbouring dwellings. Windows are strategically designed so as to avoid overlooking. Height is modulated and accentuated with contrasting materials or colours, as are recesses and protrusions. The chosen palette of materials reference materials used in the locality and uses a contemporary architectural interpretation of traditional building form and materials. A material palette of renders and brick has been chosen to blend in with the surrounding buildings, whilst also offering ease of maintenance. The building has been designed to allow a great deal of flexibility to reconfigure the internal arrangements in future. The floor areas have a tall floor to ceiling height to allow for possible alternative uses, such as a co-living development, which could be adapted in the future without significant changes to the building.

The Provision of a Student Management Plan

A detailed Student Accommodation Management Plan, demonstrating how the scheme will be professionally managed and operated ‘year-round’ (term-time and out -of-term periods) accompanies this submission. The Student Accommodation Management Plan also identifies the main objectives for the managed procedures which are required to ensure that the scheme will positively integrate with receiving environmental and community and create a positive and safe living environment for students, whilst taking into account the sensitivities of the local area.

Compliance with Minimum Standards for Purpose Built Accommodation

The high quality of the external design of the scheme is reciprocated by a high standard of accommodation and layout within the scheme and within each apartment. The proposed scheme fully complies with the Minimum Standards for Purpose Built Student Accommodation as set out in Table 16.5a of Variation No. 5 (Student Accommodation) of the Cork City Development Plan 2015 – 2021. A detailed schedule of accommodation prepared by Butler Cammoranesi Architects demonstrating compliance accompanies this submission.

5.3 Material Contravention Statement

It is submitted that the proposed development is broadly compliant with the provisions of the Cork City Development Plan (CDP) 2015 and the Draft Cork City Development Plan 2022, but is a material contravention of the 2015 CDP in relation to river and waterway corridors and apartment size standards and the Draft Cork City Development Plan 2022 in relation to development adjoining watercourse corridors and density and building height. In this regard, Section 37(2) of the Planning and Development Act 2000 (as amended) provides for the Board to grant permission where the proposed development materially contravenes the development plan, subject to paragraph (b) where it considers:

(i) the proposed development is of strategic or national importance,

The proposed development is at a scale which is to be considered under the Strategic Housing Development planning process which, in itself, confirms the strategic importance of the current application, in accordance with Section 372(b)(i).

The proposal is for a student accommodation development and the national importance of the proposal is confirmed in the Government’s plan Rebuilding Ireland designed to accelerate housing supply to address the housing shortage. The location of the site within an area identified as a public transport/ light rail corridor in CMATS and the City Development Plan, further confirms that the proposed development is both of strategic and national importance.

On determining that point (i) is applicable, it must be determined that one of the sub-sections set out below is relevant.

(ii) there are conflicting objectives in the development plan or the objectives are



not clearly stated, insofar as the proposed development is concerned, or (iii) permission for the proposed development should be granted having regard to regional spatial and economic strategy for the area, guidelines under section 28, policy directives under section 29, the statutory obligations of any local authority in the area, and any relevant policy of the Government, the Minister or any Minister of the Government, or (iv) permission for the proposed development should be granted having regard to the pattern of development, and permissions granted, in the area since the making of the development plan.

It is respectfully submitted that permission should be granted in accordance with sub-sections (iii) and (iv) as the proposed development is consistent with the relevant national and regional planning policies and Section 28 Ministerial Guidelines; and having regard to the pattern of development, and permissions granted, in the area (i.e. 10 storeys permitted on both the adjacent Victoria Cross and Crows Nest site) since the making of the 2015 CDP.

It is considered that the contravention of the 2015 Cork City Development Plan and 2022 Draft Development Plan, is justified in this instance and that having regard to the provisions of section 37(2)(b)(i), (ii) (iii) and (iv) of the Planning and Development Act 2000, as amended a grant of permission in material contravention of the development plan would be justified for the following reasons and considerations:

- the proposed development is considered to be of strategic or national importance having regard to the definition of ‘strategic housing development’ pursuant to section 3 of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended; and its potential to contribute to the achievement of the Government’s policy to increase delivery of housing from its current under supply as set out in Rebuilding Ireland Action Plan for Housing and Homelessness 2016, and to facilitate the achievement of greater density and height in residential development in an urban centre close to public transport and centres of employment.
- It is submitted that in respect of building height and riverside setback, permission for the proposed development should be granted having regard to Government policies as set out in Project Ireland 2040 National Planning Framework in particular Objectives 13 and 35 and the Urban Development and Building Heights Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government in December 2018.
- Having regard to the pattern of development, and permissions granted, in the area (i.e. 10 storeys permitted on both the adjacent Crows Nest site and Victoria Cross site) since the making of the 2015 CDP.

5.4 Building Height and Visual Impact

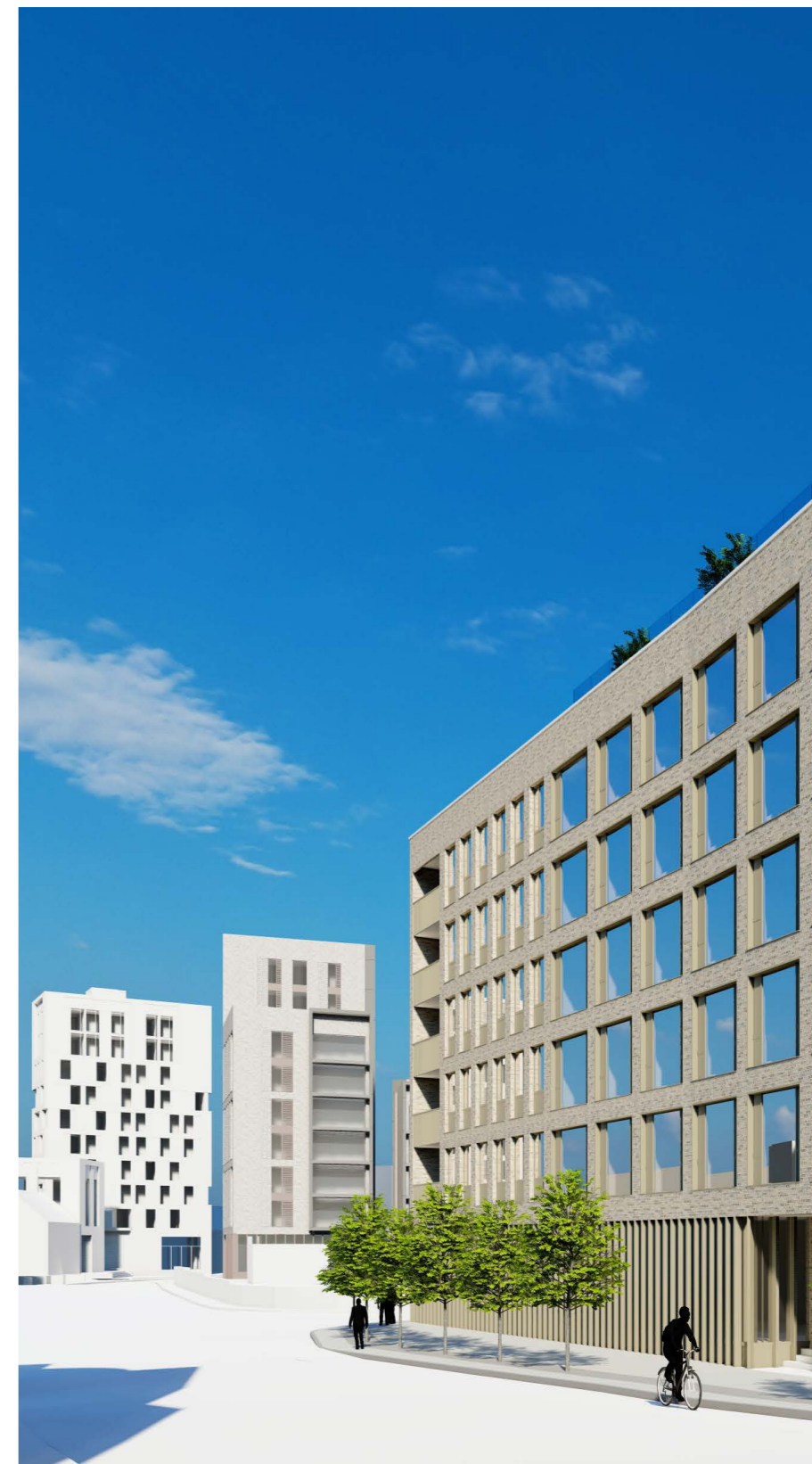
The height and massing of the proposed development was carefully conceived to optimise the potential of the site without having any adverse impacts on the amenities of the area. the development consists of 6 storeys. The proposed building has been designed in response to include neighbouring large scale residential developments and wider context, as well as key elements such as transport and river corridor. the proposed development is consistent with the evolving character of this part of the city.

In accordance with Objective 16.2 ‘Visual Impact Assessments’ of the CDP, a Landscape and Visual Impact Assessment (LVIA) by Cathal O’Meara Landscape Architects and associated photomontages by Pedersen Focus are submitted in support of this application. This LVIA has assessed the visual impact of the proposed application on the surrounding area. The LVIA process included a thorough review of the site, surrounding environs, and statutory documents for sensitive locations. All nearby protected structures, protected views and prospects, public facilities, walking routes, public roads and cultural, environmental and heritage areas were considered. Based on the assessment of the landscape characteristics, values and sensitivities, a number of viewpoints were selected for assessment of visual amenity impact.

5.5 Mobility Management

The Cork City Development Plan 2015 sets out maximum parking standards for student accommodation developments at the rate of 1 per 10 bedspaces. The proposed development comprises 206 no. bedspaces. The maximum allowable provision would therefore equate to 20 car parking spaces. The Cork City Development Plan 2015-2021 identifies walking as an appropriate “mode of transport for trips of 2km or less” and cycling as being “particularly targeted at trips of up to 5km (except where topography poses a significantly limiting factor)”. Victoria Cross is one of the most sustainable locations for student accommodation in the City. The development is not only located within easy walking distance of UCC and other third level institutions/facilities but is also located within easy walking distance of the City Centre, Wilton and Dennehy’s Cross Neighbourhood Centres; and important services and facilities including shops and health/medical services, which negates the student’s reliance on a car as a mode of transport. The number 205 bus stop is located close to the site and terminates at CIT, providing easy access to the Institute. This bus route also provides access to Parnell Place Bus Station and Kent Train Station.

The proposal includes no car parking spaces. The provision of no car parking spaces follows an established precedent from An Bord Pleanála to provide limited parking in student apartment complexes. Examples include, Gillan House, Farranlea Road, (Cork City Council Reg. 17/37257 (An Bord Pleanála Ref. No. ABP- 300846-18), whereby the original proposal included the provision of 10 no. car parking spaces. The scheme was revised by way of further information, amending the scale of the development to accommodate 145 bed spaces, and reducing on-site parking to 5 no. spaces. We would like the Planning Authority to note the Inspector’s comments in relation to the car parking provision:



Artists Impression - North-West View inc. as-permitted developemnts at Victoria Cross

“Car traffic should be discouraged and it is clear that the five spaces proposed adequately provide for the servicing of the proposed scheme.”

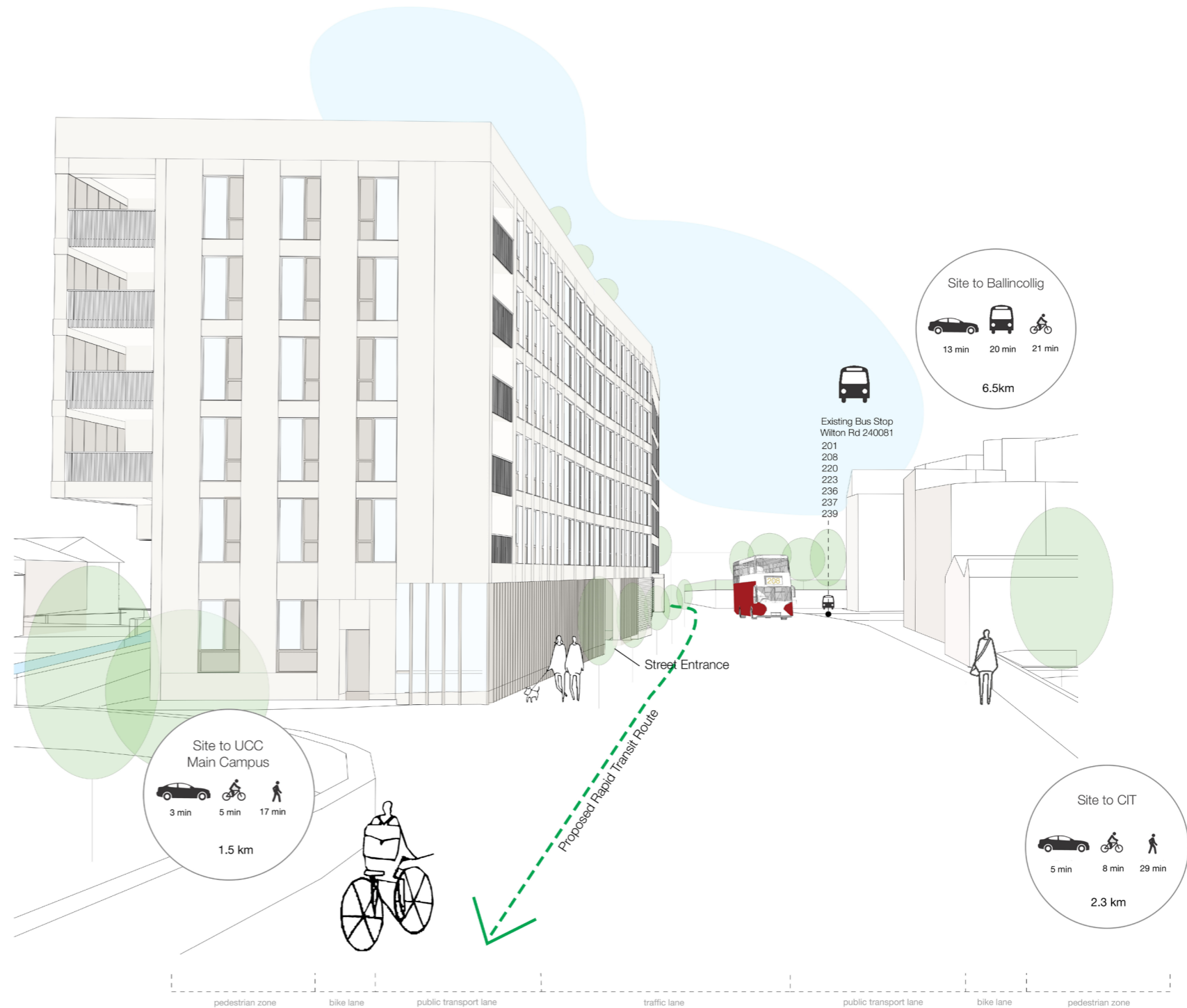
Similarly, the recent Strategic Housing Development, the Crow’s Nest Student Accommodation, Victoria Cross, Cork (An Bord Pleanála Ref. No. ABP-300325-17), provided 1 no. accessible car space, and 125 no. cycle spaces for 255 no. bed spaces, which was deemed acceptable to An Bord Pleanála. It is considered from a sustainable travel perspective, limiting parking spaces serves to force end users to adopt alternative travels modes, different to the single occupant private car. This strategy aligns with national transport policy and also with the objectives of the Cork City Development Plan 2015-2021.

As part of the development 104 no. cycle spaces have been provided within dedicated cycle stores. This results in a provision of a cycle stand for every 1.9 bed spaces, which is consistent with the requirements of both the UCC Commuter Plan and the Cork City Development Plan. We consider that the provision of cycle spaces only for the development represents a positive proposal from a sustainable travel viewpoint and will serve to encourage residents to use alternative travel modes.

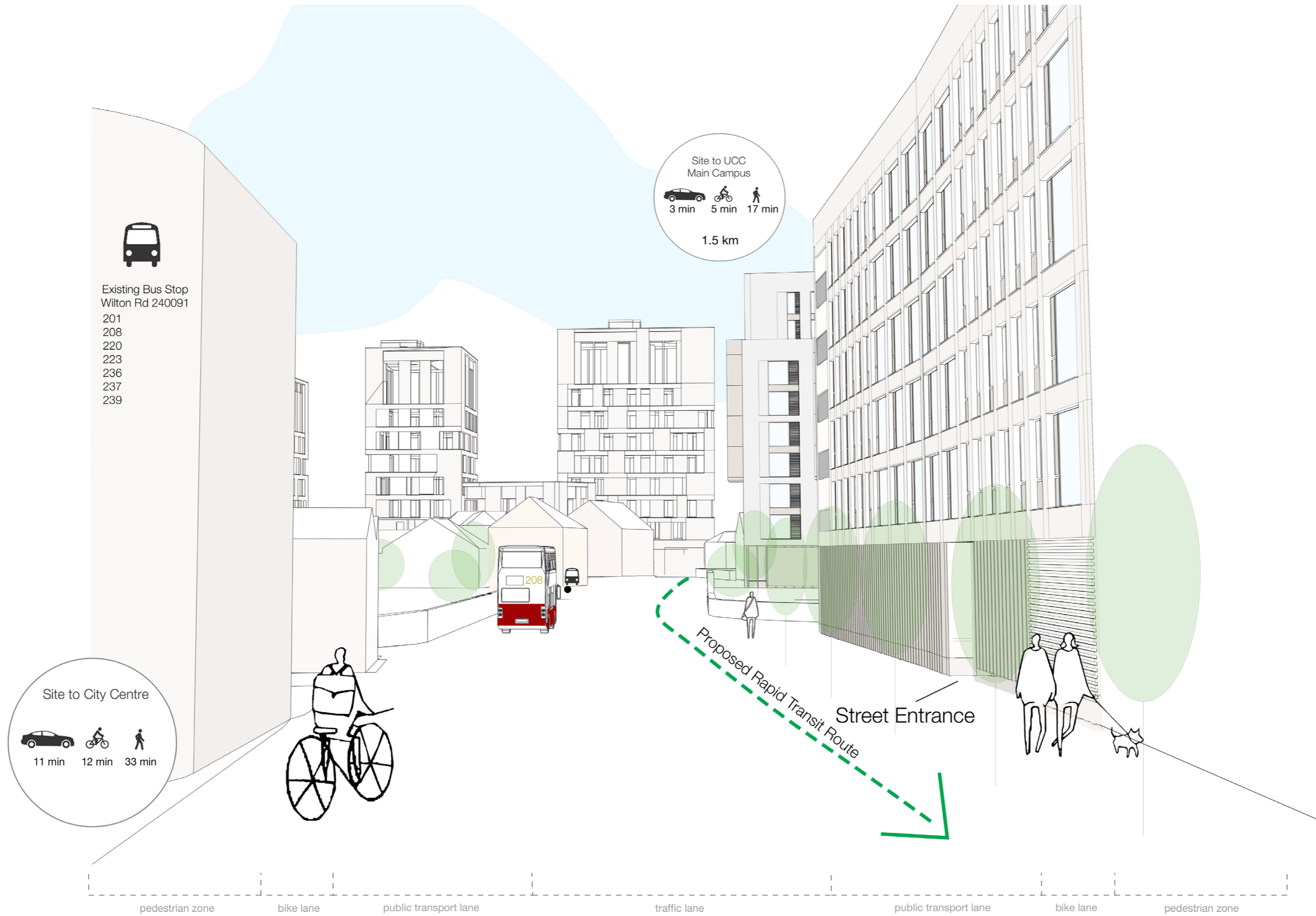
A Mobility Management Plan (MMP) has been prepared by MHL Consulting Engineers and is submitted with this application. The MMP has been prepared in accordance with the requirements of the Cork City Council Development Plan 2022 -2028 which identifies the need for such a study. Given the urban location of the proposed development, it is necessary that substantial efforts be made to encourage the use of sustainable travel modes. The quality of pedestrian and cycle facilities coupled with the level of public transport available to resident students and staff means that achieving an appropriate modal share is entirely achievable.

5.6 Services Infrastructure

The proposed application is accompanied by a pre-connection enquiry (please see Civil Engineering Report by JODA Engineering Consultants). This correspondence letter highlights that both wastewater (foul) and potable water supply connections are feasible for the proposed development (see appendix A of the JODA Report).



Sketch View - BTR / LTR High Capacity Transport Corridor



Sketch View - BTR / LTR High Capacity Transport Corridor

6.0 Design Approach

6.1 Introduction

This section (i.e. Design Statement) has been prepared in accordance with the Cork City Development Plan (CDP) 2022 - 2028, Chapter 11 Placemaking and Managing Development, section 11.15 Design Statements, which specifies that:

“All significant development proposals or proposals for development in sensitive areas should be accompanied by a detailed design statement that provides a framework explaining how a proposed development is a suitable response to the site and its setting.”

This Design Statement has regard to the advice provided in the CDP in relation to the content and detail of the required Design Statement. It has also been completed in accordance with relevant national and local policies and guidance, including the ‘Urban Design Manual – A best practice guide’ and the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ by the Department of the Environment, Heritage and Local Government (May 2009). These documents make particular reference to 12 no. design criteria which have been considered in the design of the proposed development - and which are addressed in detail under the heading **Urban Design Criteria**.

The documents require a description of the site context and the planning policy context, which has been covered in detail in Section 2 and 3 of this report. The following provides a description of the approach taken to the design of the proposed development, which seeks to establish a residential development of appropriate density and scale in order to maximise the development potential of the land. In this regard, the subject development aims to provide a sustainable residential development which:

- Provides a mix of high-quality apartments in a quality neighbourhood setting;
- Create a sustainable extension to the settlement, that also integrates with existing residential development in the surrounding area;
- Establishes an accessible development which prioritises pedestrians and cyclists; and,
- Has regard to the realisation and delivery of pedestrian and cyclists’ connections to the surrounding area.



Artist's Impression - North West corner at the junction of Orchard Road and Victoria Cross Road inc. as-permitted development (ABP 306714-20)

6.2 Brief

Butler Cammoranesi architects in collaboration with a multi-disciplinary design team have developed a design proposal which responds to the principle requirement of the client's design brief to design a high quality student residential building that meets the needs of both national and international students on an under-utilised and key gateway site in close proximity to UCC and CIT.

Taking cognisance of relevant national and local policy guidance (as outlined in Chapter 3) and advice received in consultation with Cork City Council Planners and An Bord Pleanala the design team have sought to apply best practice architectural, urban design, engineering, landscape and sustainable design principles to maximise the sites potential and provide a significant number of student beds in close proximity to UCC's main campus and the existing student community.

The proposed development is commensurate in scale with previously permitted applications in the immediate vicinity of the site and with those of neighbouring developments which collectively form a high density corridor along Wilton Road and Victoria Cross Road.

6.3 Design Objectives of the Proposed Development

Principle design objectives of the proposed development include:

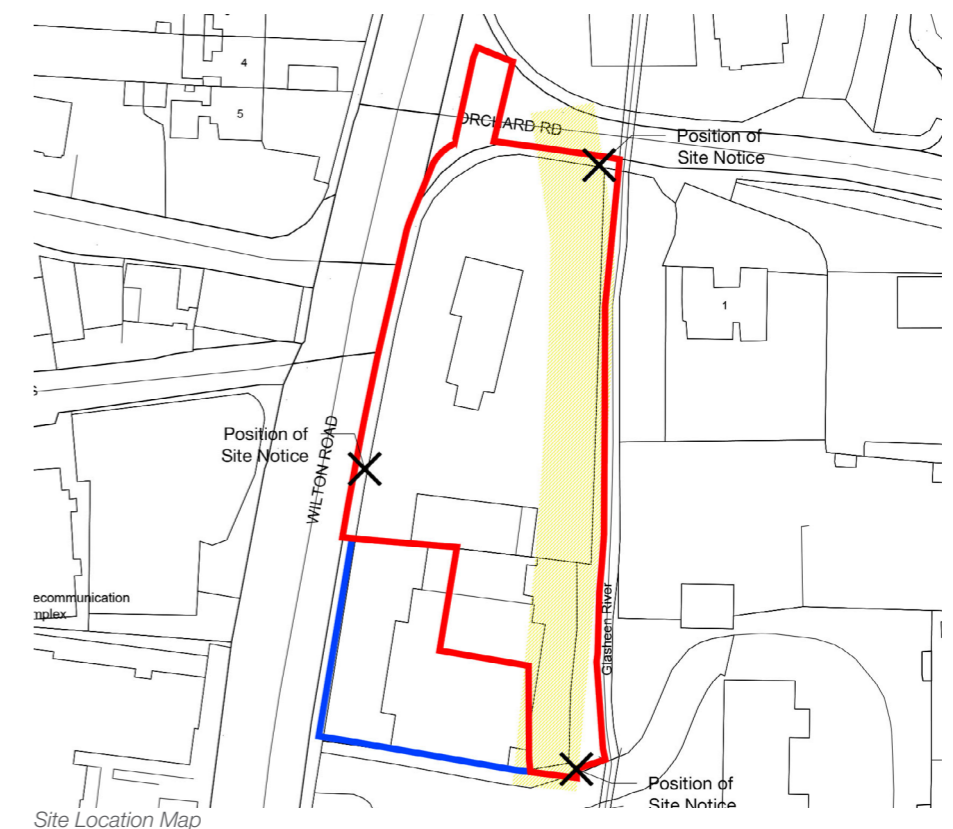
- Provide a high quality student residential development with shared secure common area, ancillary accommodation and amenity space.
- Maximise the sites potential and strategic location vis-à-vis its relationship to the city and the south-west suburbs, the existing student community and its proximity to the main third level educational institutions - particularly UCC, and in general, its site orientation, visual connections and strong transport links.
- Reuse of a key existing brown field urban site, promoting regeneration and sustainable development which 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 utilising best practice principles.
- Provide for an active and attractive building design and an overall environment conducive to student living with car set-down, bicycle storage, refuse storage and facilities management.
- Take cognisance of the requirements of relevant policy and guidance documents such as the Cork City Development Plan 2022 - 2028 and the BWAAP (2007) as well as principles set out in "Urban Design Manual: A Best Practice Guide" (DoEHLG, 2009) etc.



Site Location (site outlined red)

In summary, the proposal provides:

- 78 no. apartments (inc. 57no studios);
- 206 student beds with 10 no. accessible bedrooms / apartments (1:20);
- Student common room, administration / reception space;
- Bicycle storage (0.5 per bed);
- Refuse & recycling store;
- Vehicle set down area;
- Central Courtyard / Communal Private Open Space;
- Provision for amenity walk adjacent to the Glasheen River;
- Provision for BRT / LRT transport improvements;
- Proposed development area (GIA) ca. 6233m².



6.4 Site Context

Existing Site

The site which measures approx. 0.29 ha, comprises of a vacant low rise car showroom building(s) on Victoria Cross Road (R641) in the city's south-west suburbs - approx. 2km west of Cork city centre and 1km to the west of the University College Cork (UCC) campus. The site comprises of low rise warehouse buildings, formerly used as a car showroom. The existing buildings are set back from the road and the Glasheen river and are surrounded by a vehicular courtyard. The site contains very limited existing vegetation as the forecourt is mostly composed of paved surfacing.

The site is enclosed by a metal rail boundary fence with gated access from Orchard Road, to the north. The overall visual appearance is that of a neglected site and this sense of neglect is imparted on the wider area.

In development terms the site can be described as an under utilised brown-field site which presents gap within an otherwise dense ribbon of existing and as-permitted development between Victoria Cross to the north, and Dennehy's Cross to the south. Development of the site will continue the evolution of this area as a City Gateway location.



Aerial View of Site



Site - Orchard Road, North View



Site - West View



Site North View Orchard Road & Wilton Road - Previous Land Use (Now Vacant)



Site East View



South View - Wilton Road

"The existing site would continue in its derelict industrial appearance with the dominance of surface hardstanding ;ending a neglected appearance to the wider area. No significant changes in the landscape and visual environment would be expected in the short-term. "

Chapter 7. Summary of Landscape and Visual Impacts
LVIA 7.2 "Do Nothing Scenario"

Neighbouring Land Uses - Student Community

The site is bounded by the Victoria Cross Road on the west, Orchard Road on the north and the Glasheen River on the east. There is a vacant two storey former tyre centre workshop to the south with existing planning permission for a 6-storey / 134 bed student accommodation development (PL 19/38385 refers). There are a number of large scale student / residential buildings directly opposite the site and a variety of residential buildings east of the Glasheen River towards Orchard Road.

Victoria Cross is an established residential area historically characterised by suburban style housing and large scale residential development. In recent years it has undergone significant change successfully becoming home to larger scale, multi-story student residential blocks. Predominantly urban in character, these buildings take advantage of the existing public transport and proximity to UCC and CIT. Buildings in the immediate area vary in height from 4 - 10 storeys. Notable buildings include Victoria Mills (9 storeys), UCC Crows Nest (10 storeys currently under construction), Kellehers Tyers (9 storeys) the former Bottle Plant on Carrigrohane Road (10 storeys currently under construction) and the as permitted 6 storey redevelopment of the former Kelleher's tyres site at Wilton Road.

Planned CMATS transport infrastructure upgrades in the area will further enhance connectivity which in-turn will support higher levels of density and increase the area's viability and vitality as a place for student city living. These factors strongly support increased building height in the area and facilitate modern place-making and improve the overall quality of the urban environment.



Victoria Mills Student Accommodation, Victoria Cross.



Victoria Mills - Crow's Nest Student Accommodation, Victoria Cross.



University Hall Student Accommodation, Victoria Cross.



Bottle Factory Site Student Accommodation, Carrigrohane Road (As Permitted)



University Hall Student Accommodation, Victoria Cross.

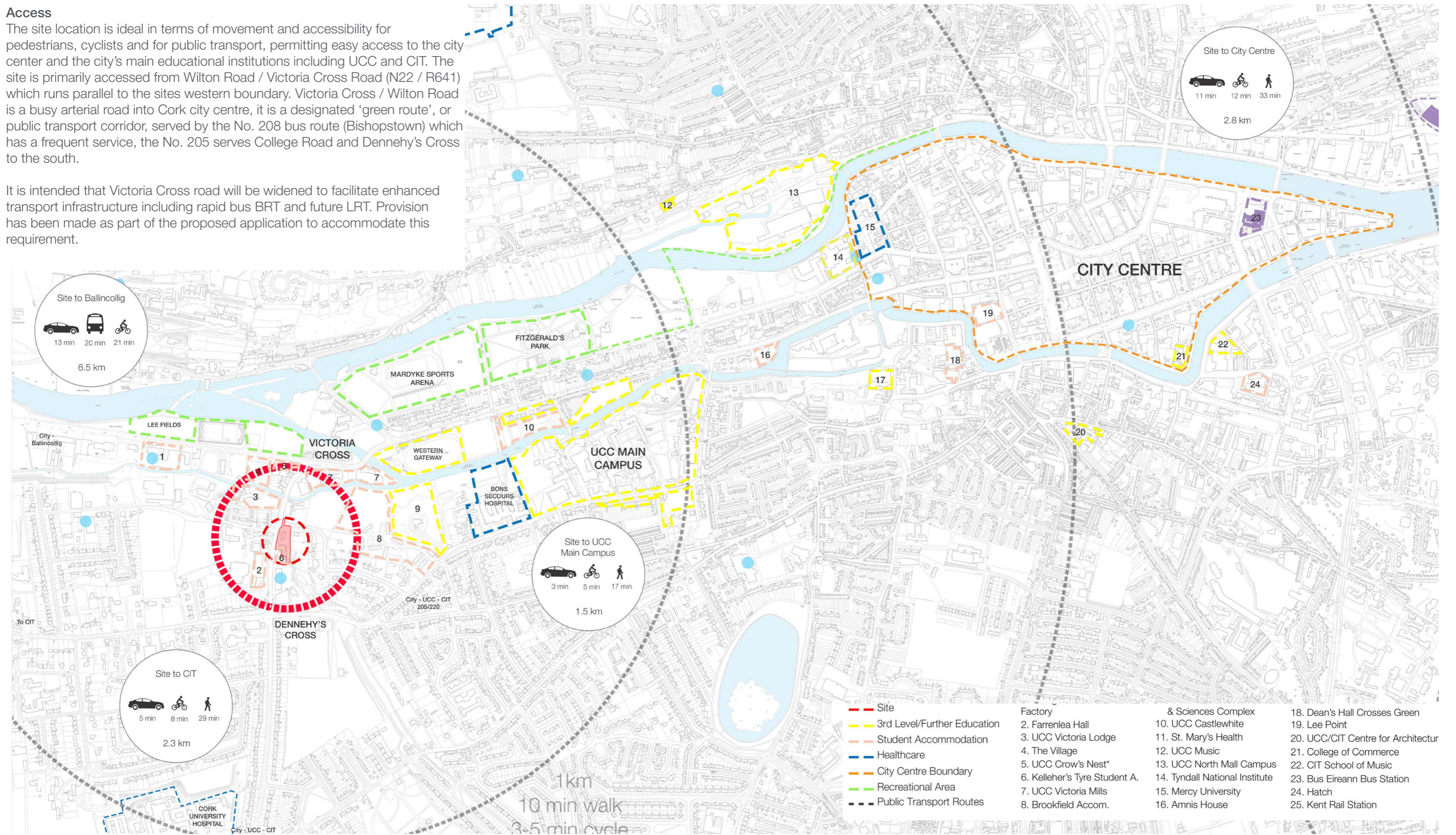


Former Tyre Centre Site Student Accommodation Wilton Road (As Permitted)

Access

The site location is ideal in terms of movement and accessibility for pedestrians, cyclists and for public transport, permitting easy access to the city center and the city's main educational institutions including UCC and CIT. The site is primarily accessed from Wilton Road / Victoria Cross Road (N22 / R641) which runs parallel to the sites western boundary. Victoria Cross / Wilton Road is a busy arterial road into Cork city centre, it is a designated 'green route', or public transport corridor, served by the No. 208 bus route (Bishopstown) which has a frequent service, the No. 205 serves College Road and Dennehy's Cross to the south.

It is intended that Victoria Cross road will be widened to facilitate enhanced transport infrastructure including rapid bus BRT and future LRT. Provision has been made as part of the proposed application to accommodate this requirement.



- - - Site
 - - - 3rd Level/Further Education
 - - - Student Accommodation
 - - - Healthcare
 - - - City Centre Boundary
 - - - Recreational Area
 - - - Public Transport Routes
- | | | |
|--|--|--|
| <ul style="list-style-type: none"> 1. Lee Fields 2. Farrenlea Hall 3. UCC Victoria Mills 4. The Village 5. UCC Crow's Nest* 6. Kelleher's Tyre Student A. 7. UCC Victoria Mills 8. Brookfield Accom. | <ul style="list-style-type: none"> 9. UCC Victoria Mills 10. UCC Castlewhite 11. St. Mary's Health 12. UCC Music 13. UCC North Mall Campus 14. Tyndall National Institute 15. Mercy University 16. Amnis House | <ul style="list-style-type: none"> 17. UCC Victoria Mills 18. Dean's Hall Crosses Green 19. Lee Point 20. UCC/CIT Centre for Architecture 21. College of Commerce 22. CIT School of Music 23. Bus Eireann Bus Station 24. Hatch 25. Kent Rail Station |
|--|--|--|

Access & Inter-connectivity Diagram

Views

Views of the site and existing building are limited primarily to near views. Long views are generally limited as the existing building is set back from, and below, the level of the road. The site is visible from Victoria Cross to the north, and from the west end of Orchard Road. On the southern approach the existing trees, the Farm Centre building and curving road obscure much of the site. Views from the site are also limited, again due to its low elevation and the scale of the surrounding context.

Landscape

The immediate site contains very limited existing vegetation as the forecourt is mostly composed of paved surfacing. Some self seeded woody vegetation exists on the steeply sloping banks of the Glasheen River.

Flooding

The outputs from the Lee CFRAMS have been assessed in detail in determining an appropriate ground floor level to achieve an adequate protection against flooding. The ground floor level has been determined on the 1% AEP for the Fluvial mid-range future scenario of 5.20 OD for the River Glasheen and applying a freeboard of 0.3m giving a final level of 5.50m OD. This level is below the proposed flood defence level of 5.80m OD for the Lower Lee (Cork City) Drainage Scheme in the vicinity of the site.

The Lee CFRAMS study indicates that predicted flood extents for the 0.1% AEP will not include the site of the proposed development.

Utilities

The site is well served by existing services / utilities including foul, storm and mains water. Electricity, gas and telecoms are all available in the vicinity. The design of the building will facilitate access to the existing 1050mm sewer running parallel to the sites eastern boundary while permission to divert the existing stormwater drainage in the road, permitted under ABP 306714-20 will facilitate development of the site.



View from South - Wilton Road



View North to Site inc. University Hall and Wilton Road



View North - Victoria Cross



View from North East to Site- From neighbouring residents



View from Wilton Road - North view

6.5 Design Response

The proposed design takes the form of a simple 6-storey 'L-shaped' building with a splayed facade to Orchard Road. The eastern 'leg' of the building cantilevers over a proposed way-leave associated with the existing sewer which runs almost parallel to the Glasheen river. A 10m wide x 6m clearance is maintained for future maintenance purposes. In this regard the design strategy is similar to that of the adjacent permitted student accommodation development. The building forms a strong urban edge to the street with a shared amenity courtyard to the rear, this semi-private space will be protected from the road traffic noise and will be easily surveilled by residents.

The proposal respects the requirement for a set-back from the Glasheen River – ca.10m, enabling the provision of a proposed amenity walk along the Glasheen River as identified under the BWAAP. This requirement will assist in mitigating the potential for overlooking or other undue impacts on neighbouring properties to the east. The development facilitates a merging of proposed courtyard spaces and facilitate the amenity walkway across both sites.

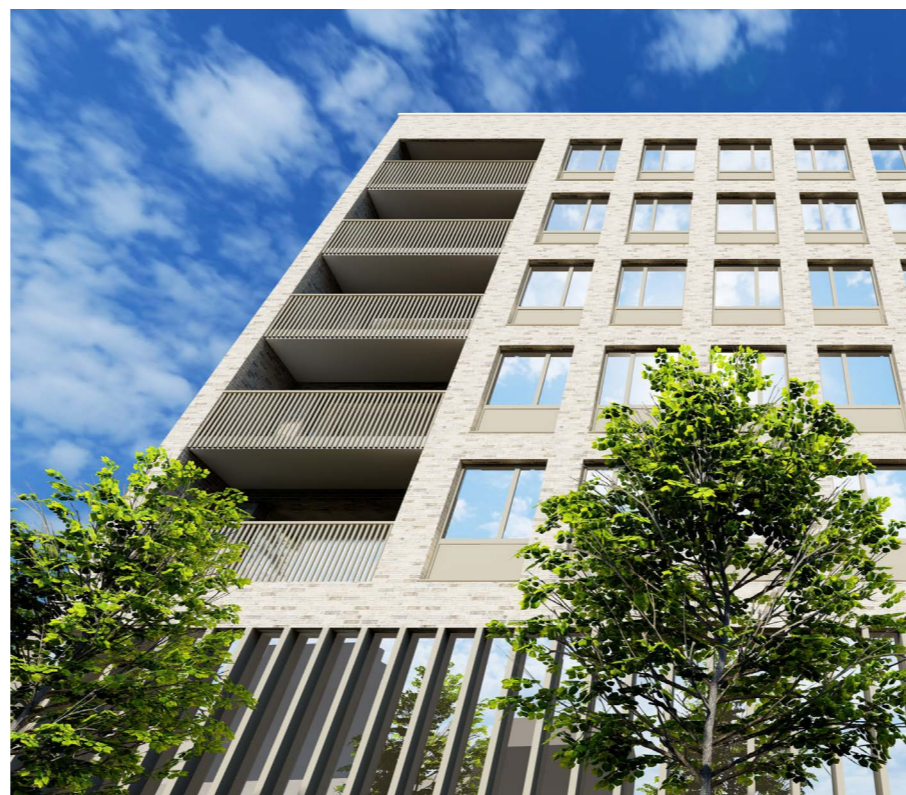
The proposed set back from the Victoria Cross Road will facilitate urban realm improvements as well as the planned CMATS transport infrastructure upgrades in the area. Amendments to the junction between Orchard Road and Victoria Cross Road including proposed Orchard Road, road crossing, will facilitate safer pedestrian movement locally.

The building has been designed in response to its surroundings including neighbouring properties and wider context, as well as key elements such as transport and river corridor. Salient aspects of note:

- The design responds to the general plan form of the site and appropriately addresses the road/transport corridor, river, boundary conditions as well as the wider context of neighbouring properties.
- Building heights and massing have been modulated in response to issues raised in order to mitigate impact, maximise access to daylight, ventilation and views while minimizing overshadowing and loss of light on adjoining developments;
- Height has been reduced to 6-storeys, in line with the adjoining as-permitted development;
- The design forms a strong urban edge to the street with a shared amenity courtyard space to the east;
- The increased setback from the existing pavement mitigates the overall impact on Victoria Cross Road;
- The building steps back from the Glasheen River along its Eastern boundary to provide a east facing amenity space for students and potential future riverside walkway;
- The overall form of the development facilitates permeability through and around the building and site;
- Apartments have good access to daylight, ventilation and views;
- Communal private and open space includes a central / external amenity area, roof top terrace, apartment balconies and shared common areas (TV/games/laundry etc.) located on the ground floor level to activate the street and riverside frontage.



West View - Victoria Cross Road



Inset Balconies (Loggia) West View to Victoria Cross Road

Design Response Summary - Key Data		
Element	Area m ²	No. / Qty / m
Site Area	2059	
Development Area - G.I.A.	6233	
Plot Ratio (GIFA / Site Area)	3.03	
No. of Storeys		6
Total no. of Apartments Proposed		78
Total no. of Bedrooms Proposed		206
Accessible Apartments (1/20)		10
Apartment Mix		1no. x 5 Bed
		5no. x 6 Bed
		6no. x 7 Bed
		9no. x 8 Bed
		57no. x Studio
Apartment Area (Typically)	28	Studio
	70	3 Bed
	97	4 Bed
	131	6 Bed
	165	8 Bed
Communal Private Open Space:	1109	
Private Balcony / Amenity	84	
Internal Amenity	243	
Landscaped Courtyard	512	
Roof Terraces	270	
Total Amenity Area / Bed		5.4
Dual Aspect		21
North Facing Apts.		0
Height (Ground Lvl - Main Parapet Lvl)		21.05m
No. of Bicycles (0.5 / Bed)		104
No. of Car Park Spaces		0
No. of Car Set Down Spaces		1

City Development Plan 2015 - 2021 - Variation 5 (Student Accommodation)

The proposal adheres to the Minimum Standards for Purpose Built Student Accommodation as outline in Table 16.5a of Cork City Council's Variation 5.



CF Moller - Campus Hall, Denmark (cfmoller.com)

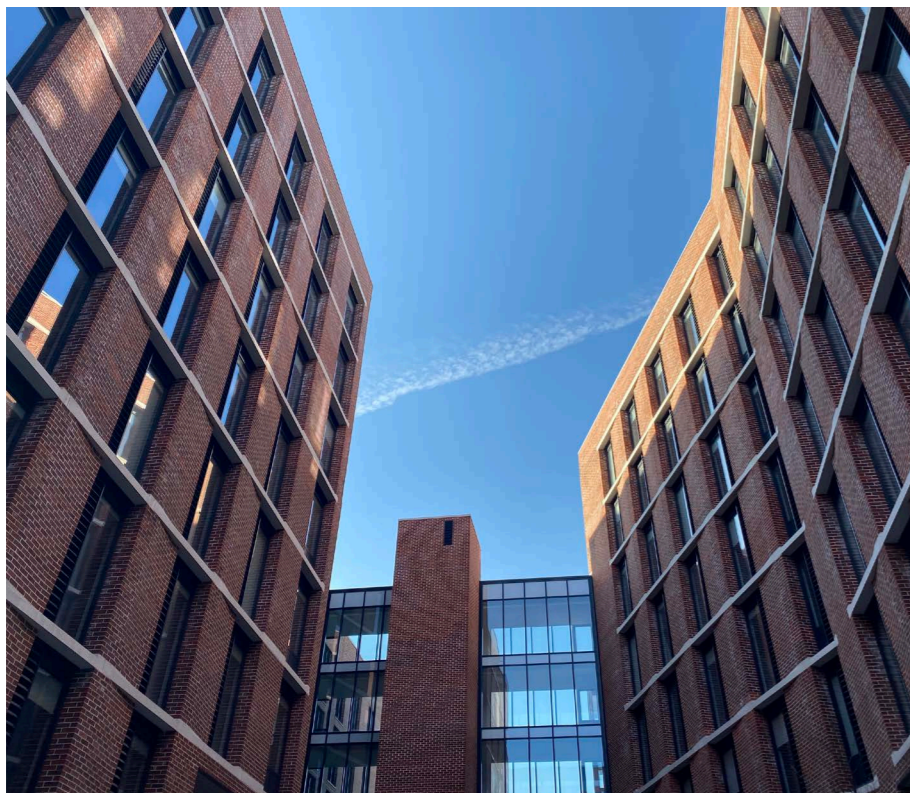


Artist's Impression - Bottle Factory Carrigrohane Road (Student Accommodation), Cork City

Precedent

Precedent projects informing the design approach include CF Moller's Campus Hall (student accommodation) in Denmark - the project consists of three interconnected 15 storey buildings. Accommodation is located to the perimeter of the blocks and all apartments are provided with balcony spaces. Open space between the blocks facilitates permeability and views.

A number of recently permitted and completed student accommodation projects in Cork City address similar preoccupations. On South Main Street, Scott Tallon Walker (STW) architects have undertaken significant urban renewal of part of the historic city core, establishing a strong urban edge to the street and the river Lee's south channel. A series of courtyard spaces are formed through large scale interconnected blocks. High quality materials inc. brick and pre-cast stone finishes are used. At Western Road, DTA Architects have revitalised a former brown-field city centre site. The building establishes a strong physical presence on the street and successfully integrates into its urban residential context. Amenity spaces activate the street and a series of interconnected blocks enclose a central courtyard space. At the former bottle factory site on Carrigrohane Road (BWAAP Carrigrohane sub-area) three 10 storey interconnected blocks establishes a significant built edge to the road, west of the County Hall. The blocks are connected at ground level through two courtyard spaces and an enhanced riverside amenity walk. On the adjoining site the principle of 6 storey development has been established.



STW - South Main Street (Student Accommodation), Cork City



DTA - Western Road (Amnis House Student Accommodation), Cork City



Kellehers Tyres, Victoria Cross Road Cork City (Adjoining Dev. ABP 306714-20)

Layout

As noted, the proposed design takes the form of a simple ‘L-shaped’ six storey building with a 4 storey eastern leg which cantilevers 6m above a proposed way-leave running parallel to the Glasheen river. The building forms a strong urban edge to the street with a shared amenity courtyard to the rear.

The design relates to the as-permitted student accommodation on the adjoining site. In this regard, the height of the building has been modulated in-line with the as-permitted height of 6 storeys and parapet shoulder levels have been equalised to present a uniform terrace-like appearance to the street. A lattice of openings articulate the facade while sufficiently distinguishing the proposal from the as-permitted building. The design also facilitates access / connection between the two sites and respective courtyard spaces. Overall the design aims to create a degree of harmony between the two sites while allowing each to maintain its own unique identity.

The building is generally planned / zoned as follows:

- Ground Floor: The ground floor contains the main entrance / reception and student communal area. Stair / lift cores with access to/from the external amenity courtyard and assoc. ancillary areas i.e. bicycle store, refuse store and plant area; and, 1no. cluster apt. and 3no. studios.
- Upper Floor: A typical upper floor plan accommodates 4 cluster apartments and 11 no. studios. Apartments vary in size from 5 to 8 bedrooms.
- Roof: Roof level contains a rooftop amenity terrace as well as enclosed plant area for air to water heat pumps. Sedum roofs are utilised to reduce rain water run-off.

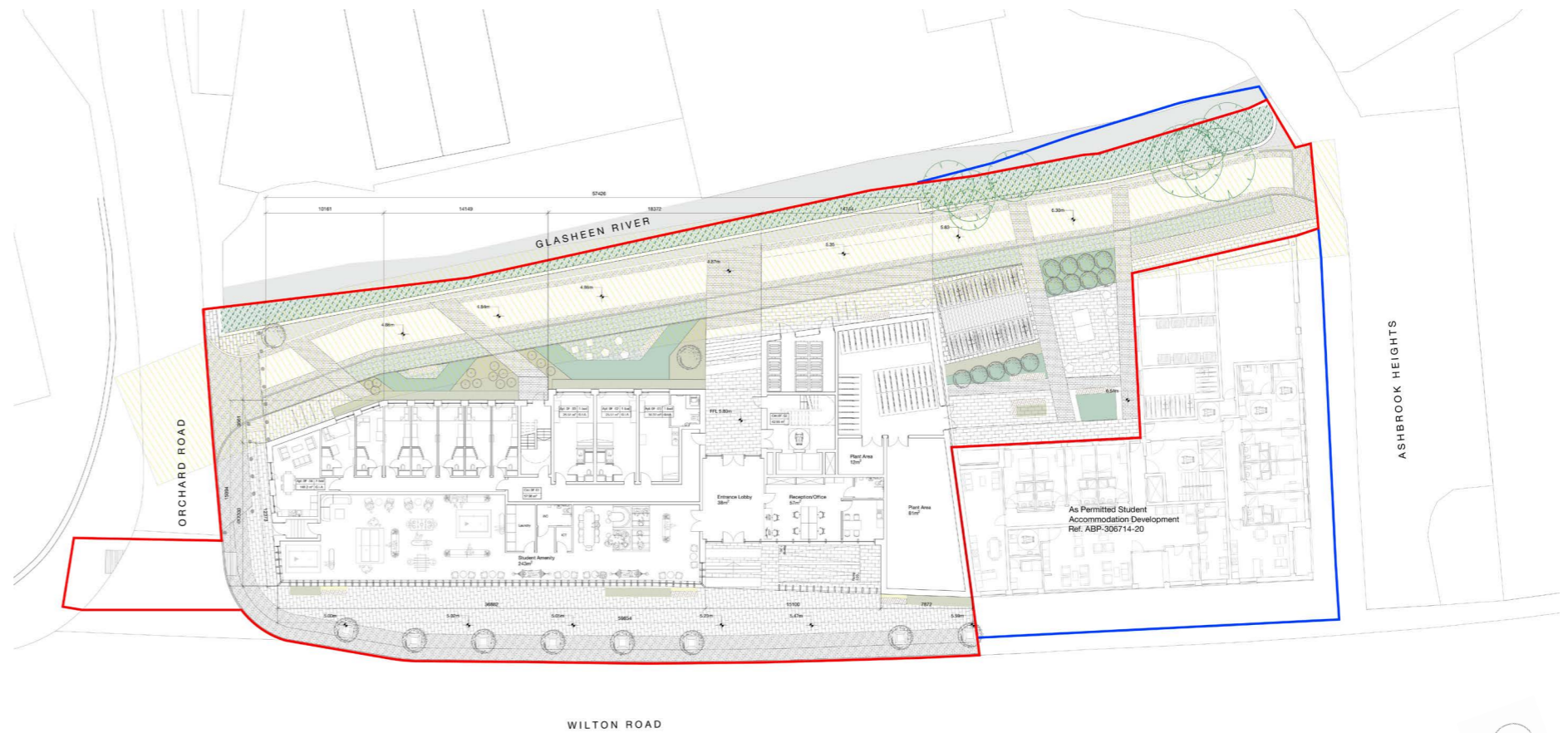
Car set down is provided, however, in consideration of the sites proximity to UCC and access to public transport, car parking is not included within the overall scheme. The main entrance is located towards Wilton Rd. / Victoria Cross Rd. A Part-M compliant ramp, stair/lift core provides access to all floors inc. roof level amenity and plant room enclosure. Vehicle access is via Orchard Road via Ashbrook Rd. and the adjoining site to the south.

Amenities

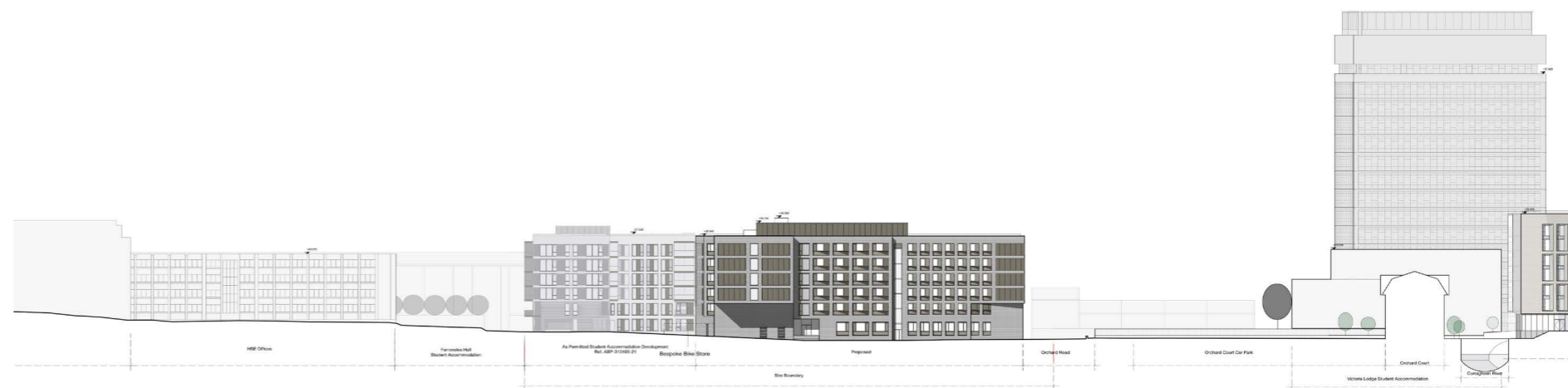
A central courtyard provides external amenity area. Open space is also provided in the form of private balconies and roof-top terraces. Open space is also provided in the form of private balconies. Student common area (tv/ games/laundry etc.) is located on ground floor level towards Victoria Cross Road to activate the street frontage.

Elevation Treatment

Generously scaled openings in the facade create a sense of openness and relative transparency. A two-storey high access way below a east facing cantilever ‘leg’ helps to break the mass of the building and provides permeability between courtyard spaces, facilitating the proposed (future) Glasheen River amenity walkway. A simple palette of robust materials of brick screen and metal windows, doors, balustrades and infill panels and screens combine to create a building of quality which is striking in its assured simplicity while being appropriately scaled in relation to its surrounding context.

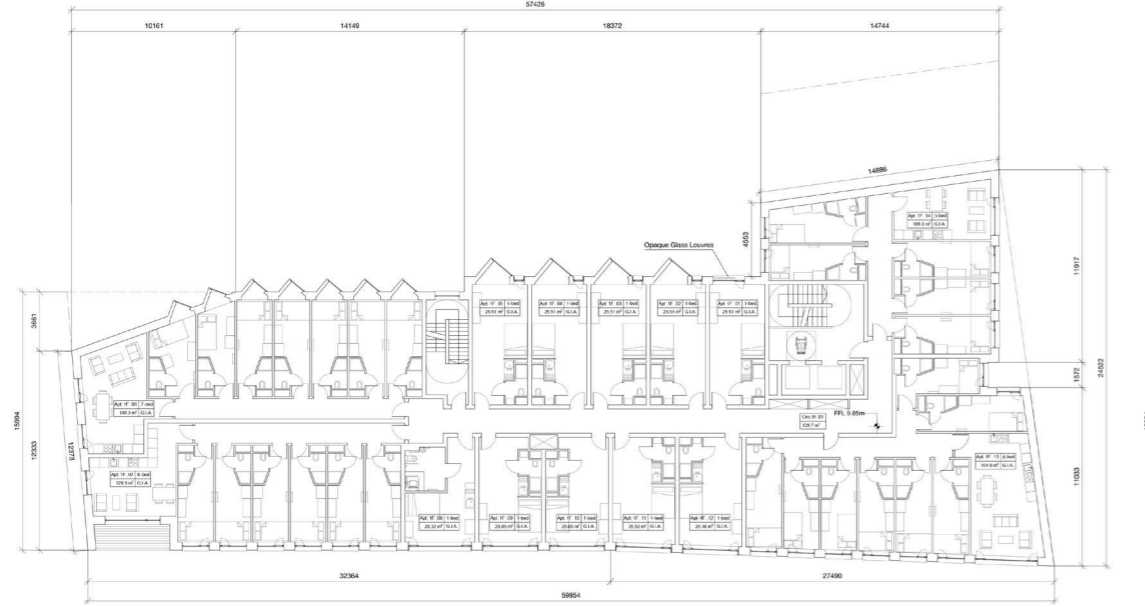


Ground Floor Plan

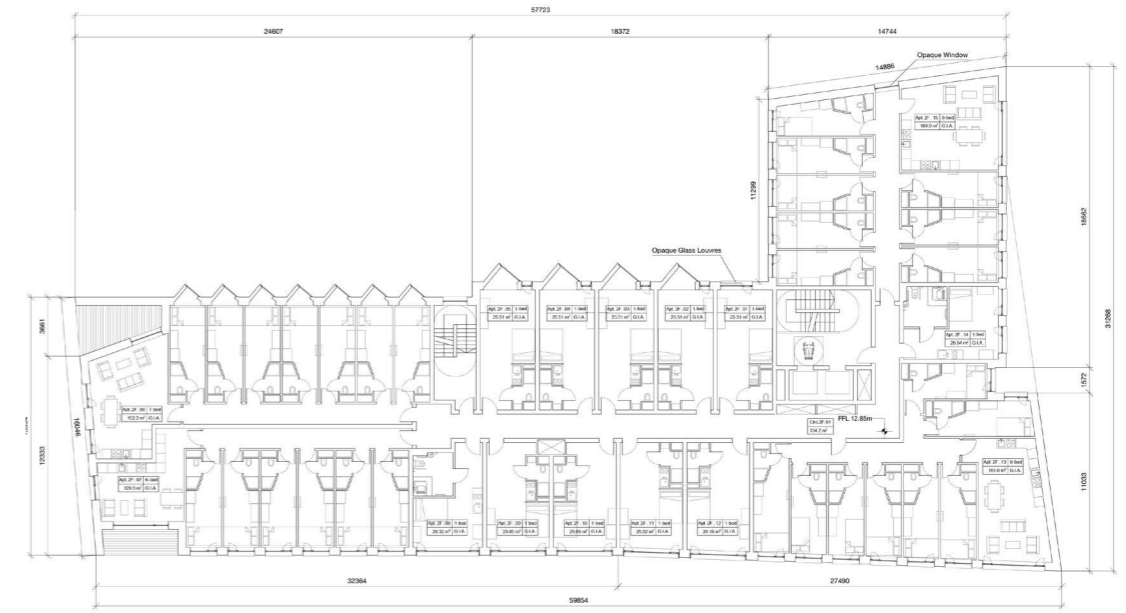


East Elevation

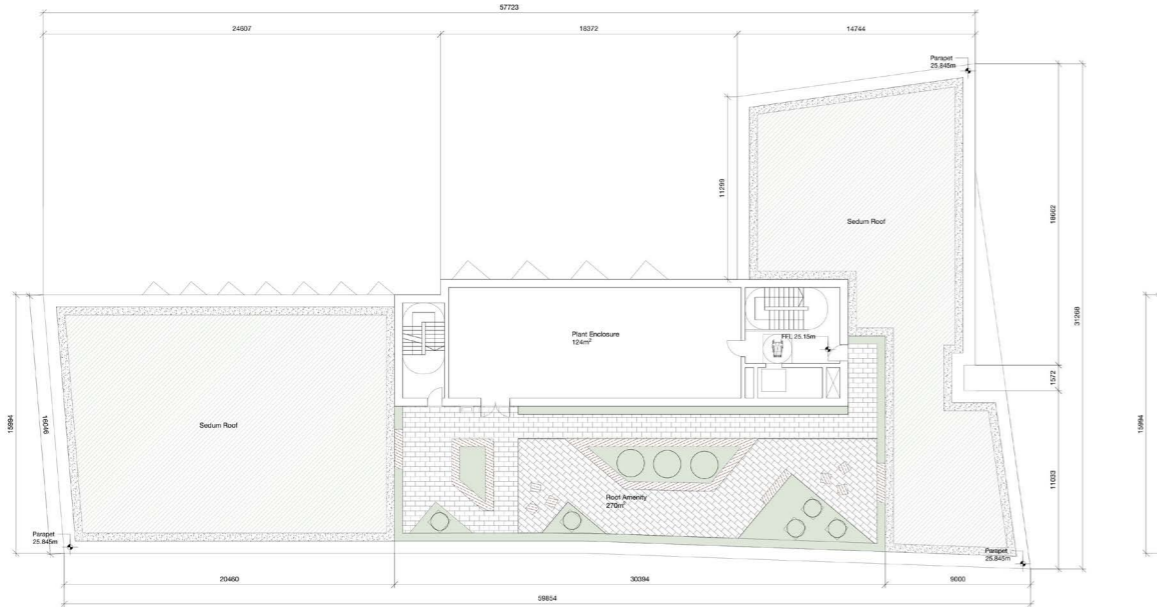




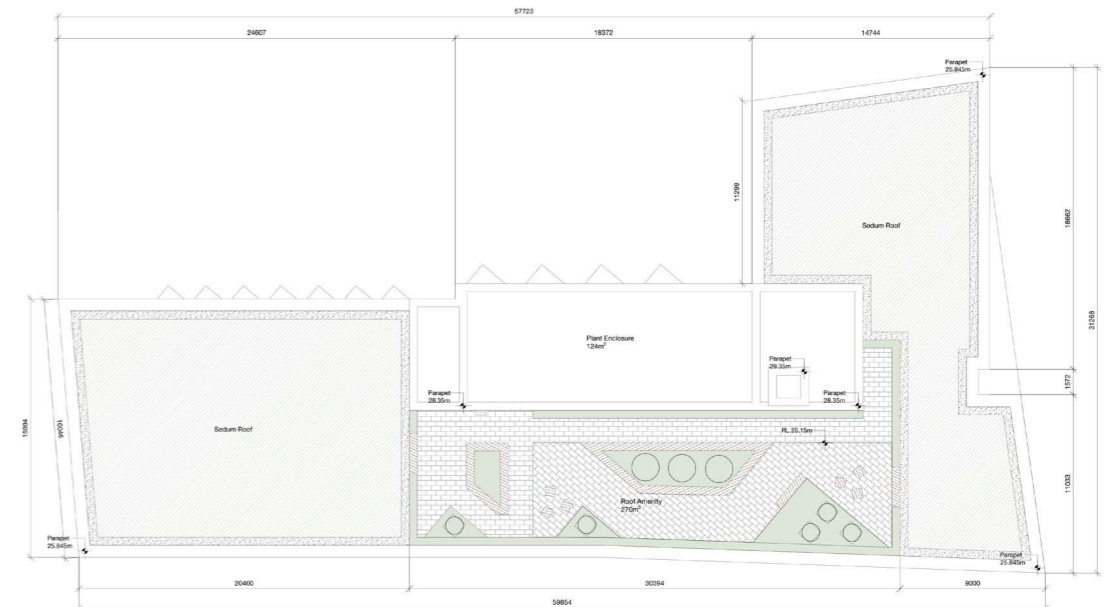
First Floor Plan



Second to Fifth Floor Plan



Sixth Floor Plan



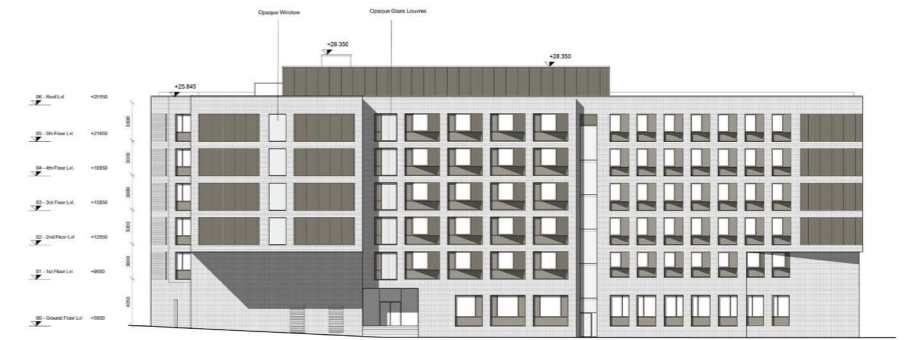
Roof Plan



Preliminary Massing Model - North West View



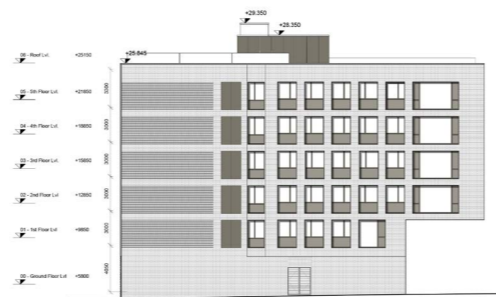
North Elevation



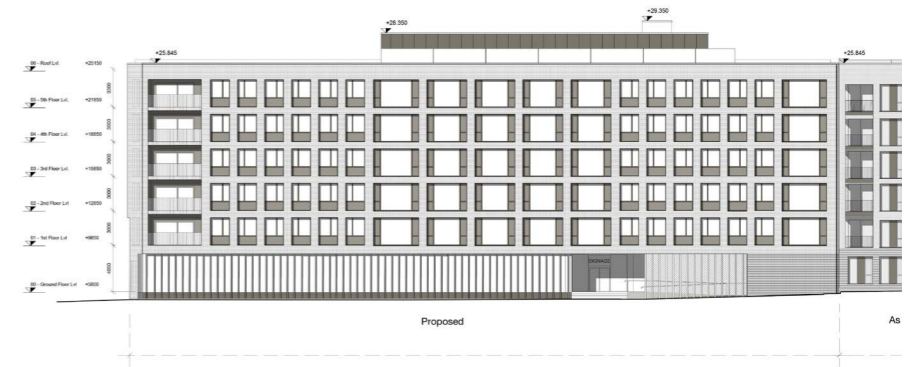
East Elevation



Preliminary Massing Model - East Elevation



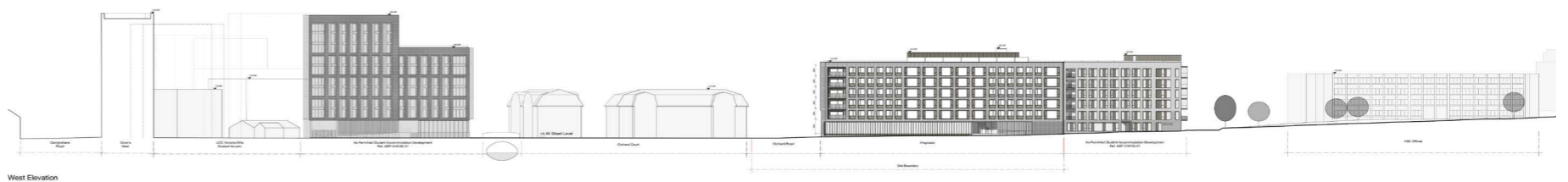
South Elevation



West Elevation



Preliminary Massing Model - Shared Courtyard



Contiguous West Elevation

6.6 Residential Design Standards

The apartment design focuses on the requirements for shared student living - good levels of daylight, natural ventilation including dual aspect / corner living rooms, provision of adequate storage space and future adaptability. Proposals for renewable energy will form part of the design proposal.

The proposal includes a mix of apartment sizes from 5 - 8 bedroom clusters including 10no. Part M accessible apartments / studios (at a ratio of 1:20). Apartment sizes are in line with current student accommodation standards. The majority of apartments are orientated east-west and south to maximise the number of apartments which can avail of south facing aspect / extended hours of daylight/sunlight to the living spaces.

The proposed development is designed to be sustainable, creating high quality places and spaces which:

- Provide the necessary environment required to deliver a quality of life for residents and visitors in terms of amenity, safety and convenience
- Provide adequate open space which will be practical in terms of scale and layout and be naturally supervised by the aspect of the dwellings it serves
- Provide a good range of suitable facilities including, car park (set down), bicycle parking, resident community common space and amenity areas
- Ensure that walking, cycling and access to public transport will be prioritised to minimise the need to use cars – close proximity to the city centre and third level institutional uses will enable the development to meet this requirement
- Present an attractive appearance with a distinct sense of place
- Will be easy to access and navigate
- Will promote the efficient use of land in terms of density and plot ratio relative to its setting

Dwelling type and size

- 57 no. Studios apts. 28-33m²
- 1 no. Five bedroom apts. 108m²
- 5 no. Six bedroom apts. 129m²
- 6 no. Seven bedroom apts. 148-152m²
- 9 no. Eight bedroom apts. 164-168m²

Dual aspect

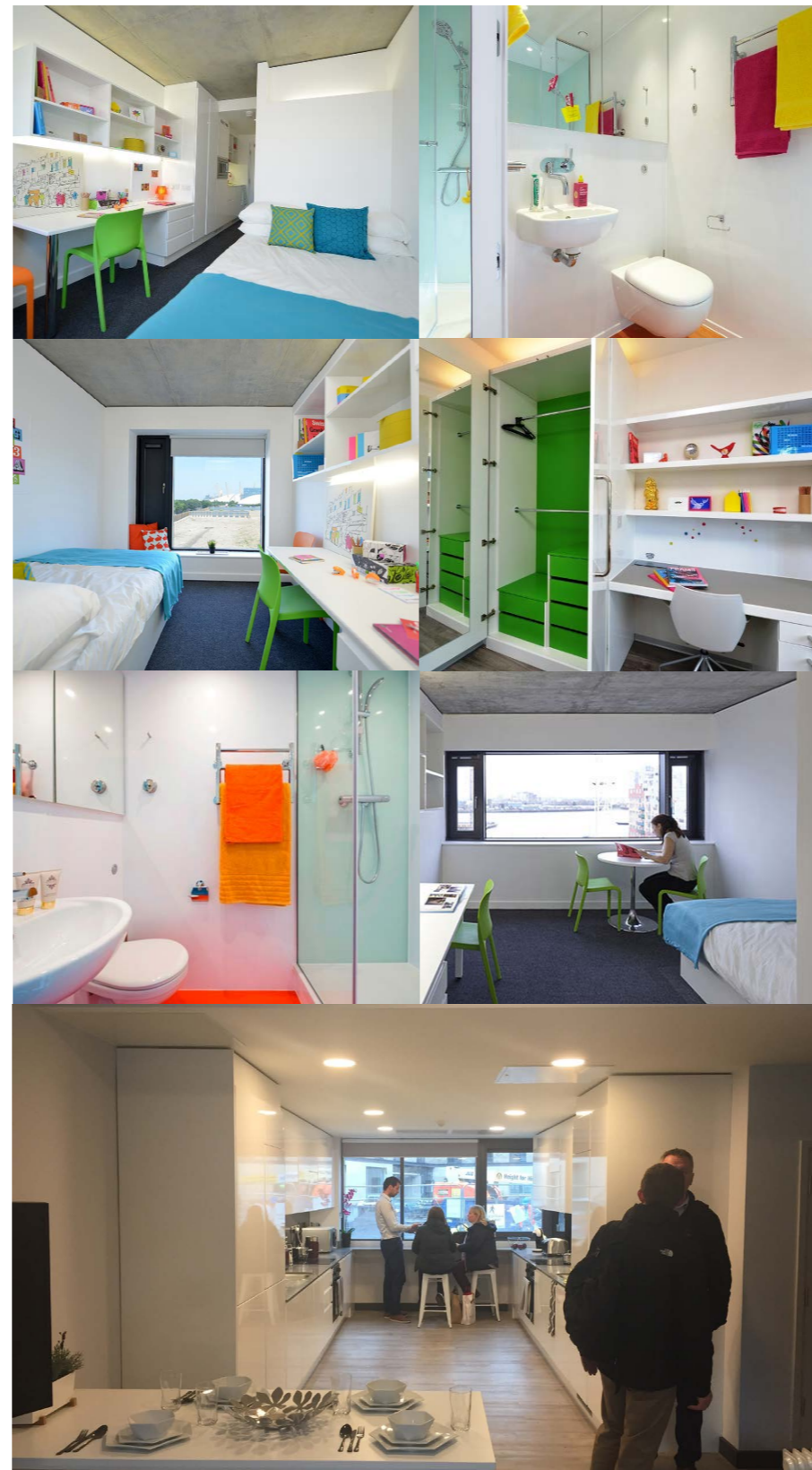
Of the 78 apartments, 27% are dual aspect.

Room Area

Internal room areas exceed the min. recommendations of the Guidelines on Residential Developments for 3rd Level Students Section 50 Finance Act 1999.

Floor to ceiling heights

Apartments will have a minimum floor to ceiling height of 2.7m (3m floor to floor).



Precedent - Contemporary Student Living. SCAPE London
Bottom: Precedent - Contemporary Student Living - Shared Living, Millstreet Dublin (GSA)

Single ensuite bedroom inc accessible study bedroom

Individual ensuite single study bedroom for single occupancy with WC and shower designed as per the visitable WC requirements of TGD Part M - Access and Use. Bedrooms are furnished in full with 1no. single bed, wardrobe and below bed storage area; shelving and work desk with chair located near the window. The minimum net floor area for such a bedroom is 13.2m². Accessible bedrooms are in excess of 15m² min. requirement. Single study bedrooms are arranged to form part of an overall apartment cluster complete with shared kitchen, dining and living facilities.

Shared and communal facilities

Shared communal facilities include entrance reception area for on-site staff / management, student common room for tv-games area. Mechanical plant area is provided at both ground and roof levels.

Access for all

The design is based on the requirements of the Building Regulations TGD Part M - Access and Use to meet the needs of both ambulant disabled and wheelchair users. All apartments are easily accessible from the entrance via stair and lift. Thresholds are designed to be level, Part M lift cars provide access to all floors and all internal doors comply with wheelchair accessible standards. Adequate turning space is provided within each of the apartments and common part circulation areas. 10no. accessible apartments are proposed - a ratio of 1:20. Refer to the Access Statement submitted with this application.

Stair and Life Cores

2no. lift/stair cores provide access to a maximum of 4 cluster apartments and 11 individually occupied studios per floor.

Cycle Parking

Communal cycle parking is provided in accordance with Table 16.9, Part F of the City Development Plan with 0.5 cycle parking space per student bedroom.

Public Open Space

Public Open Space has been designed to be visually as well as functionally accessible to the maximum number of dwellings within the site. Public Open Space will be overlooked by residential units to create safe, convenient and accessible amenity areas for the student residential community.

Private Open Space

Private open space in the form of balconies / loggia space is provided the majority of cluster apartments.

Parking

In consideration of the sites proximity to UCC and existing local public transport routes, car parking is not provided for within the scheme. Set down space is provided within the development.

Waste

A waste refuse & recycle store is provided in close proximity to the proposed buildings. Refuse storage will be visually screened.

Residential Amenity

Private amenity for resident use will include apartment balconies, student common area (tv/games/laundry etc.) and shared amenity spaces consisting of a landscaped central courtyard, riverside amenity and roof level terraces. Student common area located on ground floor will serve to activate the street and riverside frontage. Landscaping will be in accordance with the submitted landscaping details prepared by Cathal O’Meara Landscape and which are described in more detail under “Landscape”.

As outlined in the table below the proposed development provides for 1120m² of communal private open space for future residents which is equivalent to 5.4m² per bedspace.

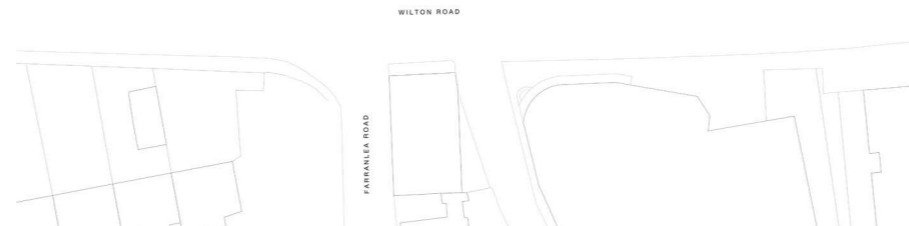
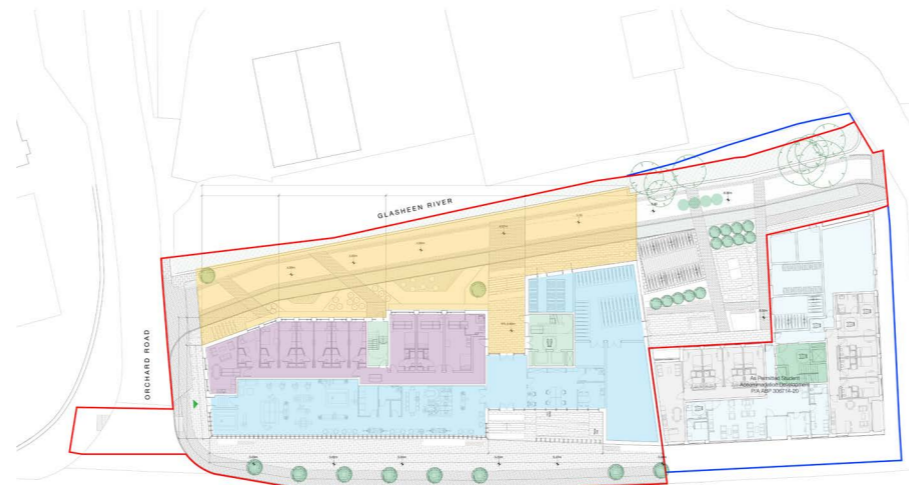
Element / Amenity	Area m ²
Private balconies to apartments	84
Ground Floor Common Room Area	243
Courtyard	512
Roof Terrace	270
Total	1104

On Site Management

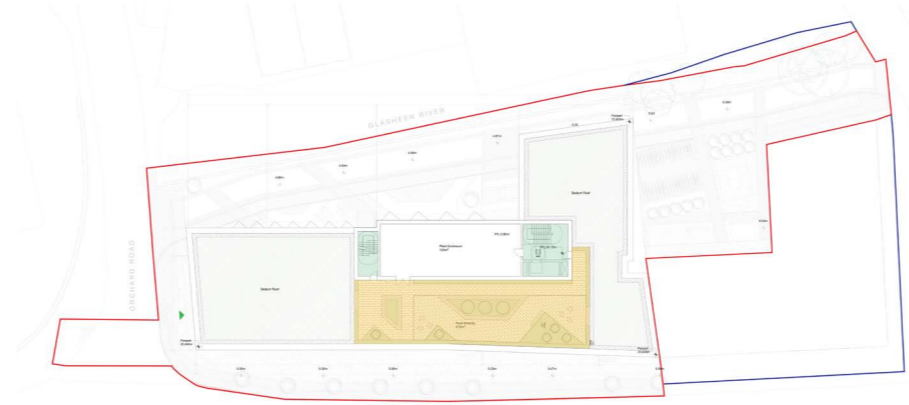
A student accommodation management plan is submitted as part of the application.

Summer Letting

The length of the academic year means that the majority of rooms are empty over the summer months. Rather than increase the rental cost for students by only letting rooms over 50 – 52 week periods, the rooms will be available over July and August to students who wish to stay on over the summer and those on summer courses. Not only does this reduce the cost to student tenants during the academic year, but it provides a useful temporary expansion of short term accommodation available within the city over this busy time of year. Summer visitors will stay for a minimum of one week with the average being 2-4 weeks. The turnarounds are managed by the operator.



GF Plan - Communal Private Open Space Amenity Areas



Roof Plan - Amenity Areas

- COMMUNAL SPACE**
- PRIVATE SPACE**
- OPEN SPACE**

6.7 Sustainability

A key aim of the proposed development is its social, environmental and economical sustainability. Energy efficiency will be achieved both during construction stage and during the lifetime of the project. Individual dwellings have been designed to be comfortable and adaptable to changing requirements, cost effective to construct and economic to manage and maintain.

Compliance with Building Regulations Part L

For new dwellings, the Part L requirements shall be met by:

- Using DEAP analysis to determine, insofar as is reasonably, energy consumption and carbon dioxide (CO₂) emissions.
- Utilising renewable energy source to meet a reasonable proportion of the energy consumption of a dwelling.
- Limiting heat loss and availing of heat gain through the building fabric.
- Providing energy efficient space and water heating systems with efficient heat sources and effective controls;
- Ensuring that gas fired boilers meet a min. seasonal efficiency of 90%;
- Provide occupants / residents with sufficient information about the building, the fixed building services and their maintenance requirements so that the building can be operated in such a manner as to use no more fuel and energy than is reasonable.

The following is a non-exhaustive list of sustainable solutions that will be considered for inclusion at detail design stage:

- All building fabric U-values shall be as, or in-excess of, the design criteria listed in TGD L for domestic buildings;;
- Glazing to be high performance type;
- High levels of airtightness of the building envelope;
- Use of natural ventilation wherever feasible;
- The use of passive cooling techniques in preference to mechanical cooling;
- The use of mechanical ventilation and air conditioning only where necessary;
- Maximum use of daylight and ambient energy;
- The use of highly efficient equipment including lighting;
- Heat recovery units where installed shall have low specific fan power;
- All pumps have variable speed drives;
- All lighting to be 100% energy efficient;
- Use of Water conserving devices i.e. ultra-low flush WC’s, spray taps and showers, solenoid valves;
- Water meters shall be installed throughout;
- Energy consumption within the building will be extensively sub-metered;
- Energy efficient lifts will be specified;
- Rainwater harvesting system shall be provided;
- PV array to be use as a renewable energy source where necessary;
- A dedicated Building Management System designed to control and manage the automatic operation of plant and provide energy management services.

6.8 Materials

The proposed design takes cues from some of the more architecturally significant student accommodation complexes in the vicinity; these are strong, simple architectural forms which utilise a limited palette of materials, textures and tones which will weather gracefully and provide visual interest. Simple, refined detailing is proposed in order to resonate with the existing buildings.

Elevations are treated as a simple lattice of windows and living space balconies set within facing brickwork (west) and expressed projecting balcony / winter gardens framed in architectural metal panels articulate the north and south facades.

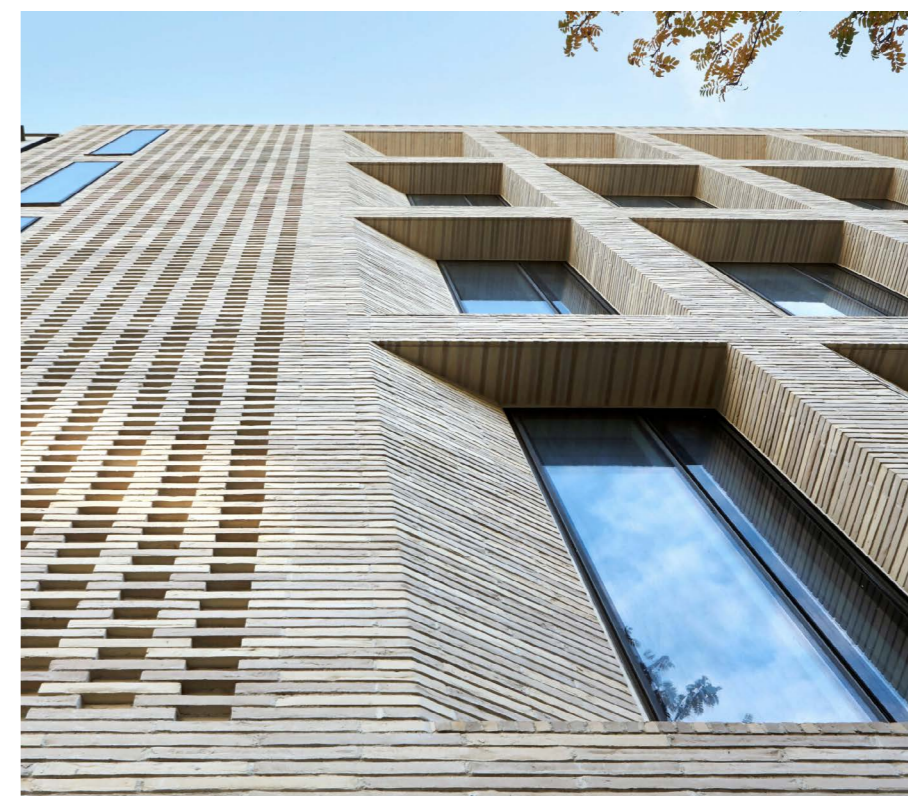
The relationship of solid brickwork to the 'transparent' voids of windows and balconies has been carefully judged to 'balance' the overall composition of the elevations. Studios, located centrally within the plan, are served by larger windows which serve to modulate and articulate the facade. The majority of upper level east facing windows are designed to limit direct overlooking on the rear gardens of adjoining residential properties.

Selected materials of note (to be agreed with the Planning Authority):

- The building will be predominantly constructed as a concrete frame finished with external facing brickwork, which is a blend of yellow-grey stock like bricks which will convey a range of textures and tones;
- Facades are generally articulated with punched openings create a lattice of brick and glazed openings;
- Vertical and horizontal aluminium windows and metal spandrel panels;
- Vertical metal balustrades to balconies;
- Vertical opaque louvres (to limit overlooking);
- Aluminium louvres to service areas and plant screen.
- Metalwork is generally finished in a contrasting and complimentary tone such as RAL 1035 - which is both warm and subtle.



Vertical Screens to Public Realm (MLA Glasgow & Miller Maranta Aarau Switzerland)



Precedent Project - Piercy & Co. Turnmill Derwent, London



Window with Louvre

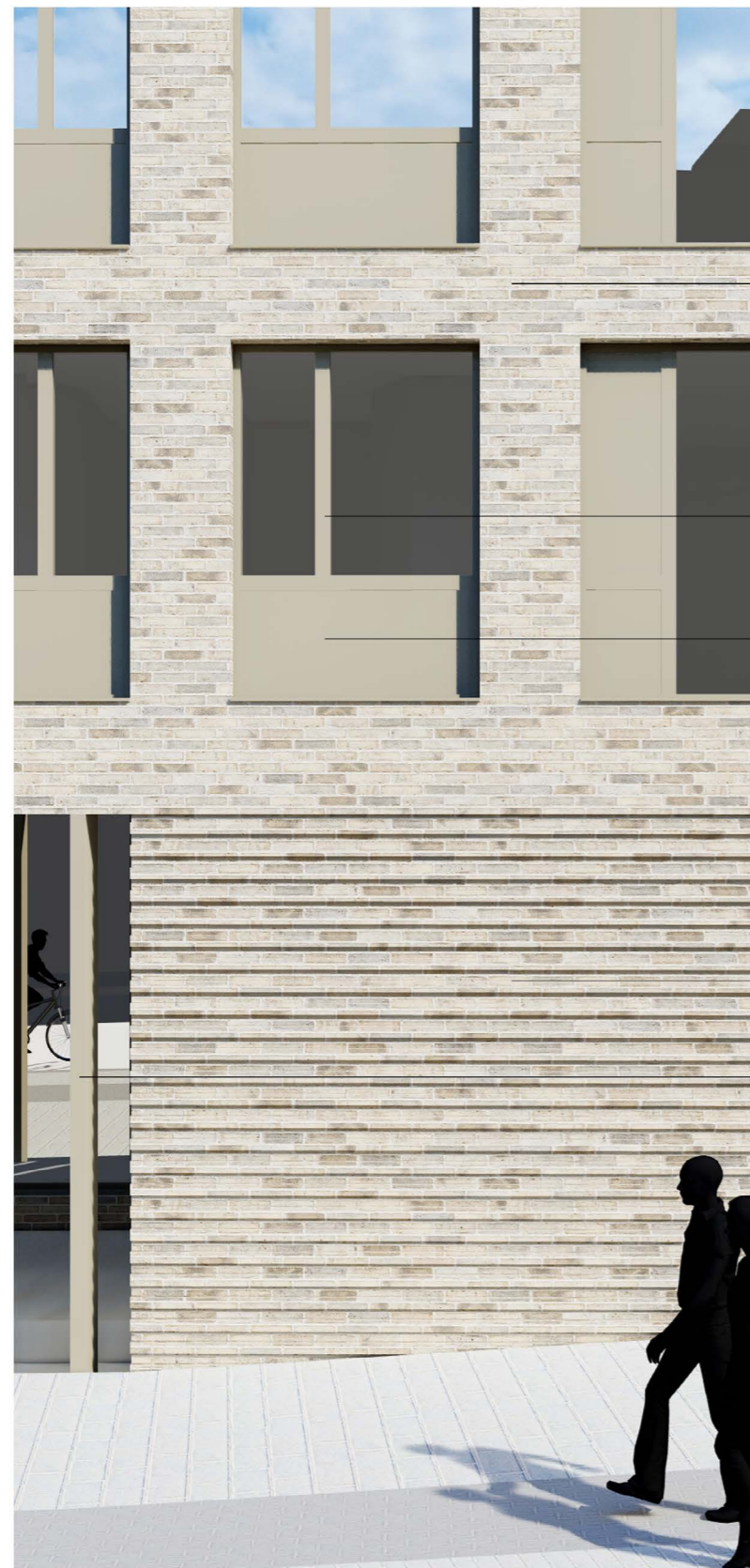


RAL 1035 Metalwork



Brickwork Petersen Tegel d190 & Marzial
A blend of yellow-grey stock like bricks with white mortar





Proposed Materials - External Works

1. Facing Brickwork
2. Metal Cladding
3. Powder Coated Aluminium Window Frames
4. Powder Coated Window Vent
5. Powder Coated Balcony Balustrades
6. Metal Spandrel Panel
7. Textured Brickwork
8. Powder Coated Aluminium Fins

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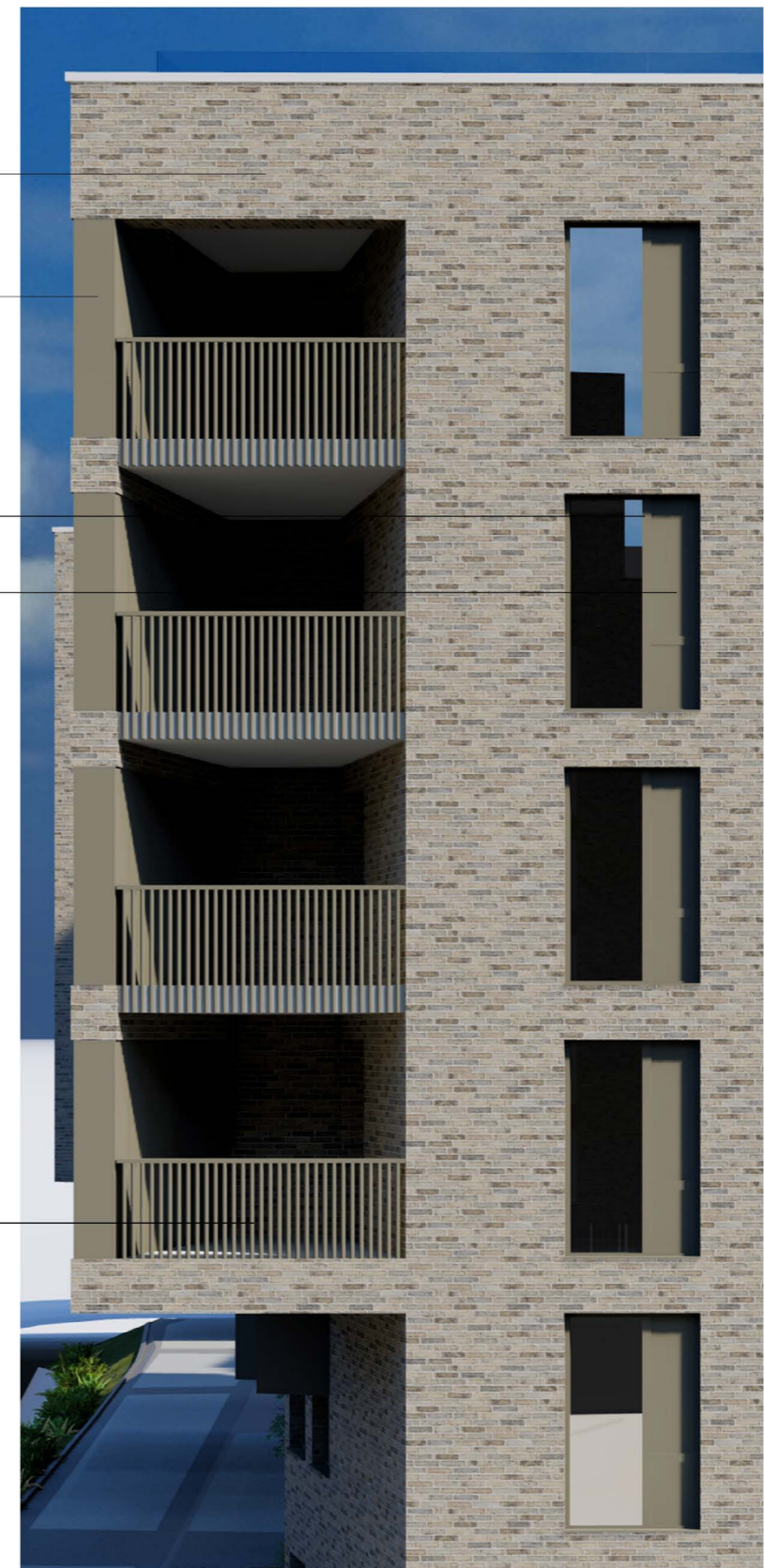
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6.9 Landscape

Landscape Strategy

The landscape strategy is driven by 4 key components:

- Establishment of a high quality streetscape to ground the building within the existing environment along the busy urban road.
- The creation of a pleasant riverside amenity along the banks of the Curraheen Rivers subsidiary stream, which provides a hard path for multiple users.
- Provision of ground floor open space as a high quality central core allowing access for service vehicles and an open space for gatherings.
- Creating a semi-private roof garden which provides an assortment of social and private spaces for students to hangout.

Proposed Boundaries

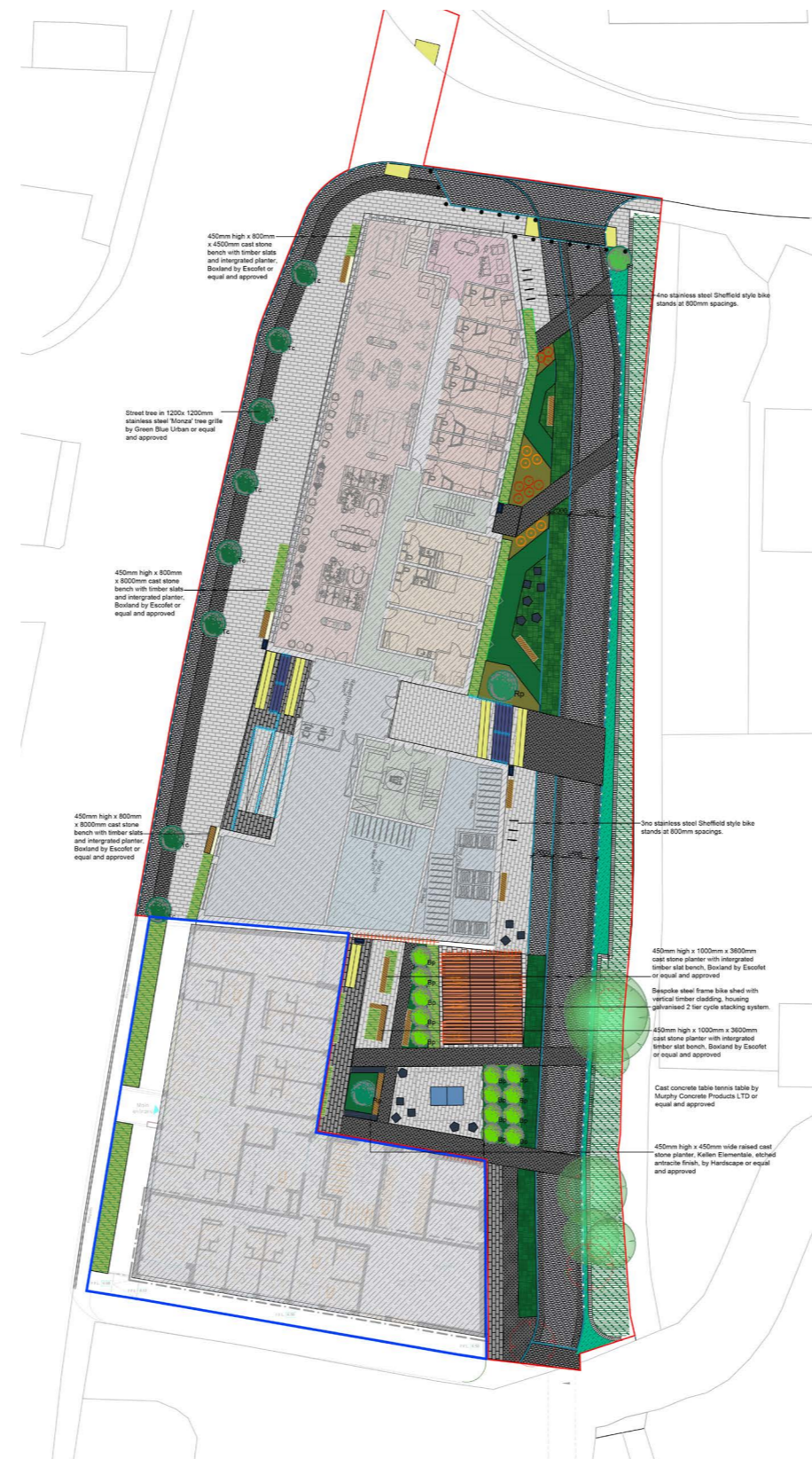
The proposed building will act as a boundary along Victoria Cross Road and will provide a wide public footpath with street furniture landscape for public use, a stepped entrance open of the streetscape into the building core which will act as a strong visual transition between public and private. Along the carriageway, heavy reconstituted concrete kerbs form a physical barrier with the road, this is enforced by the use of street trees to stop vehicular access along the footpath.

Similarly, the Northern and Southern boundary lines will be set by the new buildings with pedestrian/cycle and emergency vehicle entrances at both ends. The Eastern boundary, formed by the Glasheen River will have a 1.2m secure high railing allowing users to rest safely against the boundary and access views along the river. This will run the length of the boundary meeting the existing bridge to the North and terminating with an end post to the South.

Public Space Design: Streetscape

The public realm will be defined by the use of exemplary materials to complement and reflect the proposed architectural finishes and existing urban landscape context. The public footpath will be paved using reconstituted concrete pavers with granite aggregate – a material that is sympathetic with much of the streetscape improvement works currently being undertaken by Cork City Council.

Street trees will be planted within one of the outer paving stripes to the back of the footpath breaking up the wide expanse of paving but still allowing for a wide walkable area to the building side, planted at regular intervals the trees will create a rhythm along the frontage and soften the proposed built facade. Contemporary concrete furniture has been chosen to provide robust seating with raised concrete planters and modular benches.



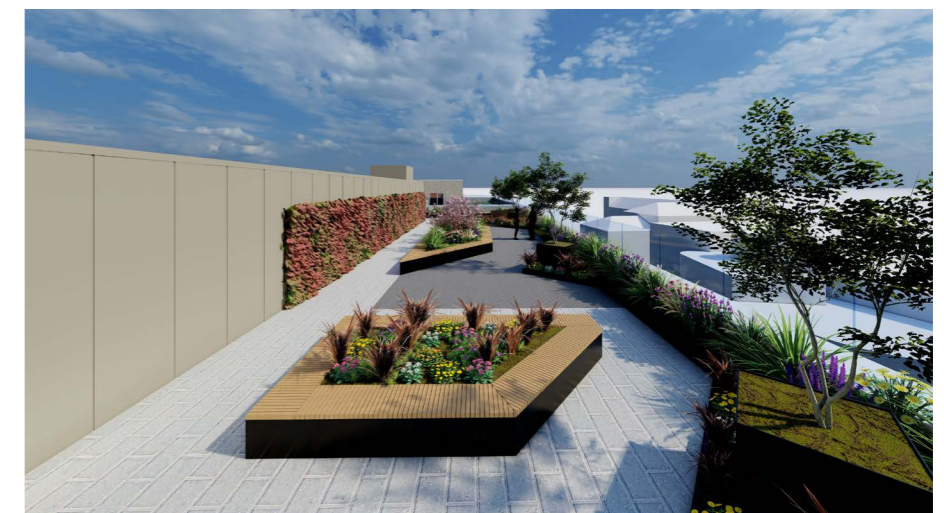
Landscape Site Plan - Courtyard and Public Realm



Roof Terrace



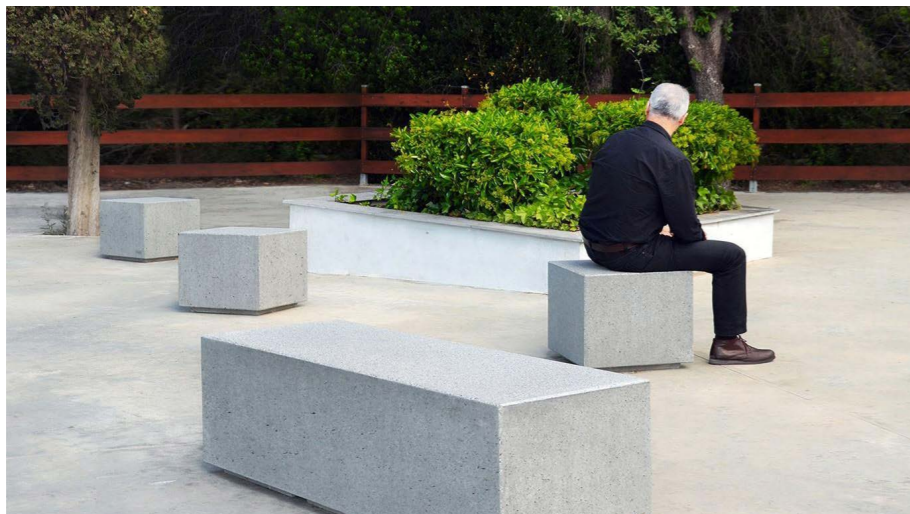
East outdoor amenity area



Roof Terrace



Outdoor Amenity space



Modular concrete benches



Raised planters



Tilia Cordata clear stemmed for Streetscape



Mixed ornamental grasses and perennials for use in the raised planters

Semi Private Spaces: Courtyard and Riverfront Areas

The Riverside Amenity walkway will provide a wide path along the river side with a railing securing the river boundary and providing a safe leaning post which allows users to stop and take in the river view. This will be paved to match the streetscape and public open spaces.

Grasscrete is also utilised adjacent to planted nodes. The amenity path is also designed to facilitate emergency vehicular access.

A water services wayleave is maintained along the east boundary with adjoining planted areas containing modular furniture with the angled design of paths and planting beds taken from the alignment of the proposed building's saw-tooth windows.

An architectural overhang creates a sheltered node linking the North and South amenity spaces, this area houses both benches and single seat stools creating an outdoor seating area for all weather.

The southern amenity space is divided into soft green nodes with tree planting and seating as well as hard paved spaces housing the built structures. These include timber clad bike stores, raised concrete planters with seating and a games area with a concrete table tennis table.

Semi Private Spaces: Roof Gardens

A roof garden on the 6th floor (275m2) is set within a larger expanse of green roof. This will be secured with a high glass balustrade to the outer edge of the space and surfaced in a mix concrete/aggregate pavers. Raised planters soften the outer edge of the gardens while enclosing the internal space. This space is divided creating angled dynamic zones within the garden utilising contrasting paving. Seating options inc. single cube stools and long stretches of bench built within planters. Planting includes 3 multi stem trees, low level planting and small multi stem trees set within 1m high steel tubs.

Tree Planting

Trees will be selected for different landscape characters suited to specific areas i.e. streetscape (Lime), riverfront (Aspen), amenity courtyards (Black Locust and Silver Birch) and roof garden (Tibetan Cherry and Juneberry).

Ornamental shrub, grass and perennial planting

Ornamental planting is proposed at specific locations to introduce some diversity to the landscape with a series of hardy, low maintenance plants chosen and arranged in site specific mixes to soften, add drama or define a character area. The planting choice will provide year round interest with lively pops of seasonal colour and retained winter structure.

At ground and street level will house a mix of architectural grasses and perennials, single species block of ornamental grass and low growing native mix of grasses and ferns for the thin riverside planting bed.

At roof level - raised planters will house a mix of softer ornamental grasses with flowering perennials adding a delicate color mix while ground level planting will feature sedums and geranium to tie in with the surrounding green roof.

6.10 Height and Massing

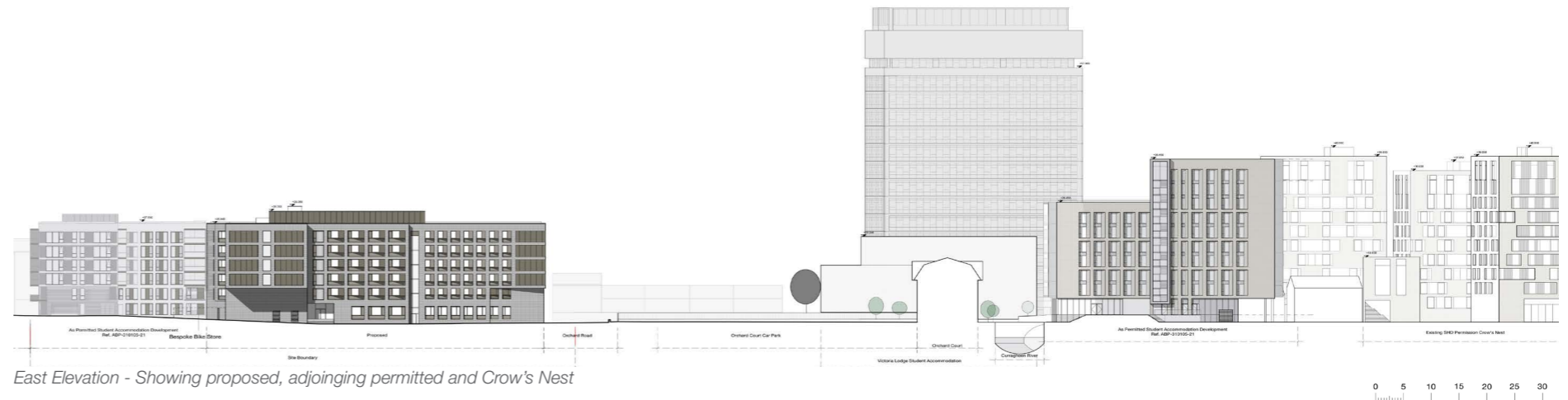
The proposed building has been designed in response to its surroundings including neighbouring properties and wider context, as well as key elements such as transport and river corridor; it also responds to the issues raised by An Bord Pleanála (ABP) in their Notice of Pre-application Consultation Opinion. Salient aspects of note:

- The design takes the form of a simple L-shaped perimeter block with central courtyard space;
- The design responds to the general plan form of the site and appropriately addresses the road/transport corridor, river, boundary conditions as well as the wider context of neighbouring properties;
- Building heights and massing have been modulated in response to issues raised in order to mitigate impact, maximise access to daylight, ventilation and views while minimizing overshadowing and loss of light on adjoining developments;
- Height has been reduced from an initial 8 storeys proposed, to six storeys in line with the as-permitted height of the adjoining student accommodation block, limiting the overall impact of the proposal;
- The building is setback significantly from the Victoria Cross Road;
- The scale and form of the building lends itself to an appropriate corner building at the junction of Victoria Cross Road and Orchard Road.
- The building steps back from the Glasheen River along its eastern boundary to provide amenity space for students and future riverside walkway;
- The form of the development facilitates permeability through and around the building and site.
- Communal private and open space includes courtyard and roof terrace amenity, apartment balconies and shared common areas;
- Apartments have good access to daylight, ventilation and views. The majority of apartments are south, east and west facing with only 5 north facing living spaces.
- The building provides a strong built edge to the road, its overall form presents an appropriate edge / terrace like building to a busy road, in keeping with surrounding and emerging context.

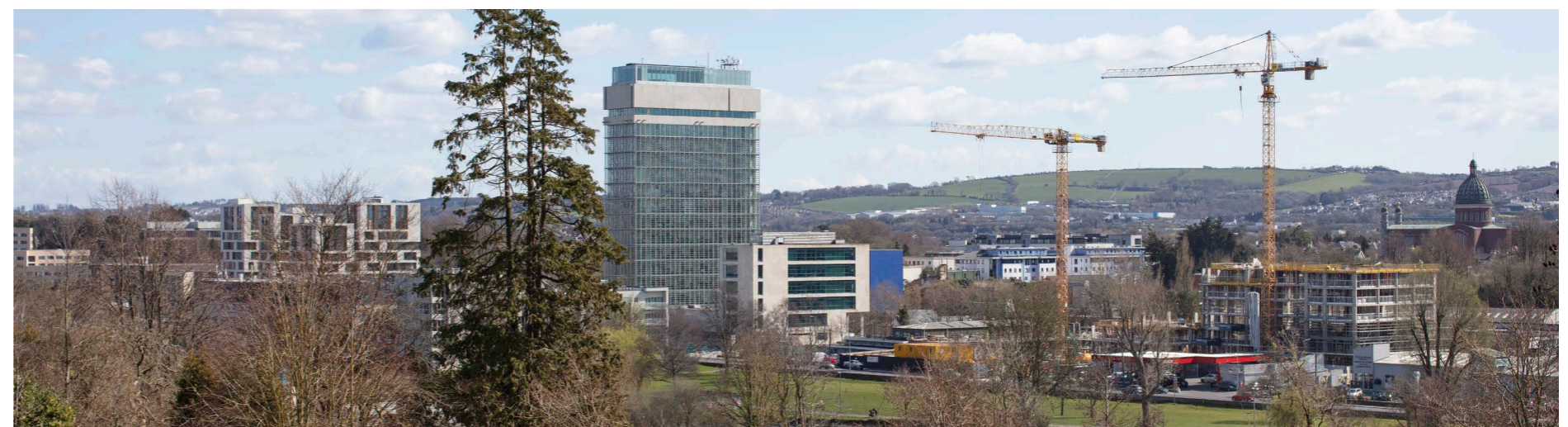
Overall the proposed development is consistent with established heights and the evolving character of this City Gateway location.

Design Process

Initial design options were assessed to determine the most appropriate solution for the site, responding to existing site conditions and constraints. Designs focused on a simple L-shaped perimeter block to provide an active urban edge, a central courtyard amenity space and general efficiency in the overall plan, an important aspect of schemes of this nature. Height was concentrated towards the centre and south side of the site, the building stepped from 6 storeys at the north end of the site, near Orchard Road, to 8 storeys adjacent to the as-permitted development on the adjoining site (Ref. ABP 306714-20 at 6 storeys). The design submitted for planning has been reduced in height to 6 storeys in-line with the as-permitted development on the adjoining site.



Preliminary Massing Model - East Elevation



Victoria Cross - evolving context



ABP 306714-20 Decision:
 "the Board considered that, subject to compliance with the conditions ..., the proposed development would be in accordance with the objectives of the National Planning Framework, the Cork City Development Plan 2015-2021, would be acceptable in terms of height, scale and mass, would not seriously injure the visual amenities of the area and would not seriously injure the residential amenities of adjoining properties and would represent an appropriate design response to the site's context in close proximity to a public transport corridor and a third level education facility, and would be acceptable in terms of pedestrian, cyclist and traffic safety. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

Artist's Impression - West elevation to Victoria Cross Road of as-permitted 6 storey development (ABP 306714-20)



Preplanning LVIA view of preliminary massing with 6-8 storeys to Victoria Cross Road inc as-permitted development (ABP 306714-20)



LVA View 03A North-West elevation at the junction of Orchard Road and Victoria Cross Road



LVA View 01A South-West elevation to Victoria Cross Road



LVA View 03B North-West elevation at the junction of Orchard Road and Victoria Cross Road inc. as-permitted development (ABP 306714-20)



LVA View 01A South-West elevation to Victoria Cross Road inc. as-permitted development (ABP 306714-20)

6.11 Height Rationale

Height Rationale

The Victoria Cross area has accommodated significant change over recent years – the loss of former industrial uses (timber / builders yards and bottle plant) as well as the former greyhound track site has resulted in new large scale developments many of which are linked directly to UCC, either as teaching blocks, such as the Western Gateway building or student residential accommodation buildings. These new large scale buildings have transformed the area into a student-centred urban gateway.

Under CMATS the area will be served by BRT as well as future LRT transport infrastructure in support of the “tertiary education corridor”. This investment will, in turn, transform the area including the Carrigrohane sub-area which in turn will support higher levels of residential density, encourage investment and increase the area’s viability and vitality as a place to live, relax, work and shop. When combined these factors strongly support increased building height in the area to facilitate and assist in modern place-making and improving the overall quality of the urban environment.

Careful consideration has been given to the height of the proposal with regard to the following documents and policies:

The National Planning Framework (NPF)

The Framework has a minimum population target of 314,000 in 2040 for the growth of Cork City and suburbs. This equates to an increase of the 2016 population of 50-60%.

Urban Development and Building Height Guidelines for Planning Authorities 2018

These new guidelines support increased building height and density in locations with good public transport accessibility, particularly town / city cores.

Cork City Development Plan 2015-2021 / 2022 - 2028

The Development Plan recognises that building height is varied throughout the city and an increase in height can be justified on sound urban and architectural grounds.

Cork Metropolitan Strategic Area Plan (MASP)

The Cork Metropolitan Strategic Area Plan (MASP) states that “Sustainable higher densities must be delivered” especially at public transport nodal points.

Cork Metropolitan Area Transport Strategy (CMATS)

CMATS does presume that areas supported by high quality public transport (and in particular the proposed light rail corridor) will be of higher density, in line with the National Planning Framework and national guidance on Urban Development and Building Height.

Building Height Report

Refer to separate Building Height Report submitted with this application.



Building Height Study

The National Planning Framework (NPF)

The proposed development is in accordance with the NPF, in particular its primary strategic objective of achieving compact and smart urban growth on brownfield lands. In line with the guidance of the NPF, the proposal makes sustainable use of urban land by providing for a high density apartment development. The near City Centre location means that future occupants are supported by jobs, services and amenities within easy access. The proposed development site has existing strong walking, cycling and public transport linkages within the City and to the suburbs. The proposed development will encourage sustainable modal shift amongst future residents. The proposal is in accordance with key future growth enablers for Cork which 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.

Urban Development and Building Height Guidelines for Planning Authorities 2018

In accordance with **Specific Planning Policy Requirement 1** of the UDBH Guidelines, the site lends itself to a high density scheme by virtue of its location within close proximity to the city centre. The proposed scheme is located in a sustainable location, within close proximity to third level institutions, employment centres, city landmarks, and amenity and green spaces. A wide range of services are available within easy walking distance of the site – both city centre and suburban. The City’s transport hubs including Kent Train Station and Cork Bus Station are within easy walking or cycling distance of the site and the area is served by a number of busses providing services to the City Center / City suburbs.

In accordance with **Specific Planning Policy Requirement 2** of the UDBH Guidelines, the site lends itself to a largely residential development rather than a mixed use scheme due to the fact that a significant level of local services

and amenities are in close proximity. The proposed development is a form of build to rent scheme and as such includes a wide variety of shared facilities for residents use are provided including, study spaces with meeting rooms, TV / lounge space, laundry room etc. External amenities include a landscaped courtyard at ground level roof terrace garden.

In accordance with **Specific Planning Policy Requirement 3** of the UDBH Guidelines, the development has been designed to ensure there are no undue impacts on residential amenity of neighbouring residents.

The building has been designed in response to its surroundings including neighbouring properties and wider context, as well as key elements such as transport and river corridor. Salient aspects of note:

- The design takes the form of a simple L-shaped perimeter block with central courtyard space;
- The design responds to the general plan form of the site and appropriately addresses the road/transport corridor, river, boundary conditions as well as the wider context of neighbouring properties;
- Building heights and massing have been modulated in response to issues raised in order to mitigate impact, maximise access to daylight, ventilation and views while minimizing overshadowing and loss of light on adjoining developments;
- Height has been reduced from an initial 8 storeys proposed, to six storeys in line with the as-permitted height of the adjoining student accommodation block, limiting the overall impact of the proposal;
- The building is setback significantly from the Victoria Cross Road;
- The scale and form of the building lends itself to an appropriate corner building at the junction of Victoria Cross Road and Orchard Road.
- The building steps back from the Glasheen River along its eastern boundary to provide amenity space for students and future riverside walkway;
- The form of the development facilitates permeability through and around the building and site.
- Communal private and open space includes courtyard and roof terrace amenity, apartment balconies and shared common areas;
- Apartments have good access to daylight, ventilation and views. The majority of apartments are south, east and west facing with only 5 north facing living spaces.
- The building provides a strong built edge to the road, its slender, vertically emphasised form presents an appropriate edge / terrace like building to the road, in keeping with surrounding and emerging context.

In accordance with **Specific Planning Policy Requirement 4** of the UDBH Guidelines, the proposed scheme at 10 storeys in height is fully justified from the various assessments undertaken and given the urban setting and location of the site on the approach to the City. The proposed development makes maximum use of land on a brownfield site.

The proposal is also consistent with section 2.3 of the UDBH Guidelines which states that: "While achieving higher density does not automatically and constantly imply taller buildings alone, increased building height is a significant

component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability. Accordingly, the development plan must include the positive disposition towards appropriate assessment criteria that will enable proper consideration of development proposals for increased building height linked to the achievement of a greater density of development.

As outlined in the publication, the following criteria have been considered in the design of our proposed scheme as outlined in more detail below:

At the scale of the city:

- Good links to city and public transport;
- Integration into and enhancement of the public realm of the area;
- Place making and new public spaces.

At the scale of the street:

- Response to overall natural and built environment;
- Positive contribution to the urban streetscape and neighbourhood;
- Enhances the urban design context for key thoroughfares;
- Positively contributes to the mix of uses and dwelling typologies available in the neighbourhood.

At the scale of the building:

- Careful massing in response to issues raised to maximise access to natural daylight and minimise overshadowing and mitigate impact on adjoining developments i.e. design to reduce potential overlooking.

Cork City Development Plan 2015-2021

The Cork City Development Plan 2015 – 2021 is currently in effect until the Draft Development Plan 2022 – 2028 is officiated into planning policy. The CDP recognises that building height is varied throughout the city and an increase in height can be justified on sound urban or architectural grounds:

"Building height should be in proportion to the space between buildings and, where appropriate, be set back from the road edge or the existing building line to allow wider footpaths and space for landscaping, to reduce overlooking or overshadowing of adjoining buildings and to avoid creating a canyon effect between buildings."

The CDP notes that there are three building height categories. In this regard, it is noted that the proposed 6 storey building is predominantly a medium-rise building i.e. it is less than 32 meters in height / 4 – 9 storeys in height.

The CDP also notes that tall buildings will normally be appropriate where they are accessible to a high quality public transport system which is in operation or proposed and programmed for implementation i.e. where its delivery is programmed as is the case with respect to CMATS proposals.

Cork City Development Plan 2022 - 2028

The Draft CDP introduces a new strategy to manage height and density within the city. The Urban Density, Building Height, and Tall Building Strategy is used

to further inform development height depending on the specific location of a subject site. The height standards for new development are best presented in the table (right). As outlined in Section 2.6, the Cork City Urban Density, Building Height, and Tall Building Study states that the Victoria Cross area is an exception to the height guidelines in the plan, as the area has experienced high density development that goes up to 10 storey developments.

Cork City Urban Density, Building Height, and Tall Building Study

The Cork City Urban Density, Building Height, and Tall Building Study presents the ideological approach to larger scale development that is supported by the height and design policies outlined in the Cork City Draft Development Plan 2022 - 2028. The study notes specific development height approaches for the Victoria Cross area, that is subsequently called 'The Victoria Cross Exception':

"Whilst this part of Victoria Cross falls within this 'out suburbs' category in terms of the density and building height strategy, it has emerged as a focus for high density student accommodation given its proximity to the University College Cork Campus. Therefore, given high density student accommodation in this location would support sustainable lifestyles and, most particularly, active travel, this northern part of Victoria Cross is considered a specific exception. High density student housing developments at densities appropriate in the highest two categories of this strategy would be considered appropriate here."

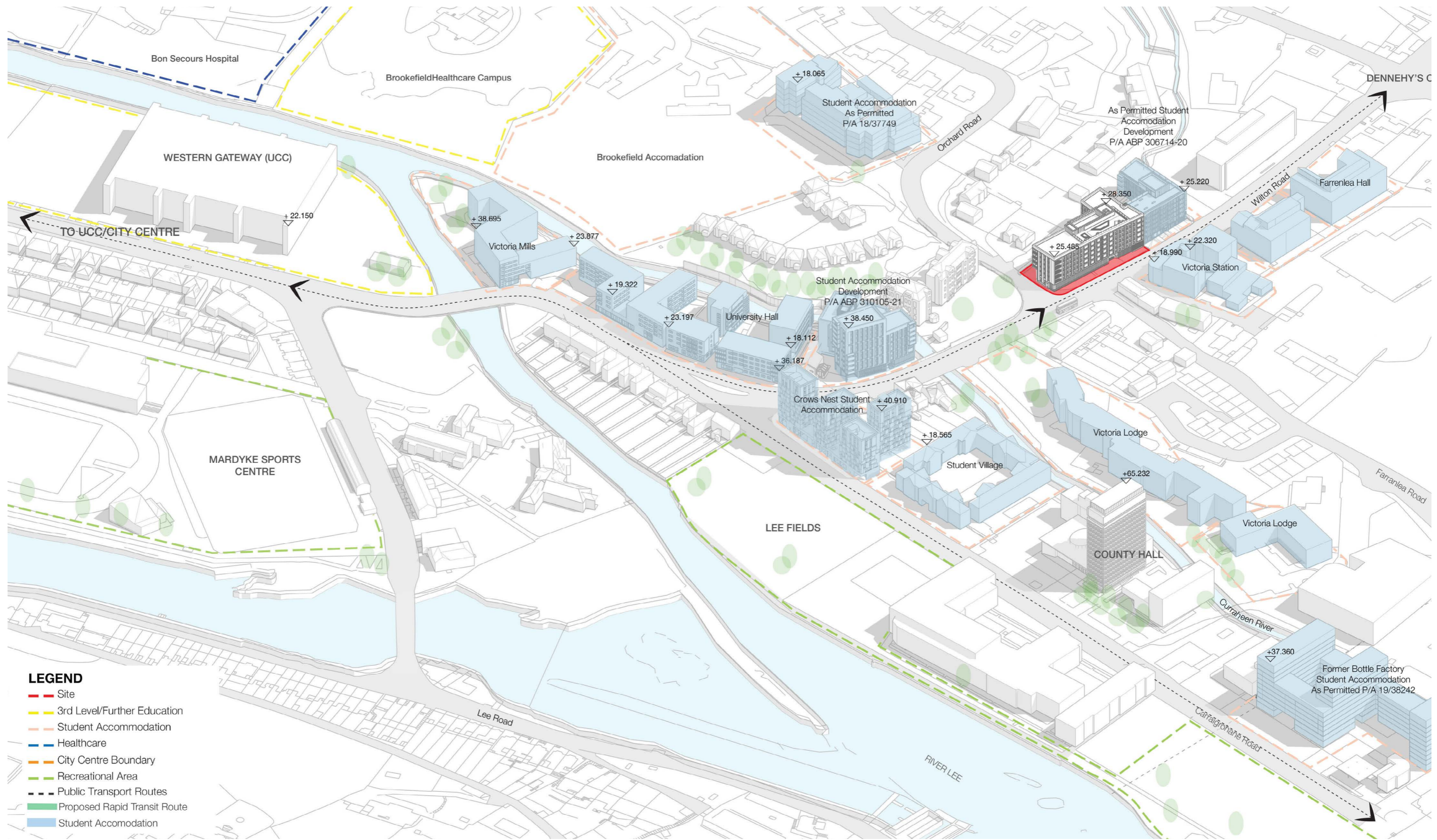
The proposed development is in alignment with the Victoria Cross exception.

Cork Metropolitan Strategic Area Plan (MASP)

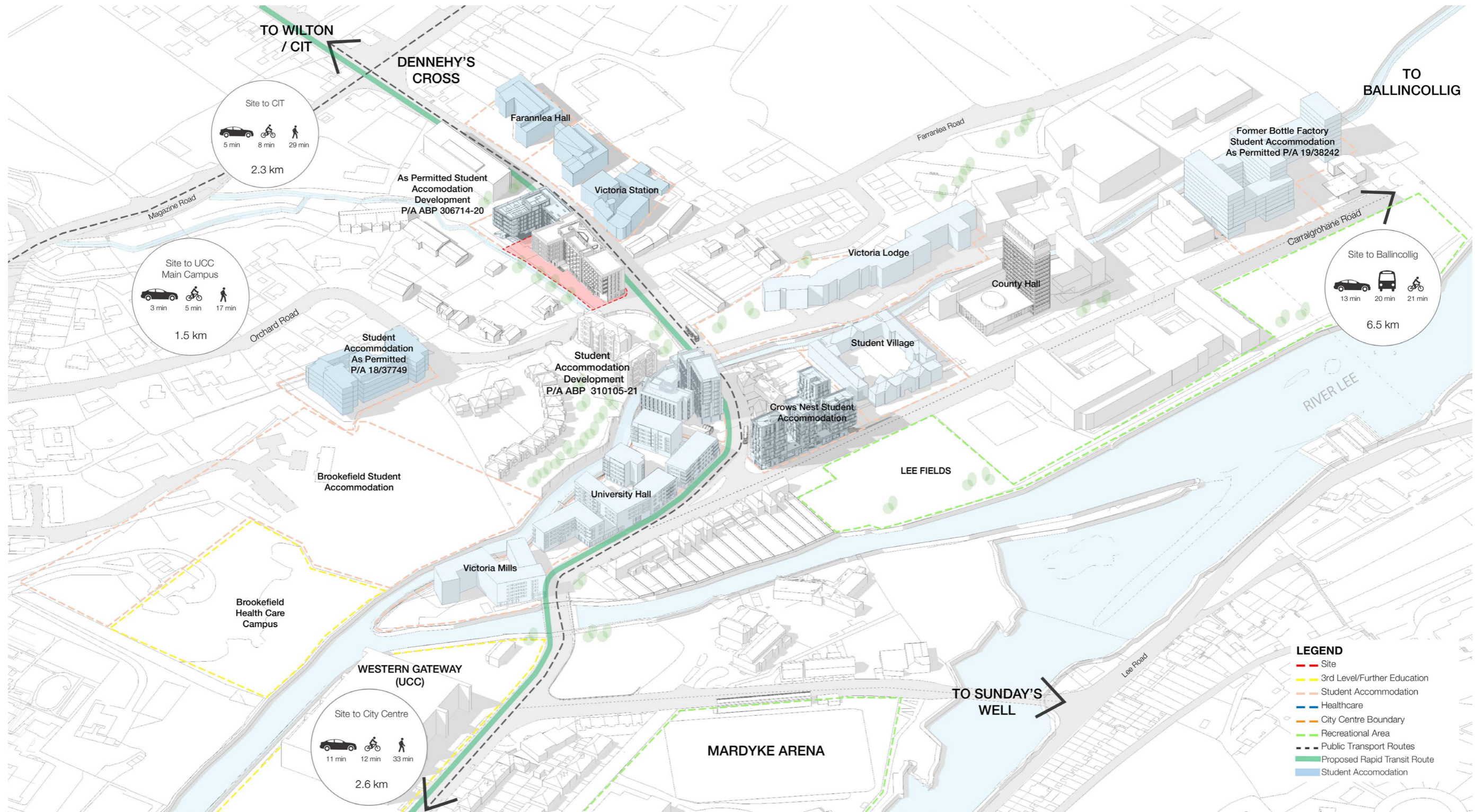
The Cork Metropolitan Strategic Area Plan (MASP) refers to Cork as being an existing critical mass and an emerging international centre of scale driven by the State's second city of Cork at the core supported by a network of metropolitan towns and strategic employment locations. The Plan identifies that Sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Critically the plan states that **"Sustainable higher densities must be delivered"** especially at public transport nodal points.

Cork Metropolitan Area Transport Strategy (CMATS)

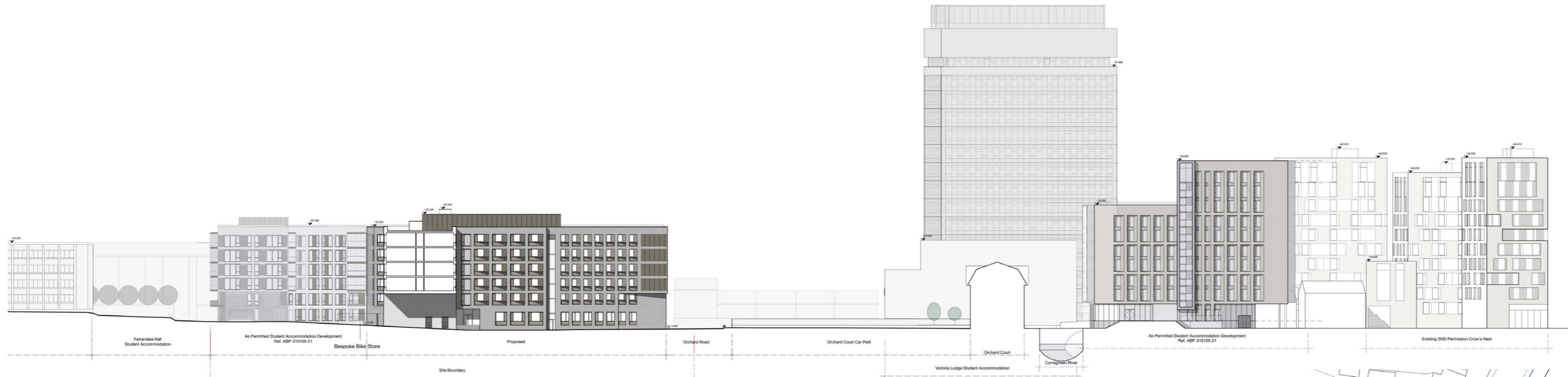
The proposed development is situated on the current alignment of the BRT/ LRT proposed to connect and support the "tertiary education corridor" serving UCC, CIT and Cork Science and Innovation Park as illustrated in CMATS. A light rail scheme is planned for delivery subject to the necessary development consolidation to support the high capacity corridor. The route will be served by a high frequency bus service with bus priority measures to enable a high level of performance in advanced of its transition to light rail. CMATS does not provide details on the densities or units to be delivered on particular sites, but it does presume that areas supported by high quality public transport (and in particular the proposed light rail corridor) will be of higher density, in line with the National Planning Framework and national guidance on Urban Development and Building Height. Therefore, it can be argued that development in locations of high public transport accessibility should have a general increase in height beyond what has traditionally been delivered in Cork, particularly in suburban locations.



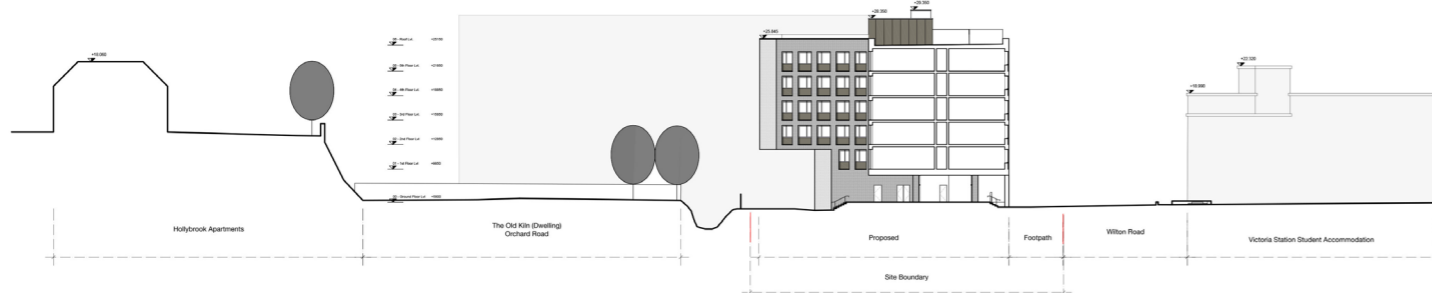
Building Height Study - Local Context (aerial view from north-west)



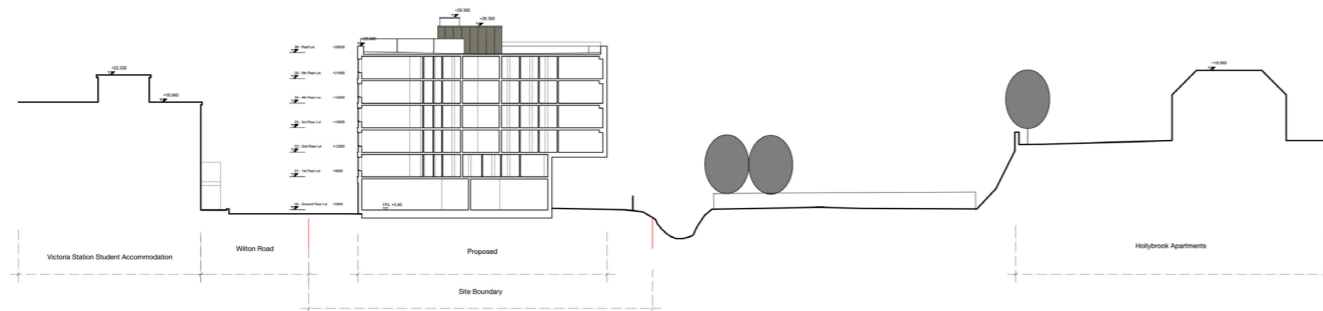
Transport Study - Local Context (aerial view from north-east)



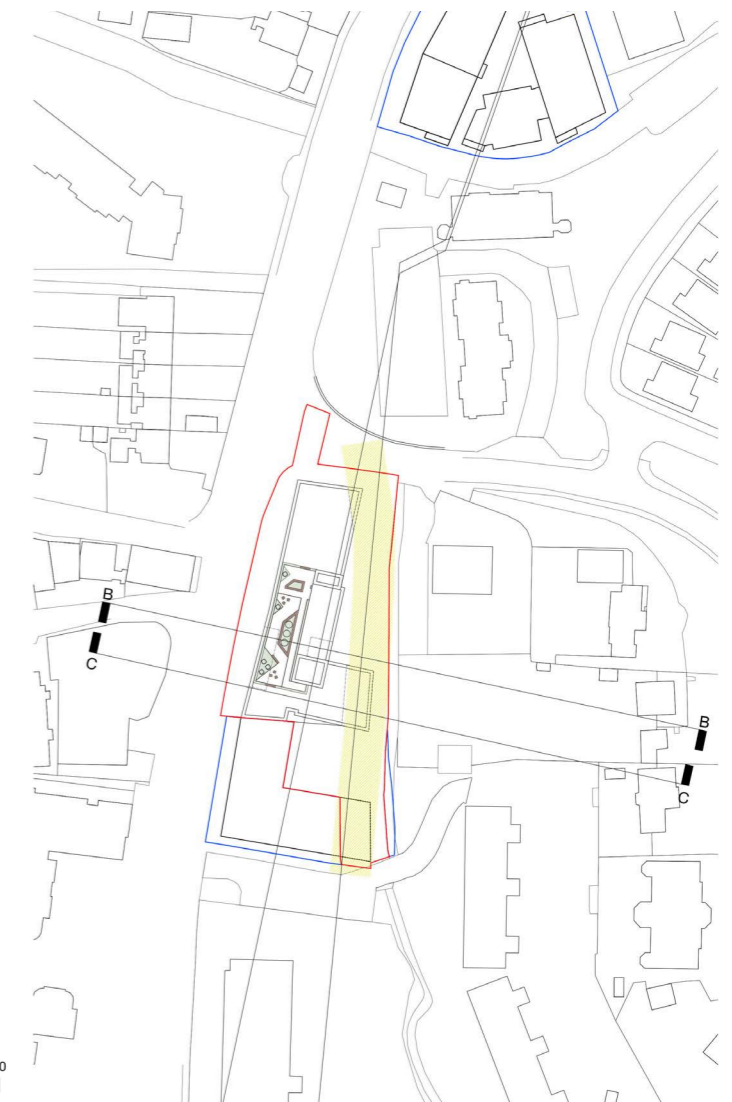
Section A-A (East facing showing Crows Nest, Orchard Road and the shared courtyard with the adjoining permitted building Ref ABP-310105-2 (Dwg A10-101 refers)

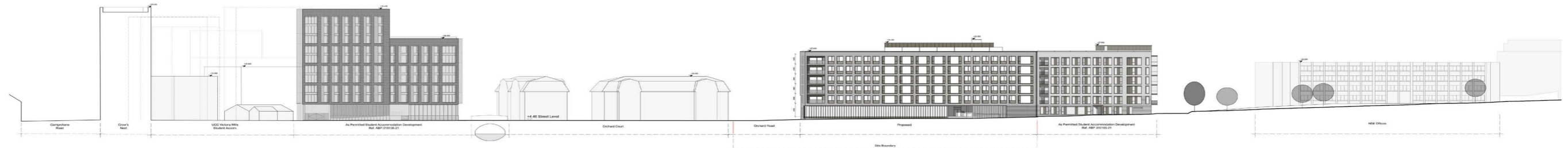


Section B-B (South facing showing Farranlea Hall Student Accommodation and Wilton Road (Dwg A10-101 refers)



Section C-C (North facing showing Farranlea Hall Student Accommodation and Wilton Road (Dwg A10-101 refers)

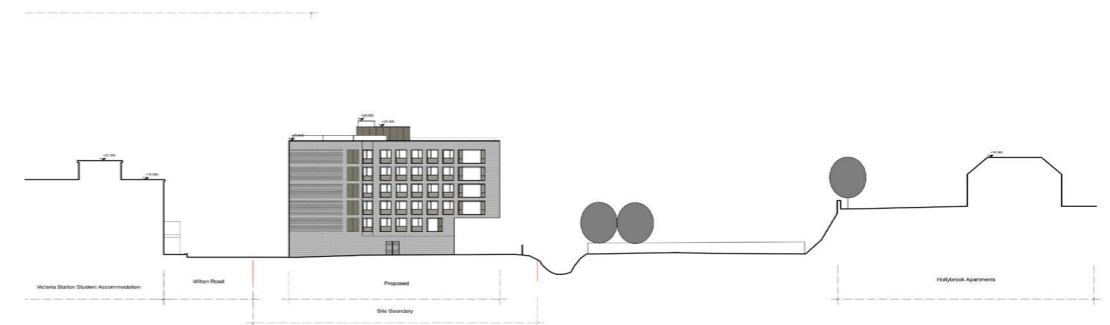




West elevation



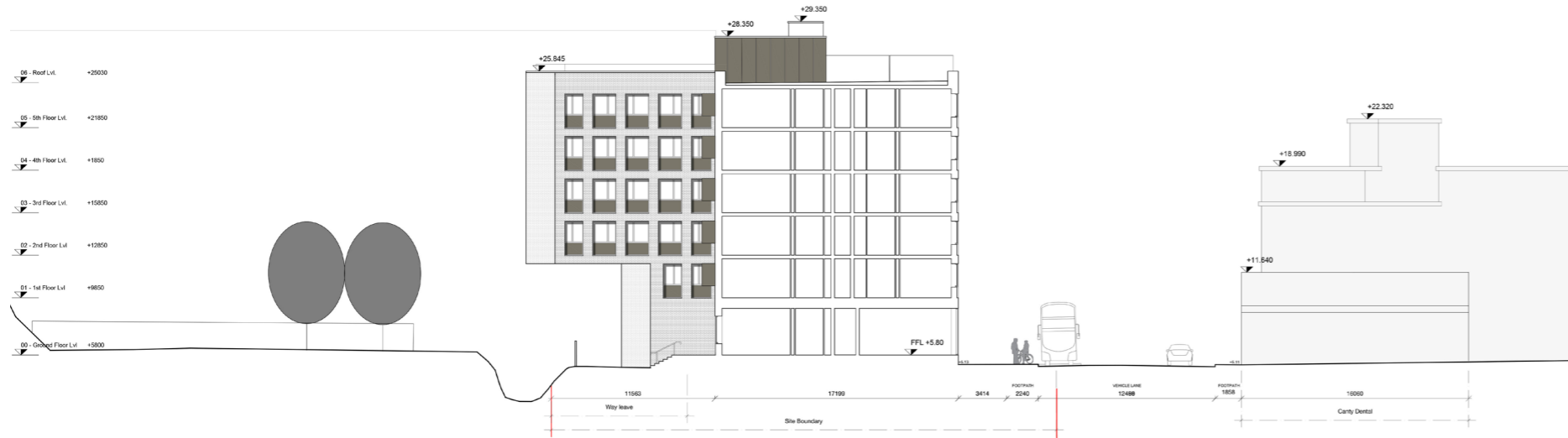
North Elevation



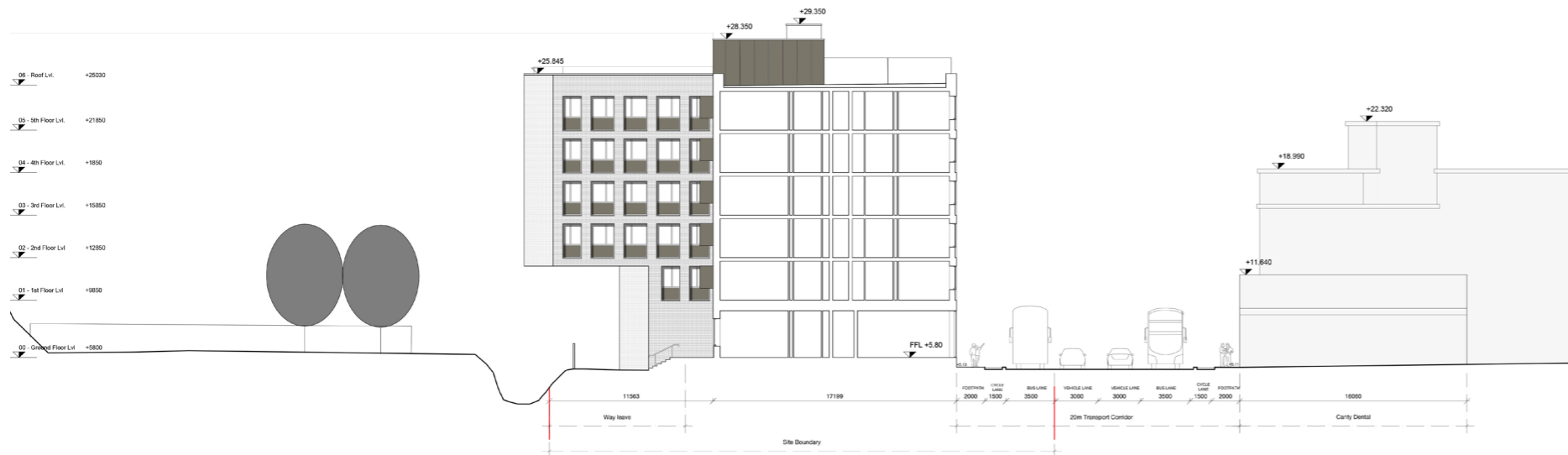
South Elevation



East elevation



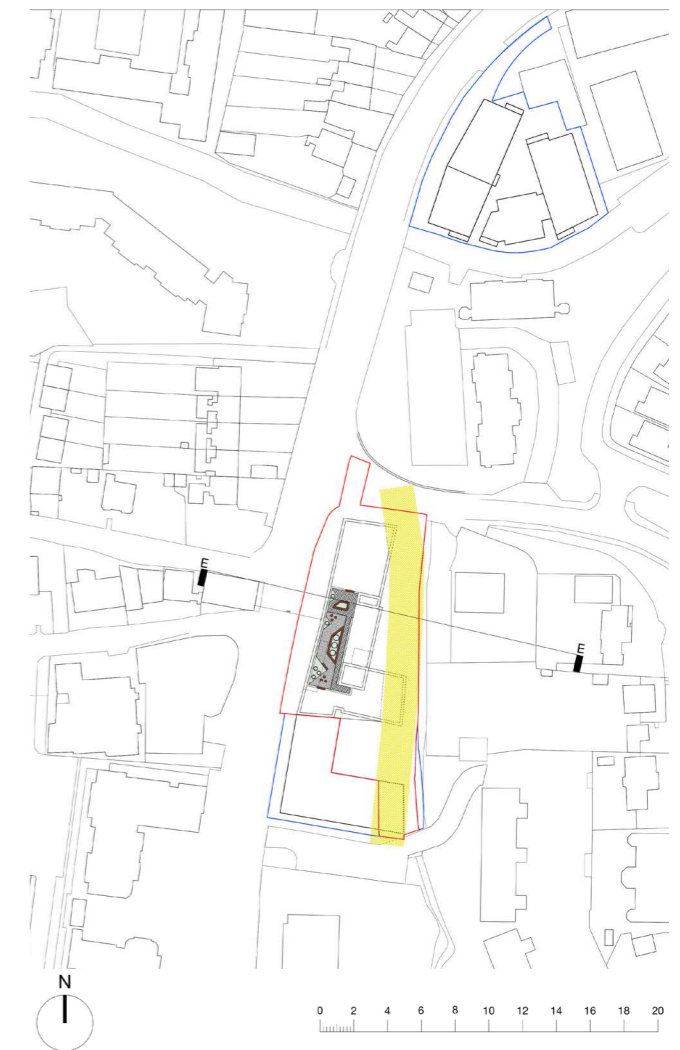
Existing Section through Wilton Road (excluding BRT upgrades)



Proposed section through Wilton Road indicating BRT and future LRT transport corridor upgrades

Road Interface - CMATS BRT / LRT

The proposed development is situated on the current alignment of the BRT/ LRT proposed to connect and support the "tertiary education corridor" serving UCC, CIT and Cork Science and Innovation Park as illustrated in CMATS. A light rail scheme is planned for delivery subject to the necessary development consolidation to support the high capacity corridor. The route will be served by a high frequency bus service with bus priority measures to enable a high level of performance in advanced of its transition to light rail. To protect the final alignment of the light rail scheme the building line of the development has been set back from Victoria Cross Road by the distance necessary to accommodate planned transport infrastructure upgrade, which will include 2 lanes of vehicle traffic, cycle lane and footpath on either side of the road. It is proposed to accommodate the existing bus stop for the 208 high frequency bus and other bus services.



Connectivity through the site and interface with public realm

The form of the development facilitates and promotes permeability and views through and around the building and site. The main entrance on the west facade provides access to the reception area, shared amenity area, the main courtyard and stair/lift cores. Step and ramp access is seamlessly integrated into the overall building envelope. Service / emergency vehicle access is via the north entrance.

A range of active uses at ground floor serve to animate the building where it interfaces with the public realm – along Victoria Cross Road, the riverside walkway and an east facing courtyard. Partial ground floor apartment use ensuring activity and passive surveillance in all areas.

Connectivity through the site and interface with public realm is driven by the following landscape strategy considerations:

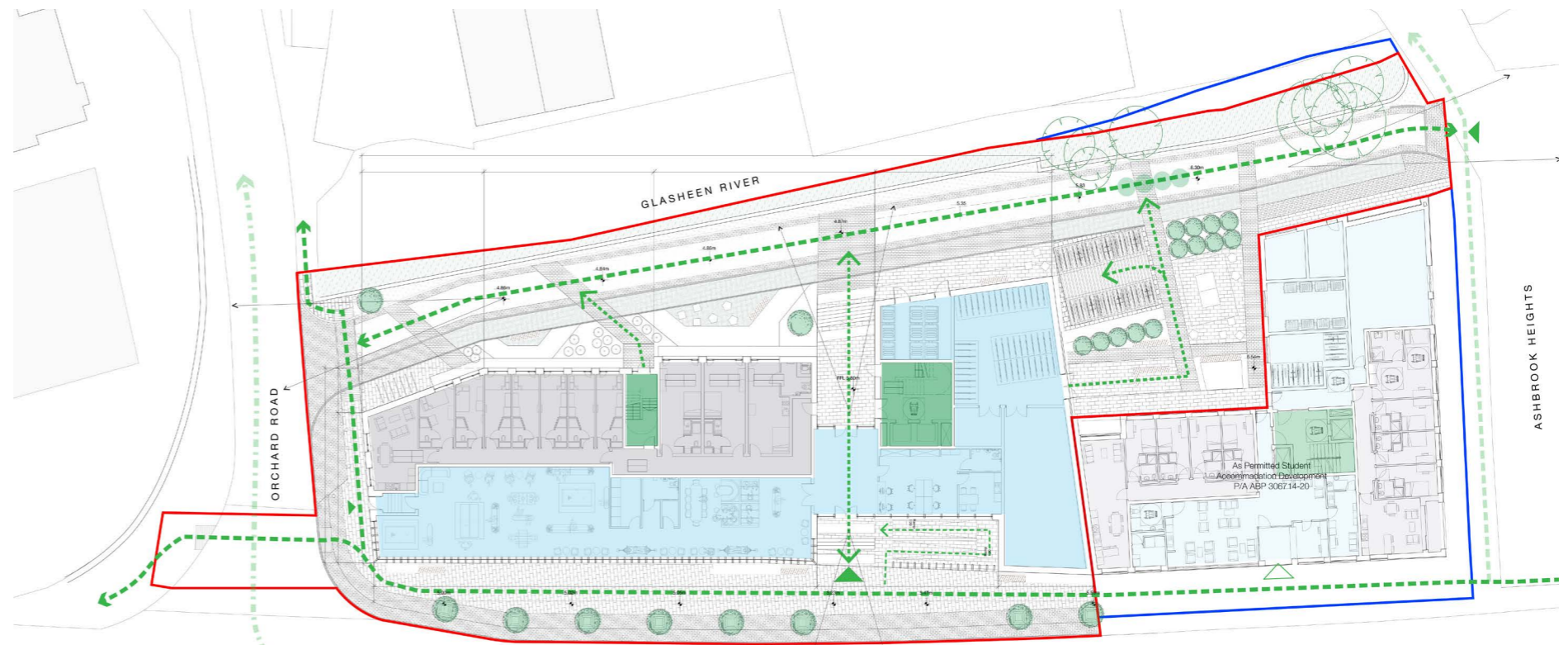
- Establishment of a high-quality streetscape to ground the building within the existing environment.
- The creation of a pleasant riverside amenity along the banks of the Glasheen River, which provides a hard path for multiple users (currently an unsightly under-utilised embankment).
- Provision of a ground floor courtyard as a high-quality central core allowing access for service vehicles and an open space for gatherings.

The public realm will be defined by the use of exemplary materials to complement and reflect the proposed architectural finishes and existing urban landscape context; feature zones, street furniture and raised planters will be provided.

Street trees will be planted to the back of the footpath close to the building to allow for a wide walkable area, planted at regular intervals the trees will create a rhythm along the frontage and soften the proposed built facade while allowing space between trees for contemporary street furniture.

The Riverside Amenity walkway will provide a path along the river side with railing securing the river boundary and providing a safe leaning post which allows users to stop and take in the river view.

Overall the design relates to the as-permitted student accommodation on the adjoining site. In this regard, the height of the building has been modulated in-line with the as-permitted height of 6 storeys and parapet shoulder levels have been equalised to present a uniform terrace-like appearance. A lattice of openings articulate the facade while sufficiently distinguishing the proposal from the as-permitted building. The design facilitates access / connection between the two sites and respective courtyard spaces. Overall the design aims to create a degree of harmony between the two sites while allowing each to maintain its own unique identity.



Site Access and Permeability Diagram



East Elevation inc. as-permitted development ABP 306714-20 with linked courtyard spaces and cantilevers over amenity walkway

Interface and impact on adjoining residential properties and amenities

Interface and impact has been assessed as follows:

Daylight, Sunlight and Overshadowing

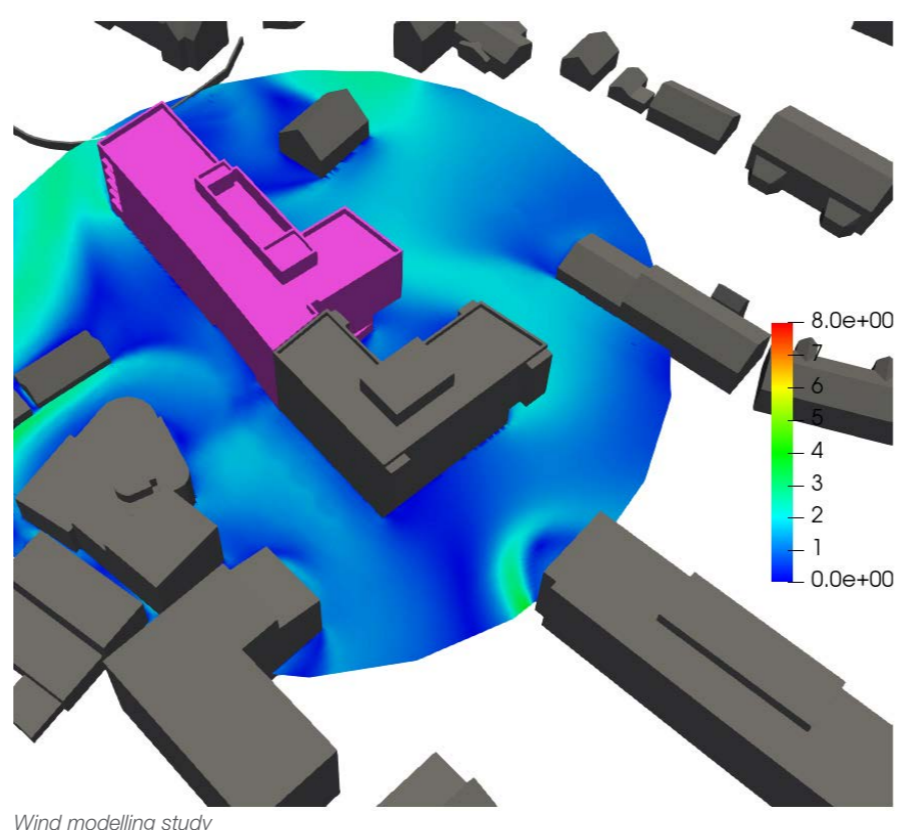
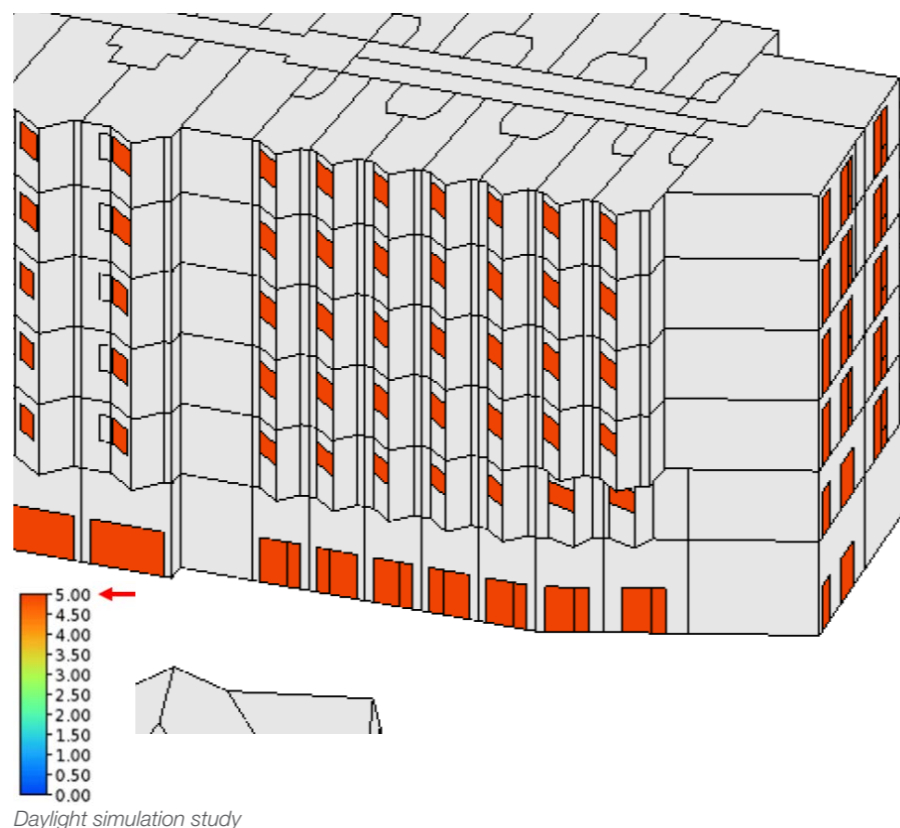
Passive Dynamics Sustainability Consultants have prepared a Daylight, Sunlight and Overshadowing report to accompany the planning application for the proposed Residential Development at Victoria Cross Road, Cork. The scope of the assessment was to determine the following:

- Impact of loss of daylight to neighboring properties;
- Average Daylight Factor within the proposed apartments;
- Sunlight availability within the proposed development and proposed/ neighbouring amenity spaces;
- Overshadowing analysis and impact to neighbouring properties.

Daylight and Sunlight calculations have been carried out in accordance with BRE's 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice' (2022) (herein referred to as the "BRE Guide") by P J Littlefair, and also the withdrawn BRE's 'Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice' (2011), which is accepted as good practice by Planning Authorities. The Design Standards for New Apartments - Guidelines for Planning Authorities (March 2018) were also considered as part of this study.

A simulation was run to quantify any reduction in VSC of the surrounding buildings resulting from the proposed development massing. Where the VSC is greater than 27% reasonable daylighting levels are available in accordance with the BRE Industry standard. Where the VSC is found to be less than 27% but the comparison between the "before and after scenarios" is less than a 20% reduction, daylighting is unlikely to be significantly affected / noticed. The simulation analysed the impact that the proposed development has on the windows of its surrounding buildings. The existing adjacent buildings are residential properties and so, and in keeping with the guidance protocols, the windows of these buildings were assessed for potential loss of daylight.

Overall, the results of the proposed development on surrounding residential daylight levels is in compliance with the BRE targets. An exception is located on the West façade of the development at The Old Kiln which appear to be secondary windows (bathrooms, toilets, storerooms, and circulation). The guidance for daylight assessment within BRE 209 is intended for living rooms, kitchens, and bedrooms. It also states that windows to bathrooms, toilets, storerooms, and circulation areas need not be analysed. We feel that daylight in all main living rooms, kitchens, and bedrooms for this development have been assessed and achieve adequate daylight levels with the proposed development in place. According to the BRE 209 Guidance Document, it was found that a VSC reduction would be unavoidable for any substantially sized development on this site. This is to be expected in such an area due to the neighbouring buildings' relative heights and proximity to the site. Also, consideration should be given to the fact that the comparison being made is between a vacant, under-utilised existing site and the proposed development, which is inevitably going to have an impact given the circumstances.



Calculated average daylight factor (ADF) analysis results are as follows:

- 96.6% of bedrooms achieve an ADF of \geq target value of 1.0% and
- 100% of the Living rooms achieve an ADF of \geq target value of 2%

Sunlight availability – proposed living spaces

All kitchen/living room openings within the proposed development that face within 90 degs of due south were assessed for annual sunlight availability. The vast majority of windows assessed receive the BRE recommended level of sunlight (25%) annually. Localised areas that do not meet this recommendation are limited to a small number of windows located close to the inner corner of the development on lower floors. These openings receive 17-24% of their annual probable sunlight.

All kitchen/living room openings within the proposed development that face within 90 degs of due south were assessed for sunlight availability during the winter months (September to March). All windows assessed receive the recommended amount of sunlight during winter months (>5%).

Sunlight availability within amenity spaces

Analysis confirms that the amenity areas of the proposed development achieve upward of 2 hours of sunlight on the design day (21st March) across more than 95% of their areas, therefore complying with the BRE Guidelines.

The gardens of the neighbouring properties were also assessed for sunlight availability. These areas largely receive sufficient levels of sunlight in line with the BRE guidance, achieving 2 hours of sunlight over the vast majority of their total areas on the design day. The proposed development will not cause a significant impact to the level of sunlight in the neighbouring gardens.

Sunlight availability - Surrounding building living spaces

The openings of the surrounding building living spaces that face within 90 degs of due south receive at least 25% of annual probable sunlight hours after the inclusion of the proposed development, in line with BRE guidance.

The openings of the surrounding building living spaces that face within 90 degs of due south achieve at least 5% of probable sunlight hours during winter months after the inclusion of the proposed development, in line with BRE guidance.

Overshadowing Analysis

- March 21st - No significant additional overshadowing of neighbouring properties resulting from the proposed development.
- June 21st - No significant additional overshadowing of neighbouring properties resulting from the proposed development.
- September 21st - No significant additional overshadowing of neighbouring properties resulting from the proposed development.
- December 21st - No significant additional overshadowing of neighbouring properties resulting from the proposed development.

Any instances of overshadowing are limited to short time periods at the beginning and the end of the day, mainly during winter months.



Artists impression - East facade / internal corner inc opaque louvre detail and 'saw-tooth' projecting bay windows

Wind and Micro-Climate Modelling

B-Fluid Dynamics Consultants have prepared a wind and micro climate modelling assessment. In particular, the following has been undertaken:

- Topography of the site with buildings (proposed and adjacent existing/ permitted developments massing, depending on the scenario assessed “baseline, proposed or cumulative”) have been modelled using OpenFOAM Software.
- Suitable wind conditions have been determined based on historic wind data. Criteria and selected wind scenarios included means and peaks wind conditions that need to be assessed in relation to the Lawson Criteria.
- Computational Fluid Dynamics (CFD) has been used to simulate the local wind environment for the required scenarios (‘baseline, proposed, cumulative”).
- The impact of the proposed development massing on the local wind environment has been determined (showing the wind flows obtained at pedestrian level).
- Potential receptors (pedestrian areas) have been assessed through review of external amenity/public areas (generating the Lawson Comfort and Distress Map).
- Potential mitigation strategies for any building related discomfort conditions (where necessary) have been explored and their effect introduced in the CFD model produced.

The report findings conclude that *“The proposed development does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings. Moreover, in terms of distress, no critical conditions were found for “Frail persons or cyclists” and for members of the “General Public” in the surrounding of the development. The proposed development does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings...”*

The CFD study carried out has shown that under the assumed wind conditions typically occurring within Cork for the past 30 years:

- The development is designed to be a high-quality environment for the scope of use intended of each areas/building (i.e. comfortable and pleasant for potential pedestrian), and,
- The development does not introduce any critical impact on the surrounding buildings, or nearby adjacent roads.”



Artists impression - East facade inc. staircore and ‘saw-tooth’ projecting bay windows

Site Specific Assessments

Specific assessments undertaken to support proposals include:

- Height Report;
- Landscape and Visual Impact Assessment;
- Site Infrastructure Report;
- Public Lighting Report;
- DMURS Statement of Consistency;
- Mobility Management Plan;
- Road Safety Audit;
- Building Lifecycle Report;
- Access Statement;
- Environmental Impact Screening Report;
- Natura Impact Statement;
- Preliminary Construction Environmental and Demolition Waste Management Plan;
- Noise Impact Assessment and Acoustic Design Statement;
- Wind and Microclimate Modelling Report;
- Daylight, Sunlight and Overshadowing Report;

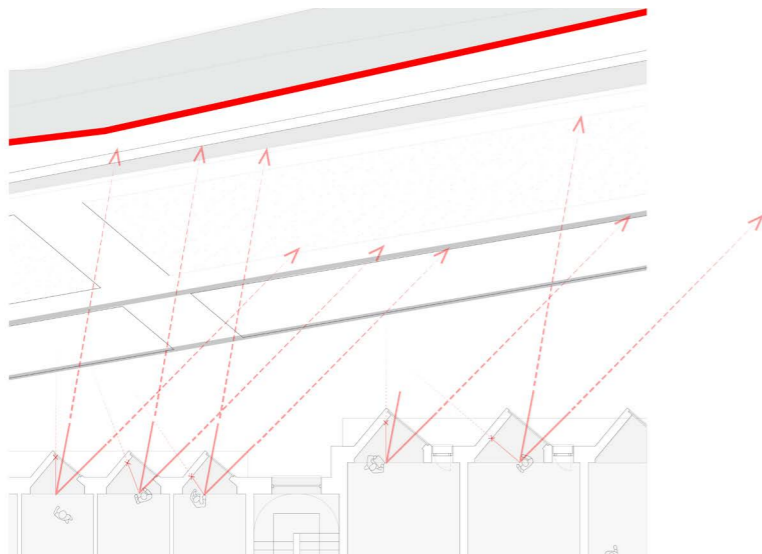
Height and Massing

As noted, the overall building height and massing has been modulated in response to issues raised to mitigate impact, maximise access to daylight, ventilation and views while minimizing overshadowing and loss of light on adjoining developments. Building height has been reduced from an initial 8 storeys proposed, to 6 storeys in line with the as-permitted height of the adjoining student accommodation block to the south (Ref. ABP 306714-20) to limit the overall impact of the proposal. The parapet / shoulder height of the proposed building is set to match that of the as-permitted building in order to present a uniform terrace-like appearance to the street. The proposed set back from the Victoria Cross Road will facilitate urban realm improvements as well as the planned CMATS transport infrastructure upgrades in the area. The proposal also respects the requirement for a 10m set-back from the Glasheen River enabling the provision of a courtyard space and proposed amenity walk while also serving to limit potential impact on residential properties to the east.

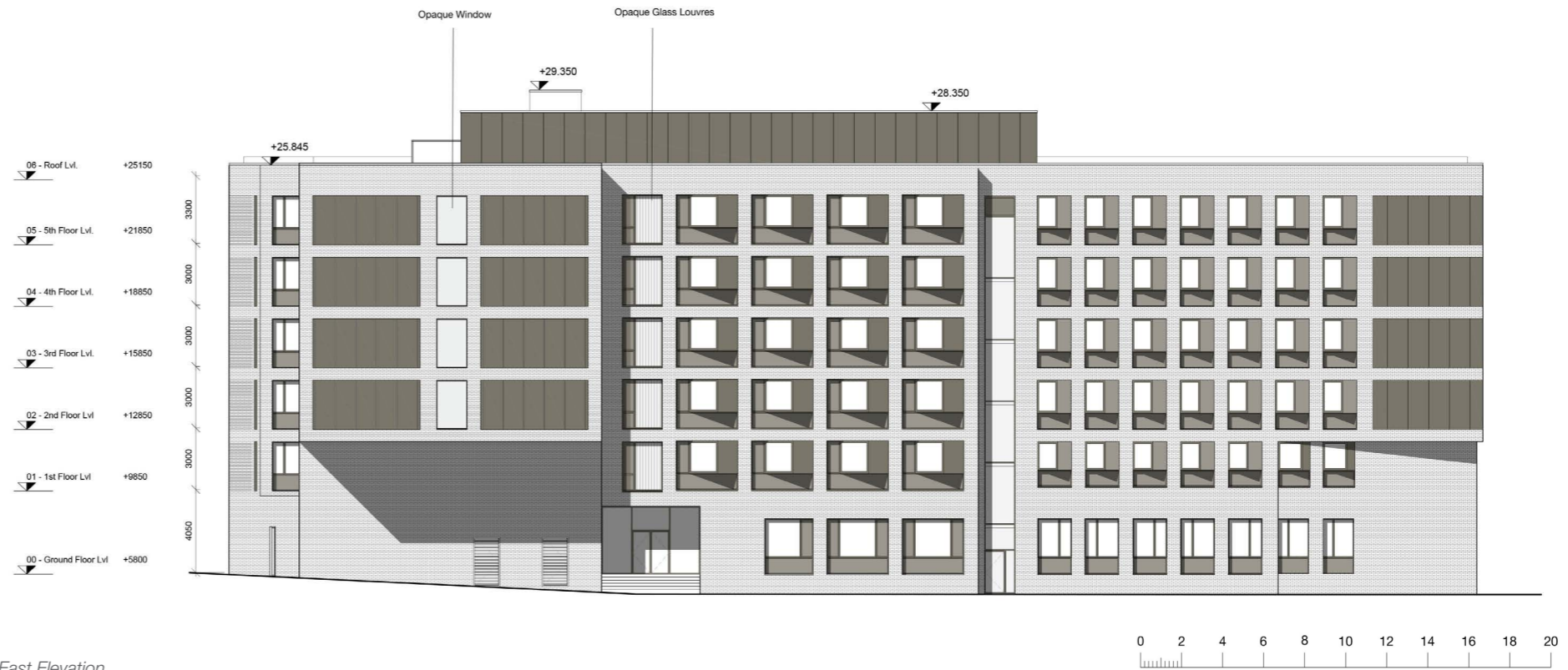
Contiguous sections provided at a variety of scales show the proposed building in the wider context illustrating the various interfaces such as roads, including proposed BRT transport corridor and the relationship to the Glasheen river and surrounding properties. The drawings illustrate the predominance of large scale / tall buildings in the area, including the Crow’s Nest (10 storey), the as-permitted Kellehers Tyres (9 storeys) to the north, the former bottle factory site on the Carrigrohane Road (10 storeys), to the west and the adjoining as-permitted building (6 storeys) to the south. They studies illustrates the appropriateness of the proposed height, in line with the adjoining as-permitted development, relative to the the taller buildings at Victoria Cross to the north - the step down in height serves to maintain the primacy of Victoria Cross while ensuring a greater harmony with the buildings in the immediate vicinity of the site. Overall the drawings demonstrate that the proposed development is commensurate with the scale of the surrounding context and wholly consistent with the evolving character of this City gateway location.

Overlooking

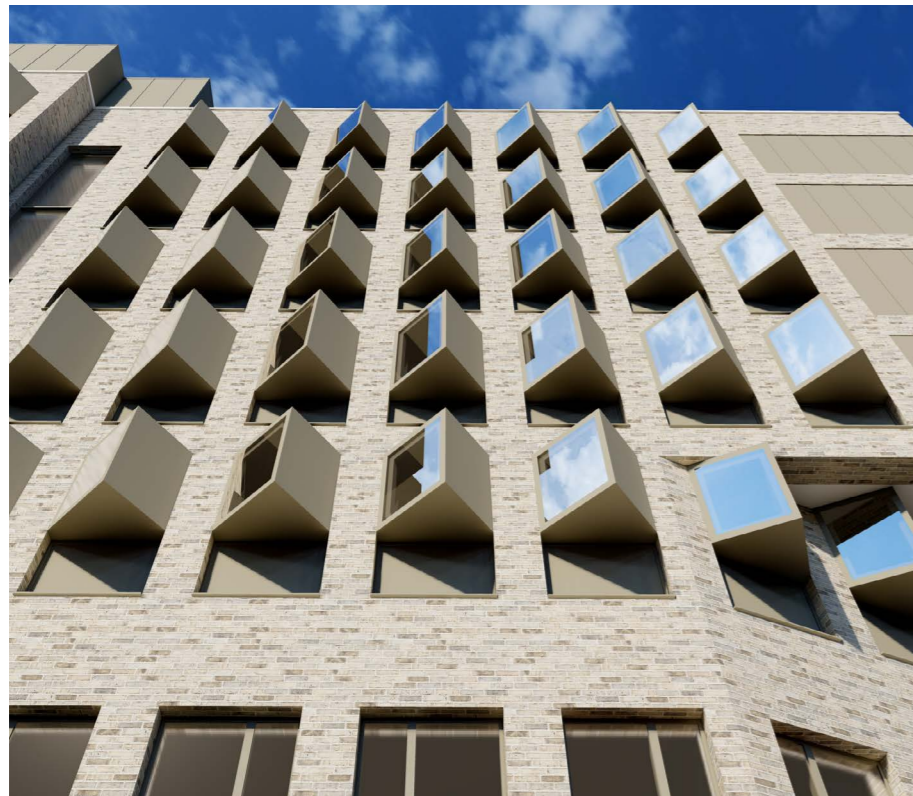
The issue overlooking of the adjoining properties and gardens to the east of the site (Orchard Road) has been considered and the design has been modified to limit the potential for overlooking. To mitigate the impact it is proposed to utilise saw-tooth windows, opaque louvre screens and opaque glazing where necessary. The saw-tooth windows and louvre screens will permit oblique, largely south-facing views while limiting direct overlooking to the east.



Sawtooth Windows to the east elevation to limit direct overlooking



East Elevation



Artists impression - East facade 'saw-tooth' projecting bay windows



LVIA - East facade 'saw-tooth' projecting bay windows to limit direct overlooking of adjoining properties

Interfaces with surrounding context - LVIA Photomontage Views



LVIA Photomontage View 03



LVIA Photomontage View 04



LVIA Photomontage View 08



LVIA Photomontage View 01



LVIA Photomontage View 02



LVIA Photomontage View 09

6.13 Design Process and Consultation

Design Process

Preliminary design options were assessed to determine the most appropriate solution for the site. Initial designs focused on a perimeter block to provide an active urban edge, a central courtyard amenity space and general efficiency in the overall plan, an important aspect of schemes of this nature.

Pre-planning consultations

Pre-planning consultations inc. person-person meetings with and written submissions to Cork City Council Planning and Architects Dept. and the Client-Design Team were entered into.

The initial designs presented at pre-planning consultation was based on an 6-8-storey development. Building height was primarily concentrated towards the centre and southern portion of the site, adjoining as-permitted student accommodation development (ABP 306714-20). A total of 97 apartments (inc. 57 studios) / 222 bedrooms were proposed (Now reduced to 6 storeys 78 apartments (inc. 56 studios) / 206 bedrooms). External shared spaces were provided at the courtyard towards the Glasheen river to the east. The main focus related to a general strategy for development which elevation treatments, general detail and articulation at draft level only. Salient points raised:

- The principle of the proposed development is acceptable in principle;
- 10m set back from the Glasheen River for proposed walkway welcome;
- Variation No. 5 policy and DM standards to be adhered to;
- Student management plan and demand/supply report to be submitted;
- Noted that the immediate area consists of the high-density student accommodation developments (existing and permitted);
- Noted that the scheme is high density consisting of 220+ bed spaces;
- Proposed design should be considered in context of the streetscape and the building typologies of the area.
- 6 and 8 storeys considered t excessive in terms of massing and scale;
- The design should avoid a monolithic and repetitive approach;
- The visual cumulative effects of similar developments to be considered;
- Use corner to provide a streetscape;
- Building height of 8 storeys is of concern re: existing context / streetscape, as well as implications re: overlooking, overshadowing and overbearing on neighbouring dwellings;
- Noted that ABP supported a maximum of 6 storeys on the adjoining site.
- Studio size of 17sqm does not meet the 25sqm Variation 5 requirement;
- VIA/photomontages should include the existing and permitted adjoining PBSA development;
- Design to consider impact on residential amenity and address same to reduce impacts;
- General advice given in terms of traffic, infrastructure, drainage and environmental detail requirements etc.;
- Noted that overall, the principle of the development is acceptable, the key issues related to density, building design and height (8 storey element) of this initial proposal and the shortfall of studio size.



Pre-planning Submission - Massing view (6 - 8 storeys)



Pre-planning Submission - Typical Floor Plan



Pre-planning Submission - Massing view (6 - 8 storeys) with adjoining as-permitted development

An Bord Pleanala Tri-partite Meeting

The following design amendments have been incorporated in response to the issues raised by An Bord Pleanala (ABP) in their Notice of Pre-application Consultation Opinion following tri-partite meeting on the 5th April 2022:

- The height of the building has been reduced from 8 to 6 storeys to reduce the overall impact on the surrounding context and in particular the residential properties on Orchard Road, east of the site;
- Overall apartment / bedroom numbers have been reduced from 97 apartments (inc. 57 studios) / 222 bedrooms to 78 apartments (inc. 56 studios) / 206 bedrooms;
- Plot ratio and density has been reduced;
- The reduction in building height results in a more appropriate visual massing and scale;
- The design of the studios has been revised so that the floor area meets the 25m² requirement of Variation 5 of the Cork City Development Plan so as not to set an undesirable precedent for future development;
- Potential for overlooking of adjoining properties and private gardens to the east of the site has been address through the application of saw-tooth windows, louvre screens and opaque glazing where necessary to limit direct overlooking;
- Provision has been made for vehicle set-down and general access inc. fire tender;
- The building has been set back from the Victoria Cross road to accommodate planned transport infrastructure i.e. BRT / LRT (CMATS);
- The building has been set back from the Glasheen River in line with the requirements of the BWAAP to facilitate a future amenity walkway along the Glasheen River;
- The east-leg of the building cantilevers above the existing 1050mm sewer as per the as-permitted development in line with the requirements of Cork City Council Engineers and Irish Water;

The revised design results in a building form which suited to its context providing a strong built edge to the road. The medium height scale of the building presents a more appropriate terrace like building to the street. The reduction in height serves, in urban terms, to maintain the primacy of Victoria Cross while ensuring a greater harmony with the buildings in the immediate vicinity of the site.

Overall the proposed development is commensurate with the scale of the surrounding context and is wholly consistent with the evolving character of this City gateway location.



Artists impression - north-west elevation to Orchard Road and Victoria Cross Road inc. as-permitted development (ABP 306714-20)

6.14 Urban Design Criteria

Context

The existing site, which measures approx. 0.29ha, comprises of a vacant low rise car showroom building(s) on Victoria Cross Road (R641) in the city's south-west suburbs. The existing buildings and are set back from the road and the Glasheen river and are surrounded by a vehicular courtyard. There are a small number of trees to the east the site and a metal rail boundary fence. Permission for the development of these lands for apartments was previously granted under Ref. 06/31044.

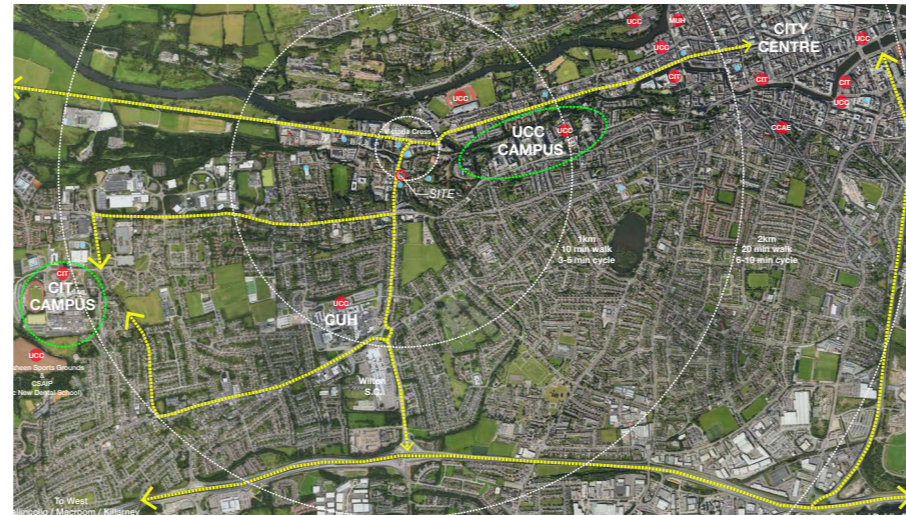
The site is within easy walking distance of several commercial, educational, recreational and community facilities including local shops, medical services and restaurants. The area surrounding the site is primarily residential in character, comprising several student apartment complexes, with a variety of sizes and designs.

The site is bounded to the east by the Glasheen River and small number of trees with a metal rail boundary fence. To the south is a permitted student accommodation scheme (Ref. . The Victoria Cross Road runs along the west boundary of the site. The subject site is located approx. 1.5km to the north of Wilton District Centre and 2.1km west of Cork City Centre.

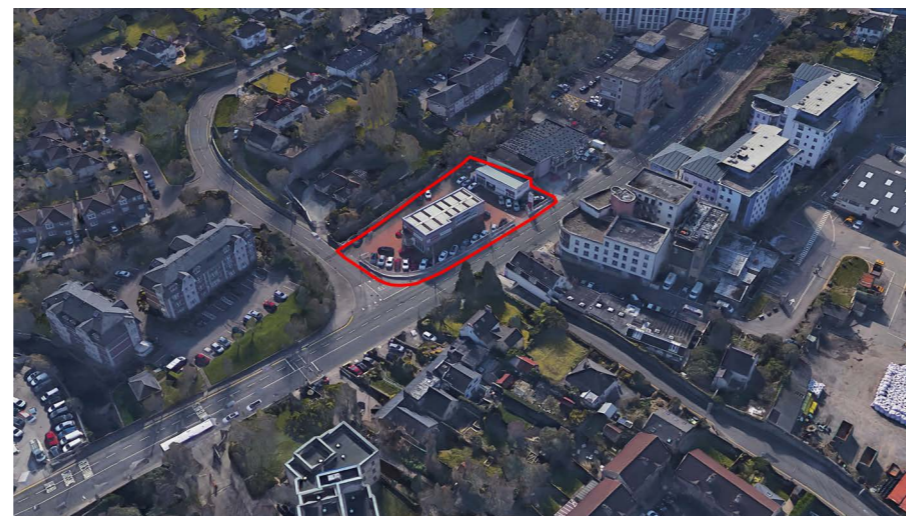
The subject site was chosen by the applicants due to its convenient location and proximity to the main campus of University College Cork (UCC). The subject site is located a walking distance of approximately 15 mins (1.2 km) from the main campus of University College Cork (UCC) and for students attending Cork Institute of Technology (CIT), the number 205 bus stop is located close to the site and terminates at CIT, providing easy access to the Institute. This bus route also provides access to Parnell Place Bus Station and Kent Train Station.

Connections

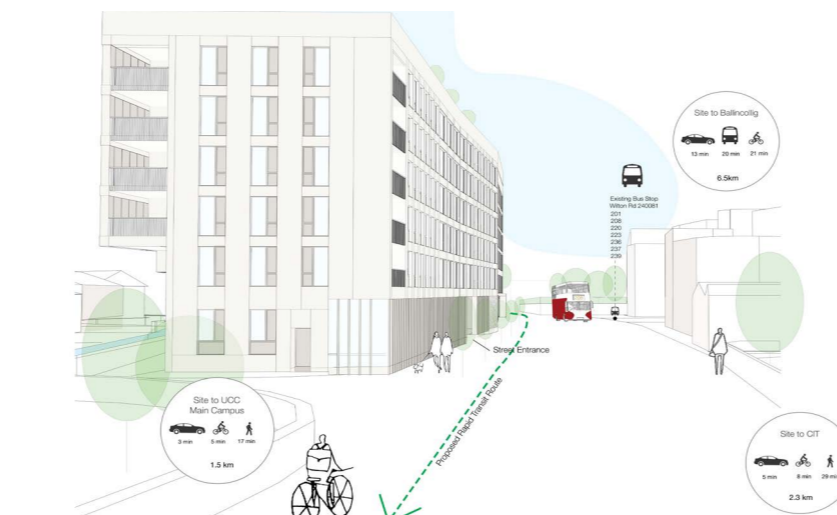
The proposed development ensures easy access to and from the site for both pedestrians and cyclists. Pedestrian and cyclist connectivity are priority throughout the scheme. The site is located in close proximity to UCC, CIT, the local student community and the City Centre, making it an ideal location in terms of connectivity pedestrians, cyclists and users of public transport. Facilities in the immediate area include local shops, restaurants and Tesco Metro, with Fitzgerald's Park and the Lee Fields two of the city's main amenity areas within easy walking distance of the subject site. Public transport access is provided on Victoria Cross Road with the 208 bus stops located a 1 minute walk to the North. The main bus service for students travelling to UCC / CIT are Bus Eireann services 208 and the 205, both of which run between both campuses, with an approx. 15 minute service frequency throughout the day.



City Aerial - Connectivity to Universities and City Centre



Site Aerial View, Orchard Road - Wilton Road.



Sketch View - BTR / LTR High Capacity Transport Corridor

Inclusivity

The proposed apartments offer a broad range of accommodation choice, in terms of both unit size and configuration (see Butler Cammoranesi Schedule of Accommodation for further details). The range of apartments sizes proposed will lead to a balanced student community. The design and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. The building has been designed to enable access for all avoiding unnecessary physical and visual barriers. Active common area uses address the public realm and the courtyard space helps to create a legible student focused environment.

The facility has been designed to meet the needs of third level students and a small but suitable range of communal uses are provided, including a student amenity space, media/ games area, ICT room and laundry room, as well as refuse/recycling facilities. The proposed layout provides varied public spaces, these spaces allow for social interactions and community creation. These serve as node points to orientate occupants/visitors.

In this regard, the design of the proposed development is also guided by the principles of universal design. The proposed scheme has been designed so that it can be accessed and used in the greatest extent possible by all people regardless of their age, size, ability or desirability. The diverse needs and abilities of future occupants and users have been considered throughout the design process which reflect the life cycle approach. Ramps, ambulant steps, appropriate gradients and access arrangements have all been included where relevant and necessary to ensure that all areas of the site are accessible to the widest variety of people, regardless of age or ability. During the detailed design and construction, the proposed development will be subject to the requirements of Part M of the Building Regulations to ensure compliance in this regard.

All areas, whether public, private or communal, will be well defined and accessible to all, encouraging the use of the public realm by the student community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

Variety

The proposed layout considers the existing surrounding developments, the topography of the site and the amenities required for the proposed apartments. The layout is considered to allow for the most efficient use of the site. Open spaces and separation distances are designed to add to quality of life while not being excessive.

Neighboring uses and activities are compatible with the proposed development; the facility will form part of a community of student residential buildings located in the immediate area in close proximity to UCC and within a relatively short distance of both CIT and the City.

The development does not aim to provide commercial uses except in so far as it will include flexible areas which can be used by the students in a manner which enhances student living. As part of a wider community which includes a significant student cohort the development has the potential to increase 'commercial' footfall in the area - as a consequence, a wider mix of activities including commercial uses may emerge in the area complementing those already available.

Efficiency

As highlighted previously, an appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. The development represents a high-density development on a brown field site in close proximity to third level institutions and the wider city environs, which is well served by public transport, pedestrian paths and cycleways.

Landscaped areas consist of the open spaces containing a courtyard space, a riverfront amenity and a rooftop terrace. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site.

All apartments are designed to maximize passive solar gain through the solar orientation. The majority of apartments are orientated either east-west or to the south so students can avail of sun in the morning when they arise or in the evening when they come home; those orientated south will benefit throughout the day.

With regard to waste provision and collection, storage areas for bins are provided within the apartment blocks at ground floor level. It is envisaged that collection of household waste would be facilitated by a waste collection service.

The development proposal utilises a vacant 'brown field' site for much demanded student residential use. Bringing a redundant site back into productive use will make excellent use of scarce resources.

Distinctiveness

The proposed development takes full advantage of its prominent location. It completes the sequence of student accommodation to the north and west. The design also accentuates the site location on the banks of the Glasheen River to the east of the site.

There is a discernible focal point to the scheme in the form of the shared courtyard, this space will help to reinforce the role of the building's primary function i.e. as a place for students to come together to live, to study, interact and socialise - whereas the buildings strong urban presence will engage positively with the wider public realm.



Ground Floor Plan



Artists impression - East Facade

Layout

Informed by the relevant planning policy context, site analysis and existing site context, a number of options were considered (in consultation with Cork City Council and in response to consultation with An Bord Pleanála) before finalising the design of the proposed scheme. As the subject site forms part of the wider context, it was considered important to create a distinctive residential development which maximised the development potential of the site while also respecting the individual characteristics of the surrounding area and responding to the site-specific features. The proposed layout is designed to respond positively to the existing context of the site by exploiting existing features, orientation, views and topography where possible to maximise its development potential.

The subject scheme has been designed to function as a sustainable and successful student neighbourhood which will act a natural extension to the existing built-up area. Pedestrian and cyclist connections are also facilitated to the wider area. All routes are scaled appropriately to enhance legibility. The streets and pathways benefit from passive surveillance from the apartments that front onto them. Pedestrian / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces. An appropriate balance has been struck in terms of achieving the required densities alongside open space requirements to ensure that zoned land is used efficiently, whilst quality of environment and place is maximised. Every effort has been made to ensure that the levels of the building follow the natural gradient of the site to be maintained wherever possible.

The proposed pedestrian connections tie into the existing footpath network. The proposed layout aligns to the main desire line of Victoria Cross Road which is easy and logical to navigate to and from the site as well as to the key student locations such as UCC/CIT and the city. The development layout enables logical and easy way-finding internally. This will provide connectivity to key services available in the area and to the wider Cork area via the bus and rail services, delivering a walkable and cyclable neighbourhood.

The urban block layout places public space to the front of the building line, - where the pavement widens to facilitate a generous area directly in front of the main entrance to the building. Semi-private space for resident use is provided the form of a communal courtyard at ground level and roof level terrace. The development also facilitates the creation of an amenity walkway to the south of the site along the Curragheen River.

Public Realm

The proposed development is set around a network of pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The open spaces function as local node points. The generous landscaped open space areas will contribute to the quality of life in the locality. The spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various

spaces, including low planting/walls and semi-transparent boundary treatments such as railings. The public realm of roads, pavements etc. are considered as an integrated landscape element in the design and as such will feel safe and secure to use. The management of the facility will contribute to the safety and security of the place, making it an enjoyable area to be within.

Adaptability

The development exploits good practice lessons and will lend itself well to future adaptation - the proposed concrete structural frame (shell and core) and loose-fit interior will enable the apartments to be converted, sub-divided and extended into family homes if required in the future. The apartments can be adapted without major disruption to the character of the design, layout or the external spaces.

Privacy and Amenity

The setting of the site in its urban context provides various categories of spaces which the proposed design respects and enhances. The street scape of Victoria Cross adjacent to the site is currently traffic dominated and provides insufficient space for pedestrians and cyclists. The proposed building line therefore steps back to increase and encourage pedestrian and cycling movement. Active ground floor uses with communal student facilities provide passive surveillance as well as private open spaces from higher levels. The proposed development also includes communal open spaces such as the courtyard and river frontage walkway, which are interlinked and play a central role in manifesting the distinctiveness of the place. Private open spaces are provided as balconies with direct access for each resident, which meet the Guidelines set out for minimum private amenity space and have been orientated to maximise solar gain. All apartments will have adequate storage areas and areas for sorting of recyclables.

The landscape strategy for the site is driven by 3 key components:

- Delivering a sense of place to this transit node with the introduction of high-quality paving materials, street tree planting and street furniture.
- Introducing a setback to the building frontage along the Glasheen River to allow a hard surfaced path for multiuser access.
- The creation of a series of useable internal open spaces. One of these will be high quality roof garden and also another will be delivered at ground level. These open spaces will deliver a range of furniture and planting including, tables/individual seating, raised planters and a range of hard surfaces that will facilitate a diverse range of activities.

Parking

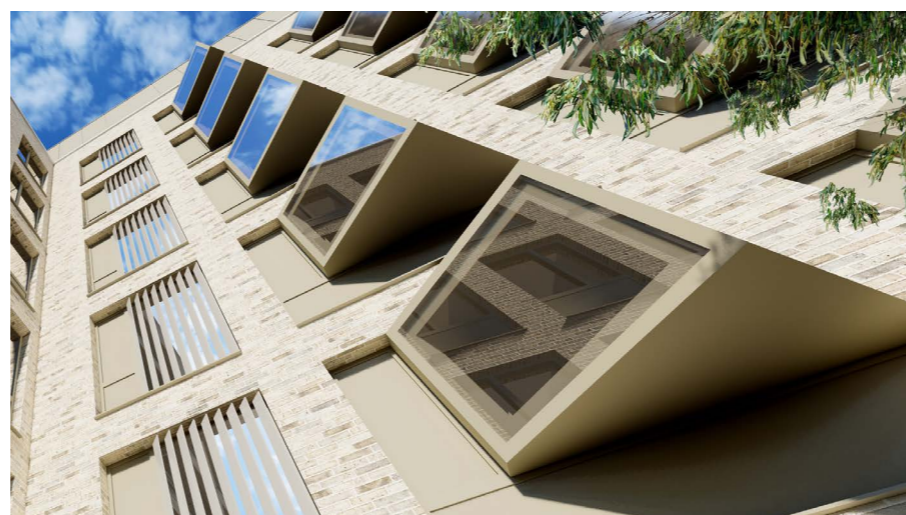
In consideration of the sites proximity to UCC and existing public transport routes, car parking is not provided for within the scheme. Set down space is provided. Secure and convenient bicycle storage facilities are accommodated at grade with a ratio of 0.5 bicycle parking per bed space.



Preliminary Massing Model, Block A (south west)



Preliminary Massing Model, (north-west) inc. as-permitted development (ABP 306715-20)



Preliminary Massing Model Window detail - opaque louvre and saw-tooth projecting bay windows

Detailed Design

The design takes cues from some of the more architecturally significant models of student accommodation in the vicinity. These are strong, simple architectural forms which utilise a limited palette of robust materials.

The landscape design makes specific provision for use of the open spaces within the proposal including a shared central courtyard space, roof level terraces and river side amenity walkway. The design of the building and the public spaces incorporate robust materials which will facilitate easy and regular maintenance of the building to maintain the buildings appearance over time. Building services flues, vents etc will be concealed or integrated into the design and will not feature in an unconsidered manner. Refuse and recycling facilities are located at grade within a purpose built screened enclosure and within the main building.



Artist's Impression, shared courtyard inc. adjoining as-permitted development (south)

7. Summary & Conclusions

In our approach to the provision of student accommodation on this site, we have been preoccupied with the quality of the overall design - the buildings architectural form and expression, its efficiency in terms of an effective use of site, the provision of private, semi-private and public spaces (as an integral element of public realm), the quality and biodiversity of the landscaping (designed for public use from the outset), the efficiency and effectiveness of the buildings internal planning, material selection of robust high quality and low maintenance materials and the manner in which the CCDP objectives are positively integrated. In summary

- The proposed development will provide for Purpose Built Student Accommodation on an appropriate zoned site in close proximity to UCC in a manner which is consistent with the national and local policy objectives;
- The proposed development will ease pressure for private rental accommodation in the area in accordance with the objectives of Rebuilding Ireland;
- The proposed scale and design of the development has full regard to the long planning history of the site, is consistent with the permitted and evolving scale of development of the area and will be consistent with the Government objectives in the forthcoming national building height strategy.
- The proposed development provides for indoor and outdoor amenities equivalent to 5.4m² per bedspace, which is in accordance with accepted standards.
- The proposed development represents an innovative design response to the redevelopment of a brownfield site and the proposed development is in accordance with the proper and sustainable development of the area.

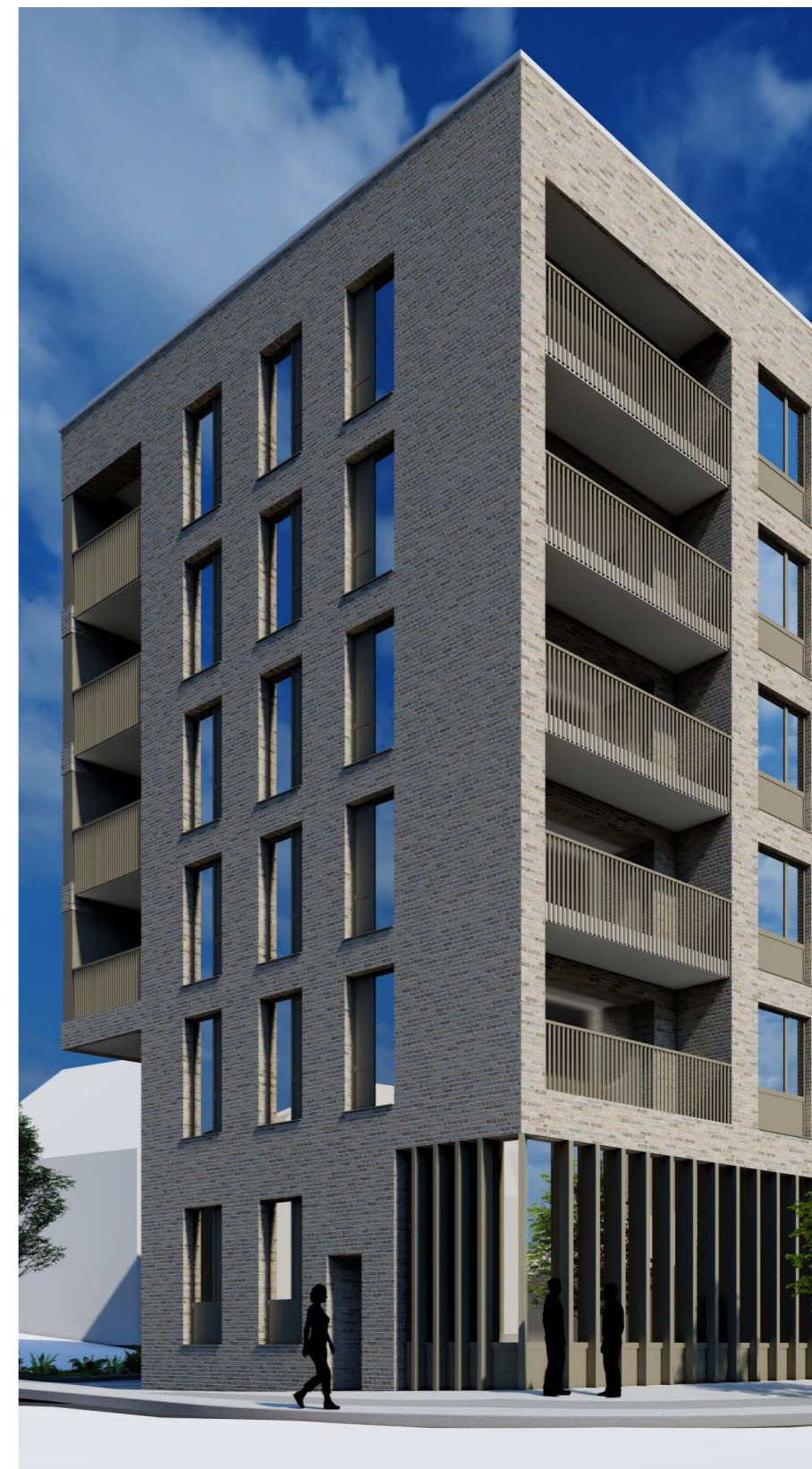
The proposed development accords with the National Policy Framework and guidelines on urban building height, which place a strong emphasis on sustainable development and the intensification of city centres. This is encouraging higher and taller buildings to become more commonplace in cities across Ireland including Cork especially in places where they benefit from enhanced public transport accessibility and in centres.

In recent years there has been a significant number of taller building applications granted planning permission within the city. Locally, permission has been granted for numerous 10 storey blocks at both the Crow's Nest and the former bottle factory site on Carrigrohane Road.

The design acknowledges the current moves towards taller buildings in Cork and which support the proposed development for the following reasons:

- The proposed development makes maximum use of brownfield land in close proximity to third level institutions;
- The site area has accommodated significant change over recent times much of it consistent in scale and nature of the proposed development;
- Under CMATS the area will be served by BRT as well as future LRT transport infrastructure in support of the "tertiary education corridor";
- The site elevation is low so the proposed taller building element will not be overly dominant on the wider cityscape which the LVIA demonstrates;
- County Hall sets a local precedent for increased height, which the proposed development respects and responds well to;
- The proposed building is 6 storeys in height, and is in keeping with the existing building heights in the area and the current trend of intensifying appropriate sites;
- Building height and massing has been modulated in response to issues raised in order to mitigate impacts;
- The proposed development will, in concert with adjacent developments reinforce visually the presence of the Gateway to the City from the west. The cumulative developments in this area underscore this evolution already well underway.

End.



Artist's Impression, junction of Orchard Road to Victoria Cross Road

Appendix



Artist's Impression, east elevation and courtyard amenity area



Artist's Impression, junction of Orchard Road to Victoria Cross Road



Issued by: **Butler Cammoranesi architects**
 Contact Person(s) Arch. Paul Butler
 Address 6 George's Quay, Cork
 Project Wilton Road Garage
 Document: Housing Quality Assessment
 Document No.: A_SCHDL-01

Tel.: 00 353 (0)21 2417273

Project No.: 21125

Rev.: A Date 29/07/2022

CORK CITY DEVELOPMENT PLAN 2015-2021

Bedroom Units Size Requirements

Single Bedroom (with en-suite shower, toilet and basin) [Single ES] **12 sqm**

Single Bedroom Accesible (with en-suite disable shower, toilet and basin) [Single ES AC] **18 sqm**

Twin Bedroom (with en-suite shower, toilet and basin) [Twin ES] **18 sqm**

	Apt. Code	Bedrooms Count	Ceiling Height	Apt. Gross Internal Area [sqm] (GIA)	Kitchen/Living Dining Area	Required KLD Area (# sqm per person)	Bedroom No.1 Code	Bedroom No.1 Type	Bedroom No.1 Area (incl. en-suite)	Bedroom No.2 Code	Bedroom No.2 Type	Bedroom No.2 Area (incl. en-suite)	Bedroom No.3 Code	Bedroom No.3 Type	Bedroom No.3 Area (incl. en-suite)	Bedroom No.4 Code	Bedroom No.4 Type	Bedroom No.4 Area (incl. en-suite)	Bedroom No.5 Code	Bedroom No.5 Type	Bedroom No.5 Area (incl. en-suite)	Bedroom No.6 Code	Bedroom No.6 Type	Bedroom No.6 Area (incl. en-suite)	Bedroom No.7 Code	Bedroom No.7 Type	Bedroom No.7 Area (incl. en-suite)	Bedroom No.8 Code	Bedroom No.8 Type	Bedroom No.8 Area (incl. en-suite)	
FOURTH FLOOR [4F]	Apt. 4F-01	1	2700	25.51	N/A	N/A	St. 4F-01_01	Studio	25.51																						
	Apt. 4F-02	1	2700	25.51	N/A	N/A	St. 4F-02_01	Studio	25.51																						
	Apt. 4F-03	1	2700	25.51	N/A	N/A	St. 4F-03_01	Studio	25.51																						
	Apt. 4F-04	1	2700	25.51	N/A	N/A	St. 4F-04_01	Studio	25.51																						
	Apt. 4F-05	1	2700	25.51	N/A	N/A	St. 4F-05_01	Studio	25.51																						
	Apt. 4F-06	7	2700	152.2	31.44	28.00	Rm. 4F-06_01	Single ES	13.2	Rm. 4F-06_02	Single ES	13.2	Rm. 4F-06_03	Single ES	13.2	Rm. 4F-06_04	Single ES	13.2	Rm. 4F-06_05	Single ES	13.2	Rm. 4F-06_06	Single ES	13.2	Rm. 4F-06_07	Single ES	13.2				
	Apt. 4F-07	6	2700	129.3	24.17	24.00	Rm. 4F-07_01	Single ES	13.2	Rm. 4F-07_02	Single ES	13.2	Rm. 4F-07_03	Single ES	13.2	Rm. 4F-07_04	Single ES	13.2	Rm. 4F-07_05	Single ES	13.2	Rm. 4F-07_06	Single ES	13.2							
	Apt. 4F-08	1	2700	26.32	N/A	N/A	St. 4F-08_01	Studio AC	26.32																						
	Apt. 4F-09	1	2700	25.05	N/A	N/A	St. 4F-09_01	Studio	24.54																						
	Apt. 4F-10	1	2700	25.05	N/A	N/A	St. 4F-10_01	Studio	24.54																						
	Apt. 4F-11	1	2700	25.52	N/A	N/A	St. 4F-11_01	Studio	25.52																						
	Apt. 4F-12	1	2700	26.09	N/A	N/A	St. 4F-12_01	Studio	26.09																						
	Apt. 4F-13	8	2700	164.0	32.35	32.00	Rm. 4F-13_01	Single ES	15.0	Rm. 4F-13_02	Single ES	12.2	Rm. 4F-13_03	Single ES	12.4	Rm. 4F-13_04	Single ES	12.6	Rm. 4F-13_05	Single ES	12.8	Rm. 4F-13_06	Single ES	12.9	Rm. 4F-13_07	Single ES	14.6	Rm. 4F-13_08	Single ES	12.6	
	Apt. 4F-14	1	2700	26.54	N/A	N/A	St. 4F-14_01	Studio AC	26.54																						
	Apt. 4F-15	8	2700	168.0	32.61	32.00	Rm. 4F-15_01	Single ES	13.2	Rm. 4F-15_02	Single ES	13.2	Rm. 4F-15_03	Single ES	13.2	Rm. 4F-15_04	Single ES	13.2	Rm. 4F-15_05	Single ES	13.2	Rm. 4F-15_06	Single ES	13.2	Rm. 4F-15_07	Single ES	13.2	Rm. 4F-15_08	Single ES	13.5	
4F - Total	15 apts.	40		895.82																											
FIFTH FLOOR [5F]	Apt. 5F-01	1	2700	25.51	N/A	N/A	St. 5F-01_01	Studio	25.51																						
	Apt. 5F-02	1	2700	25.51	N/A	N/A	St. 5F-02_01	Studio	25.51																						
	Apt. 5F-03	1	2700	25.51	N/A	N/A	St. 5F-03_01	Studio	25.51																						
	Apt. 5F-04	1	2700	25.51	N/A	N/A	St. 5F-04_01	Studio	25.51																						
	Apt. 5F-05	1	2700	25.51	N/A	N/A	St. 5F-05_01	Studio	25.51																						
	Apt. 5F-06	7	2700	152.2	31.44	28.00	Rm. 5F-06_01	Single ES	13.2	Rm. 5F-06_02	Single ES	13.2	Rm. 5F-06_03	Single ES	13.2	Rm. 5F-06_04	Single ES	13.2	Rm. 5F-06_05	Single ES	13.2	Rm. 5F-06_06	Single ES	13.2	Rm. 5F-06_07	Single ES	13.2				
	Apt. 5F-07	6	2700	129.3	24.17	24.00	Rm. 5F-07_01	Single ES	13.2	Rm. 5F-07_02	Single ES	13.2	Rm. 5F-07_03	Single ES	13.2	Rm. 5F-07_04	Single ES	13.2	Rm. 5F-07_05	Single ES	13.2	Rm. 5F-07_06	Single ES	13.2							
	Apt. 5F-08	1	2700	26.32	N/A	N/A	St. 5F-08_01	Studio AC	26.32																						
	Apt. 5F-09	1	2700	25.05	N/A	N/A	St. 5F-09_01	Studio	24.54																						
	Apt. 5F-10	1	2700	25.05	N/A	N/A	St. 5F-10_01	Studio	24.54																						
	Apt. 5F-11	1	2700	25.52	N/A	N/A	St. 5F-11_01	Studio	25.52																						
	Apt. 5F-12	1	2700	26.09	N/A	N/A	St. 5F-12_01	Studio	26.09																						
	Apt. 5F-13	8	2700	164.0	32.35	32.00	Rm. 5F-13_01	Single ES	15.0	Rm. 5F-13_02	Single ES	12.2	Rm. 5F-13_03	Single ES	12.4	Rm. 5F-13_04	Single ES	12.6	Rm. 5F-13_05	Single ES	12.8	Rm. 5F-13_06	Single ES	12.9	Rm. 5F-13_07	Single ES	14.6	Rm. 5F-13_08	Single ES	12.6	
	Apt. 5F-14	1	2700	26.54	N/A	N/A	St. 5F-14_01	Studio AC	26.54																						
	Apt. 5F-15	8	2700	168.0	32.61	32.00	Rm. 5F-15_01	Single ES	13.2	Rm. 5F-15_02	Single ES	13.2	Rm. 5F-15_03	Single ES	13.2	Rm. 5F-15_04	Single ES	13.2	Rm. 5F-15_05	Single ES	13.2	Rm. 5F-15_06	Single ES	13.2	Rm. 5F-15_07	Single ES	13.2	Rm. 5F-15_08	Single ES	13.5	
5F - Total	15 apts.	40		895.8																											

GRAND TOTALS			
Apts. No.	78 apts.	Bedrooms No.	206
Tot. Apts. GIA	4617.67 sqm		