

# Planning Report

For Anglesea Terrace Development located at  
Anglesea Terrace, Cork

on behalf of LDA in conjunction with Cork City Council

October 2025



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CHARTERED PLANNING CONSULTANTS

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# 1 Introduction

This planning statement has been prepared by McCutcheon Halley Chartered Planning Consultants on behalf of the Land Development Agency and Cork City Council (the Applicants), to submit a Part 8 Anglesea Terrace development proposal for a cost rental scheme on lands located at Anglesea Terrace, Cork.

The applicants are seeking permission for a new residential development and the regeneration of an existing brownfield site that will deliver 147 no. apartment units, comprising of 72 no. 1-bedroom, 75 no. 2-bedroom units, within a building ranging in height from 4 to 16 storeys together and associated communal open spaces. A more detailed description of the proposed development is set out in Section 4 of this report

Overall, this proposed development is consistent with the principles of proper planning and sustainable development. The design rationale is to create and deliver a high quality sustainable residential development for a cost rental scheme which respects its setting and surrounding built heritage while achieving maximum efficiency of its central location with Cork City.

## 2 Site Description & Context

The 0.25 ha (net area) strategic infill site situated in Cork City Centre is located at the South Link Road (N27) and Old Station Road Junction, kitty-corner from the Elysian building, which is 18 storeys in height and was previously the tallest building in Ireland. The site is bounded by the South Link Road to the east and the Old Station Road to the north. Saint Joachim and Anne's building (a former asylum) is located to the west. St. Joachim and Annes is a Protected Structure (PS004), is on the National Inventory of Architectural Heritage (Ref: No. 20508384), and is also located within the South Parish Architectural Conservation Area, which begins immediately to the west of the proposed development.

The site consists of a number of existing single storey buildings which provide warehouse and storage space. The external walls of these building form part of the boundary treatment together with existing stone walls which run along the roadside perimeter of the site. The site's existing surface car park is accessed via Anglesea Terrace from Anglesea Street to the west.



Figure 1. Location Outlined in Magenta.

The site is well served by existing public transport, is located within 5 minutes walking distance of Cork City Centre and is within a 10-minute walk from Cork City Bus Station—Parnell Place, which provides a range of local, regional, and national bus links. It is also 1.4km on foot or bicycle from Cork (Kent) train station.

The area around the site is diverse and represents a number of different urban typologies. This part of Cork City is experiencing a considerable amount of redevelopment which includes mixed-use development with a recent 12 storey development at Kennedy Quay Development to the north east and a recently permitted Part 8 scheme comprising of a 24 storey (over ground) residential apartment development (the Railway Apartments) at Albert Quay to the north east – all of which are outlined in more detail within Section 3 of this report.

## 3 Planning History

### 3.1 Subject Site

There is no recent planning history on the subject site. However, a number of applications are associated with adjacent properties of the site, which are discussed in the next section.

### 3.2 Surrounding area

The following table reviews the planning history of recent planning permissions and permissions associated with tall buildings granted by Cork City Council or An Bord Pleanála within the surrounding area of the Anglesea Terrace site.

Planning Ref	Site Context	Development Details
<b>CCiC 18/37761</b>	Cork Simon Community – Lands located to the east of the site (St Joachims)	<ul style="list-style-type: none"> <li>Permission was granted by CCiC on the 16<sup>th</sup> May 2018 at St Joachim &amp; Anne's for an amendment to 16/36863 to adjust an existing lean-to roof structure to the rear of the protected structure;</li> <li>Planning Ref 16/63863 related to an extension of existing residential homes to accommodate 8 no. 1-bedroom self-contained units and ancillary office facilities.</li> </ul>
<b>CCiC 04/28877</b>	Elysian Building	<ul style="list-style-type: none"> <li>Granted 2005 for a mixed-use residential, office and retail development;</li> <li>Height ranges from 6-18 storeys;</li> <li>226 residential units (increased from 217 in revised submission);</li> <li>Uses include a creche, gym and six retail units.</li> </ul>
<b>CCiC 19/38589 ABP 308596</b>	Custom House Site	<ul style="list-style-type: none"> <li>Granted 2021 by An Bord Pleanála;</li> <li>34-storey tower comprising a 240-room hotel development, 25 serviced hotel suites and commercial uses;</li> <li>Including partial demolition of the protected structure PS818.</li> </ul>
<b>Part 8 Development</b>	Railyard Apartments	<ul style="list-style-type: none"> <li>Granted in 2024 by Cork City Council;</li> <li>Residential Development comprising of 217 no. apartments comprising of 25 no. studio units; 92 no. 1-bedroom units; 88 no. 2-bedroom units; and 12 no. 3-bedroom units, all apartments in a building that ranges in height from 8 to 11 to 24 storeys over the ground floor at the site at Albert Quay, Cork</li> </ul>
<b>ABP SHD 305278-19 CCiC 24/43545</b>	Horgan's Quay	<ul style="list-style-type: none"> <li>Mixed Use Development consisting of 302 residential units, ground floor retail and creche.</li> <li>Buildings range between 7 – 11 storeys.</li> <li>A proposed Large Scale Residential Development (LRD) was granted by CCiC on the 1<sup>st</sup> April 2025 for an amendment to the permitted scheme which consisted of a change of use from a Tenant Amenity Suite to office use which resulted in internal and elevation alterations. The proposed</li> </ul>



		works consisted of carrying out works to a protected structure – Old Railway Station (PS 178).
<b>CCiC 18/37894</b> <b>ABP Ref: 302923-18</b>	The Prism	<ul style="list-style-type: none"> <li>Granted 2018 by ABP on the 24th May 2019 following a third party appeal;</li> <li>15-storey office building;</li> <li>Triangular site bounded by Clontarf Street, Deane Street and Oliver Plunkett Street;</li> <li>The Inspector considered the proposed size and nature of the development to be exceptional by virtue of its height within the immediate environment, but not within the wider environment due to its proximity to the Elysian;</li> <li>The Board considered the proposal to read as an unmistakably modern intervention. It would enhance the cityscape and streetscape of Cork City and be in the interest of visual amenity.</li> <li>Extension of Duration granted by CCiC which allows permission until the 29<sup>th</sup> August 2029.</li> </ul>

Table 1 Planning History Surrounding the Site

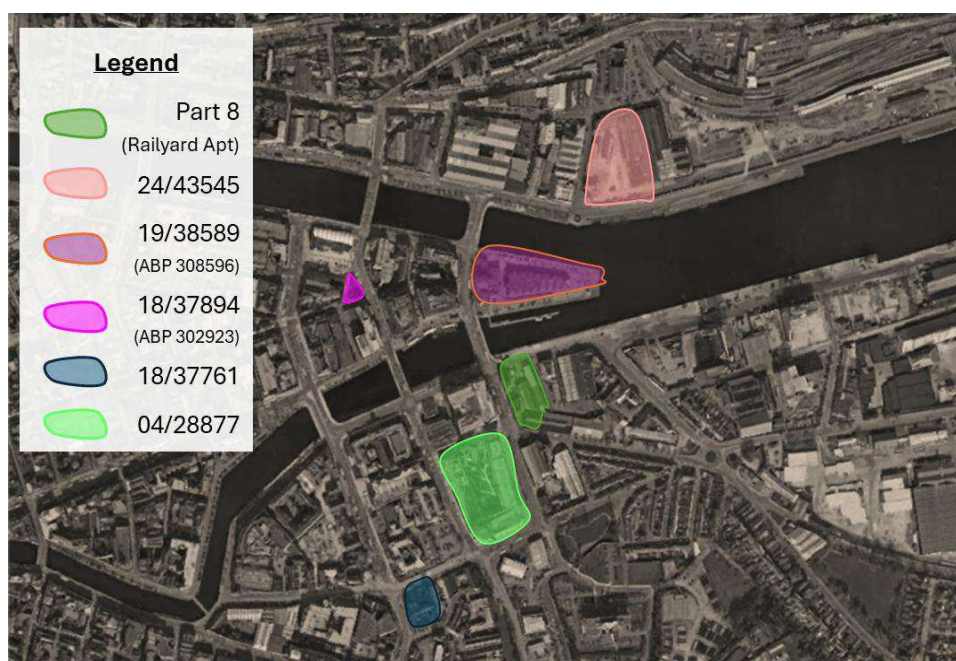


Figure 2 Locations of Planning Applications Surrounding the Site

## 4 Proposed Development

The proposed development consists of the demolition of all existing structures including 4 no. existing buildings, boundary walls, removal of an existing car park and all associated site clearance works and the construction a building ranging in height from 4 storeys before stepping up to 7 storeys and providing a 16-storey tower element at its northeastern corner and fronting the South Link Road.

The proposed mixed-use development will consist of 147 no. apartments; 1 no. café/restaurant and 2 no. offices/retail units at ground floor level and all associated signage, plant rooms and bin storage. Sprinkler tanks, wet riser tanks, water and break tank room and a pump room are discretely provided at lower ground floor level.

A total of 147 secure internal storage bicycle spaces and 28 external visitor spaces will be provided which will encourage sustainable modes of travel.

Public realm works are proposed along Anglesea Terrace and Old Station Road to facilitate the proposed development. These works include upgrade works to the footpath at Old Station Road, an eastern pedestrian link which includes the provision of a new footpath along the South Link Road and a set down delivery area at Anglesea Terrace

The proposed residential unit mix comprises of:

- 72 no. 1-bed (2-person) units;
- 15 no. 2-bed (3-person) units; and
- 60 no. 2-bed (4-person) units.

Private amenity is provided per unit through the form of balconies and terrace for the ground floor units. On the proposed tower of the building, glass balustrades are proposed for the balconies, and the remainder of the areas provides a vertical metal balustrade with a powder coated finish. All balconies meet or exceed minimum standards in the Sustainable Urban Housing: Design Standards for New Apartments (2025).

Residential amenity and communal open spaces are provided at the ground floor and at Level 7 via a rooftop area offering a range of spaces designed to enhance the quality of life for residents. These areas support social interaction and passive recreation which contribute to a high standard of residential living in line with the objectives of Cork City Development Plan.





Figure 3 Visual of Proposed Development

The ground floor of the proposed development incorporates 242m<sup>2</sup> of mixed-use spaces that can accommodate three no. individual tenancy opportunities. This configuration allows for a variety of potential uses such as retail, café or office uses which can be tailored to meet local demand and enhance the vibrancy of the area. These units have been strategically positioned along the northern facade; these active frontages are intended to animate the streetscape and contribute to a lively public realm. Large, glazed opening and high-quality materials will ensure permeability and a welcoming interface. It is requested that where the ground floor uses across the proposed development area indicated as either café/ restaurant/office/retail units that the use be confirmed subject to first occupation.

The principal development statistics are as follows:

Gross Site Area	0.4552 ha		
Net Site Area	0.25ha		
No. of Apartments	147 no. units		
Unit Mix	Description	No. of Units (%)	
	1-bed (2 person)	72 (49%)	
	2-bed (3 person)	15 (10%)	
	2-bed (4 person)	60 (41%)	
Density	586 Units/Ha		
Bicycle Parking	147 internal bike storage and 28 external bike storage.		
Residential Community Amenity Space	Description	Area	
	Outdoor Amenity Space	592 m <sup>2</sup>	1,122 m <sup>2</sup>
	Covered Amenity	30 m <sup>2</sup>	
	Rooftop Terrace (Level 7)	500 m <sup>2</sup>	

Table 2 Development Details

## 5 Consultation with Cork City Council

The proposed development has been subject to a series of consultation meetings which have been held between the LDA and Cork City Council on the following dates:

- 5<sup>th</sup> July 2023;
- 24<sup>th</sup> January 2024;
- 17<sup>th</sup> October 2024;
- 7<sup>th</sup> November 2024; and
- 15<sup>th</sup> July 2025.

The first series of meeting were held with the Council at the conceptual stage when the capacity study for the site was being developed in July 2023.

Following the initial capacity study, a design team was appointed, and meetings were held which included the LDA, Cork City Council staff and the design team in October and November 2024. Following this, a pre-part 8 submission was issued to the Council for feedback on the 27<sup>th</sup> June 2025 with comments issued by the Council in July 2025. The proposed development as presented in the Part 8 application material is aligned with the advice received at these meetings.

## 6 Planning Policy

### 6.1 National Planning Framework First Revision April 2025

The National Planning Framework (NPF) – First Revision (April 2025) supports the sustainable management of Ireland’s future growth by strongly emphasising compact, efficient, and environmentally sustainable development. A key policy driver is the regeneration and intensification of existing urban areas to support compact growth.

Objective 4 of the NPF notes:

*‘A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.’*

The NPF further outlines:

*‘The target is for at least 40% of all new housing to be delivered within the existing built-up areas of cities, towns and villages on infill and/or brownfield sites.’*

Objective 20 notes the following:

*‘In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development*

*meeting appropriate planning standards and achieving targeted growth."*

Objective 43 prioritises:

*"The provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."*

## **6.2 Urban Development and Building Height Guidelines 2018**

The Urban Development and Building Heights Guidelines (UDBHG) supports increased building height and density in city locations with good public transport accessibility. It emphasises that the NPF requires increased density, scale and height of development in urban core areas but also recognises that more focus is required on reusing previously developed brownfield land and either reusing or redeveloping existing sites and buildings that may not be in the optimal usage.

The UDBHG requires Local Authorities to be more proactive and flexible in securing urban growth through increased densities and buildings heights. The proposed development is considered to respond to the overall natural and building environment which will add to the architecturally aesthetic of Cork City.

Section 1.4 explains that:

*"in recent years, local authorities, through their statutory development and local area plan processes, have begun to set generic maximum height limits across their functional areas. Frequently, such limits have resulted from local-level concerns, like maintaining the character of an existing built up area, for example. However, such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes"*

## **6.3 Sustainable Urban Housing: Design Standards for New Apartments (2025)**

The Guidelines for 'Sustainable Urban Housing: Design Standards for New Apartments' issued by the Department of Housing, Planning and Local Government in 2025, set out policy and guidance for the planning of settlements, with a focus on compact growth, renewal of existing areas, and delivery of sustainable neighbourhoods.

The Guidelines note that local authorities determine suitable locations for the provision of apartments, considering a broad description of proximity and accessibility. For locations within central and accessible urban areas, proposals of small to large-scale and higher-density development, sites are deemed suitable, whereby the following may apply:

- Sites within walking distance (up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;
- Sites within reasonable walking distance (up to 10 minutes or 800- 1,000m) to/from high-capacity urban public transport stops (such as DART or Luas); and
- Sites within easy walking distance (up to 5 minutes or 400- 500m) to/from high frequency (min 10-minute peak hour frequency) urban bus services.

The Guidelines set minimum floor areas (SPPR 2), dual aspect requirements (SPPR 3), minimum ground-floor ceiling heights (SPPR 4), and remove restrictions on unit mix (SPPR 1). They also require at least 25% of units in a scheme to exceed minimum size standards by 10%, except in specific small-scale or refurbishment contexts. These provisions are intended to ensure quality while addressing viability and delivery challenges.

SPPR 1 states:

*With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.*

*Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.*

SPPR 2 states:

*The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below:*

- Studio apartment (1 person) 32sq.m

- 1-bedroom apartment (2 persons) 45 sq.m
- 2 bedroom apartment (3 persons) 63 sq.m
- 2-bedroom apartment (4 persons) 73 sq.m
- 3-bedroom apartment (4 persons) 76 sq. m
- 3-bedroom apartment (5 persons) 90 sq.m

*The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.*

SPPR 3 states the following:

*In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply: (i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement. (ii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

SPPR 4 states:

*Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.*

SPPR 5 states:

*There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.*

SPPR 6 states:

*The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.*



## 6.4 Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities 2024

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) focus on sustainable residential development and the creation of compact settlements across Ireland. These guidelines replace the previous Sustainable Residential Developments in Urban Areas-Guidelines for Planning Authorities issued in 2009, which seek to build upon and update the previous guidance to align with current policy directives of the Irish government.

The 2024 guidelines reflect and address the economic, social, and environmental challenges which affect urban development within differing contexts.

Section 1.3.2 of the Guidelines relating to Compact Growth states the following:

*'priorities for compact growth include an emphasis on the renewal of existing settlements, rather than continued sprawl. This priority recognises the impacts that our dispersed settlement pattern (including the dispersal of residential, commercial and employment uses within settlements) is having on people, the economy and the environment. In particular, there is a recognition that dispersed settlement patterns are contributing to the social, economic and physical decline of the central parts of many of our cities and towns, as population and activities move out. There is a recognition that dispersed settlement patterns create a demand for travel and embed a reliance on carbon intensive private car travel and long commutes that affect quality of life for many citizens'.*

Section 1.3.2 further states that:

*'In order to achieve compact growth, we will need to support more intensive use of existing buildings and properties, including the re-use of existing buildings that are vacant and more intensive use of previously developed land and infill sites, in addition to the development of sites in locations served by existing facilities and public transport'.*

The Guideline supports the development's principles of location, density, accessibility, and local character. Situated within a residential land use zone and embodying the '15-minute city' concept, the Site benefits from proximity to various local services, amenities, and public transport bus options.

The Guidelines outline a number of Specific Planning Policy Requirements (SPPRs) in relation to the design of housing, such as:

- SPPR 1 - Separation distances

*'When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces. There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case by case basis to prevent undue loss of privacy.'*

- SPPR 2 – Minimum Private Open Space Standards for Houses

It is a specific planning policy requirement of these Guidelines that proposals for new apartments meet the following:

*Apartments and duplex units shall be required to meet the private and semi-private open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).*

and that,

*In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.*

## 6.5 Cork Metropolitan Area Transport Strategy (CMATS) 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 is designed to guide the development of sustainable transport infrastructure in Cork through to 2040. It creates a sustainable and integrated transport system for the Cork Metropolitan area that supports compact growth. CMATS promotes walking, cycling and public transport as a primary mode of travel and reduces reliance on private cars. CMATS also proposes the increase in the frequency of Bus Connects services.

Under the National Transport Authority, BusConnects Cork project, bus route no. 1 (Ovens (Dell EMC) to Mahon Point) and bus route no. 3 (Carrigaline PCC to Apple) are proposed to run along Old Station Road along the northern boundary of the development site and provide a frequency of 10-minute services. It is also proposed that bus route no. 4 (Lehenaghmore to Mahon Point) will service Old Station Road along the northern boundary of the development site, with a frequency every 15 mins. No further information is

available at present regarding the delivery timeframe or detailed design of these proposed improvements.

A preliminary proposal has been announced for an 18 km east-west Luas line in Cork, comprising 24 stops and running from Mahon Point to Ballincollig. The proposed route is designed to serve several key destinations, including Páirc Uí Chaoimh, Kent Station, Cork City Centre, University College Cork (UCC), Cork University Hospital (CUH), and Munster Technological University (MTU) Bishopstown.

Two of the proposed Luas stops: MacCurtain Street and Central Park Road, form part of the Emerging Preferred Route and are located within a 10-minute walking distance of the subject development site. As the proposed route is currently at the Emerging Preferred stage, it is anticipated that modifications may be made as the project advances through further design and consultation phases. A non-statutory public consultation on the draft alignment is currently underway.

## 6.6 Cork City Development Plan 2022-2028

The Cork City Development Plan (CCDP) 2022 establishes a network of areas in the City, ranging from the City Centre, City Fringe, Inner Suburbs and Outer Suburbs. Each area comes with recommended densities, building heights and best practise in terms of sustainable development.

### 6.6.1 Zoning and Land use policy

Within the CCDP the site is zoned 'ZO 05 – City Centre' where it is an objection *'to consolidate and facilitate the development of the central area and to promote its role as a dynamic mixed used centre for community, economic, civic, cultural and residential growth.'*

Within Objective ZO 5.2 of the CCDP it states:

*The primary purpose of this zone is to promote the continued economic, civic, cultural and residential growth of the City Centre, and to create a thriving urban community. Uses that complement the primacy and vibrancy of the City Centre are permitted in this zone, while comparison retail uses will be permitted within the Core Retail Area identified in Chapter 10 Key Growth Areas and Neighbourhood Development Sites and Map 02 of Volume 2 Mapped Objectives. Primary uses in this zone include but are not limited to retail, **residential uses**, community uses, offices, hotels, cultural and leisure facilities, education and healthcare institutions and facilities, and uses that contribute to the vibrancy and diversity of the City Centre. (emphasis added)*

Within Objective ZO 5.4 of the CCDP it states:

*Development proposals in this zone must demonstrate how the proposal would respect, reflect or contribute to the character and vibrancy of the City Centre, commensurate with*

*the nature and scale of the development. Developments must deliver a quality urban environment and public realm with a focus on accessibility and permeability.*

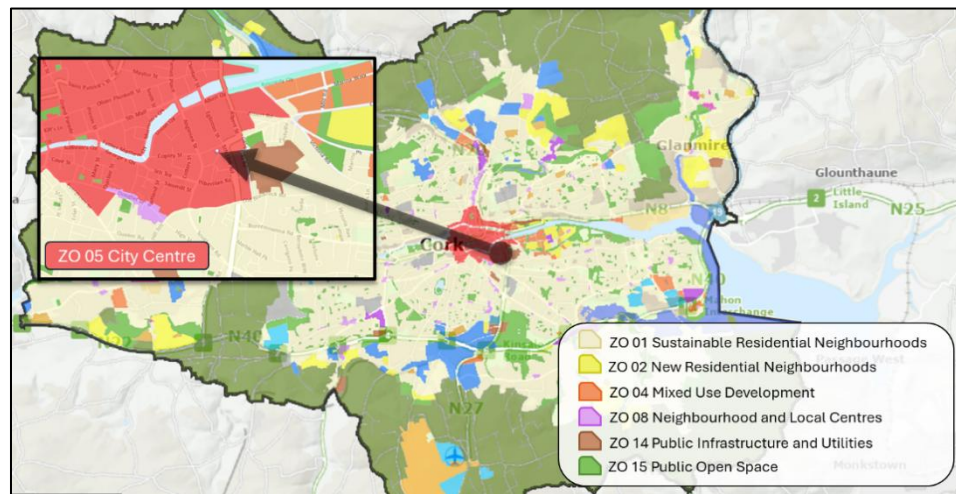


Figure 4. Cork City Development Plan 2022 – Zoning of Site and Neighbouring Zonings

## 6.6.2 Height, Density and Housing Mix

### 6.6.2.1 Height

The City Plan identifies four zones for density and height guidance within the Development Plan. The site is within the 'City & Central Area' as shown in the Figure below. In this area there is a low target of 4 storeys and an upper target of 6 storeys, with case-based assessments for exceptional tall buildings.

Table 11.1: Cork City Building Height Standards.

	Heights			
	No. of Storeys			
	Prevailing Lower	Prevailing Upper	Target Lower	Target Upper
City	2	5	4	8**
City Centre	2	5	4	6
North Docks	2	3	4	7
South Docks	2	4	5	10**

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

Figure 5 Cork City Building Height Standards extract from Cork City Development Plan

Chapter 11 of the 2022 Cork City Development Plan provides the policy context for Tall Buildings in the City with Section 11.34 of the Plan for City and Central Area – Historic Core stating that:

*'Prevailing building heights in the historic core of the city are typically between 2 and 5 storeys. More recent major developments have tended to rise to 6 and 7 storeys with some taller exceptions. In view of the heritage assets and potential impact of new development on local character, infill*

*and redevelopment opportunities should continue to make the best use of land with new development expected to generally range from 4 to 6 storeys. The historic waterfront of the River Lee plays a profound role in defining the character of Cork City. Building heights in these areas typically have building heights of 3-4 storeys. Special attention should be paid to ensuring waterfront developments respect the City's iconic waterfront image and contribute positively to creating lively, high quality, publicly accessible riverside environments which are connected to the wider city. The form of new development on riverside sites should seek to minimise overshadowing of existing or new public riverside environments. Development directly on the riverfront should respect this key open space and the image of the city.'*

Section 11.28 of the Plan states the following for Building Height:

*This Plan sets out a combined building height and density spatial strategy, illustrated conceptually below in Figure 11.1. The strategy is comprised of four sub-areas, each with their own quantitative performance criteria. The density strategy is set out in Chapter 3 Delivering Homes and Communities. The building height strategy is outlined in Table 11.1 and will be applied by Cork City Council when assessing development proposals.*

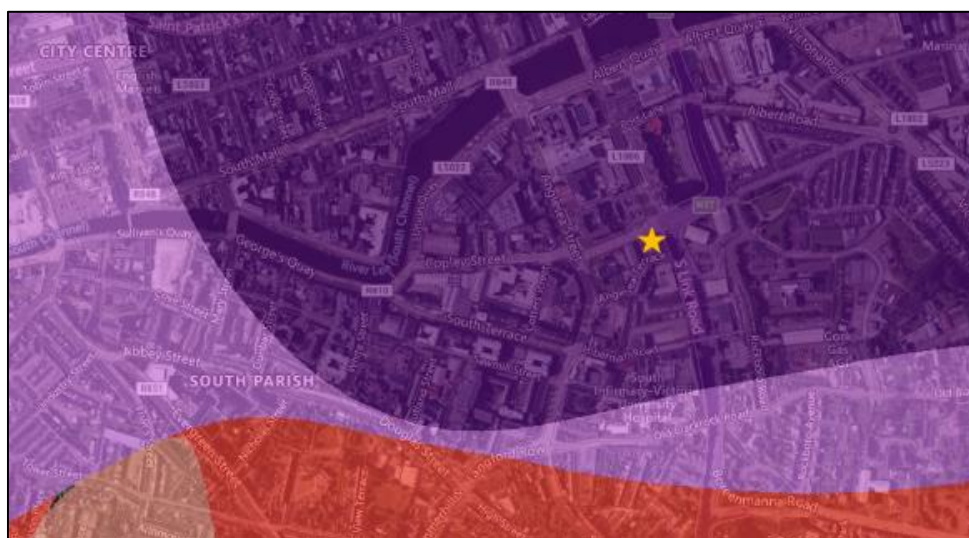


Figure 6. Building Height Map - extract from Cork City Development Plan

Section 11.45 of the Plan states a tall building is defined as a building that is 'equal to or more than twice the height of the prevailing building height in a specific locality', the height of which will vary between and within different parts of Cork City. Within Section 11.46 only buildings above 18m or 6 residential storeys are considered 'tall buildings', and only then when they are significantly higher than those around them.



Figure 7 identifies appropriate zones for tall buildings. The site is on the edge of the identified area.



Figure 7. City Docks Zones appropriate for Tall Buildings.

Section 11.60 of the Plan provides guidance for tall buildings in the city:

- *They are of exemplary design quality and benefit from a positive design review process.*
- *The design process analyses the nearby urban morphology and, where possible, adopts a finer grain of building footprint and slender form.*
- *They integrate positively into Cork's cityscape at a strategic, district and local scale, contribute positively to their immediate context and have a positive relationship with the street and public realm.*
- *Their architectural strategy effectively provides a top, middle and bottom to the building.*
- *They are energy efficient in terms of:*
  - *longevity (designed to last a long time)*
  - *embodied energy*
  - *energy consumption*
  - *glazing ratio*
  - *amenity space provision for the enjoyment of occupiers*
  - *nature of micro-climate impacts*
  - *impacts on the amenities enjoyed by neighbouring properties*

#### 6.6.2.2 Density

The development plan sets out that there is a minimum target of 100 units per hectare in the city centre area there no upper limits.

Within Section 11.72 of the Plan it states:

*Densities are expressed in terms of minimums and maximums for the constituent areas of the City. Density targets and prevailing character will be the key measures in determining site-specific density. In accordance with relevant s28 Guidelines (e.g. Sustainable Residential Development in Urban Areas) minimum density targets will be applied in the development of all sites, apart from in exceptional circumstances. Area-specific guidance will be prepared by*



*Cork City Council to amplify the standards relevant to major development areas.*

Within Section 11.71 of the Plan, it states that:

*'most of the new development in Cork City and the Urban Towns will be built at a "gentle density" of 40-70dph and a scale of 2-4 storeys. Some areas will be developed at densities higher than this (e.g. the **City Centre**, City Docks, Tivoli Docks, the inner-city areas, Blackpool and the light rail corridor at Wilton and Mahon).'*

### 6.6.3 Architectural Conservation Areas (ACAs)

The site outside but immediately adjacent to the 'South Parish Sub Area C: Infirmary Road and Summerhill South ACA' to the west as shown below. The proximity of the site to the ACA to the west is a relevant planning and design consideration, noting that the adjoining building within the ACA is also a protected structure.

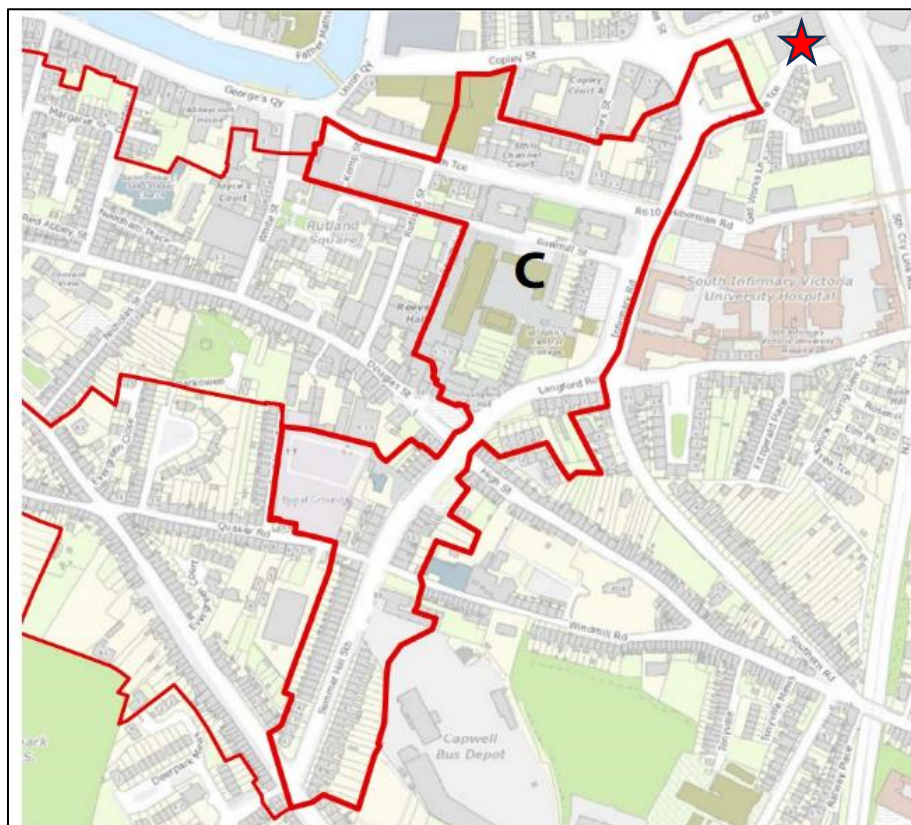


Figure 8 South Parish Sub Area C: Infirmary Road and Summerhill South ACA.

Objective 8.23 of the Plan requires:

*'Design and detailing that responds respectfully to the historic environment in a way that contributes new values from our own time. This can be achieved by considering layout, scale,*

*materials and finished and patterns such as plot decisions in the surrounding area.'*

#### 6.6.4 Record of protected structures

There are no protected structures located within the proposed development sites. SS Joachim & Anne's adjoins the site to the west.

#### 6.6.5 Protected views

The Cork City Development Plan contains a list of protected views and requirements for new developments that are proposed along the linear view lines. The City Plan requires that development proposals that are visible from river corridors, that are within protected views or in the visual context of landmark buildings or Architectural Conservation Areas, require visual impact assessment.

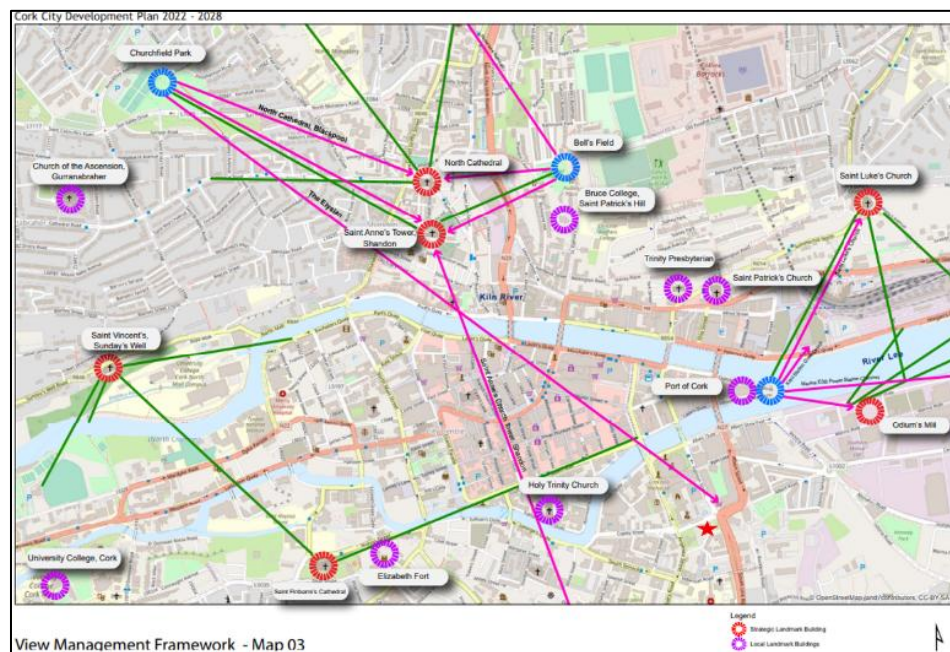


Figure 9 View Management Framework – extract from CCDP 2022 (site identified by a star)

#### 6.6.6 Car and Bicycle parking standards.

Car parking Zone 1 generally comprises Cork City Centre and the inner city. Within the City Development Plan, the car parking standards are set at a maximum level in order to reinforce pedestrian priority in the area and to promote a modal shift to non-car transportation. The car parking maximum standards are:

- 0.5 for 1–2-bedroom units
- 1 per 3+ bedroom unit

Section 11.248 of the Plan states that bicycle parking standards are set out in Table 11.14 and requires 1 per unit in City Centre areas.

**Table 11.14: Bicycle Parking Requirements.**

Land Use	Cycle Parking Requirement
<b>Residential</b>	
<b>Standard Apartments</b>	1 Per Unit in City Centre / Inner Urban Areas

Figure 10 Table 11.14 from the Cork City Development Plan 2022

### 6.6.7 Flooding

Objective 9.10 Development in Flood Risk Areas states that:

*'a. To restrict development in identified flood risk areas, in particular flood plains. All new development proposals should comply with the requirements of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and Department of Environment, Community and Local Government Circular PL2/2014, in particular through the application of the sequential approach and the Development Management Justification Test.*

*b. All significant proposals for development identified as being vulnerable to flooding will be required to provide a site-specific Flood Risk Assessment to identify potential loss of floodplain storage and proposals for the storage or attenuation (e.g. SUDS) of run-off discharges (including foul drains) to ensure development does not increase the flood risk in the relevant catchment.*

*c. Adopt a river catchment approach to rivers entering the city, practicing natural flood management wherever practical and appropriate.'*

## 7 Assessment

The proposed development will deliver a high-quality residential development on a strategic brownfield site in line with the compact growth and sustainable settlement patterns supported by the NPF.

The proposed development is located on lands zoned City Centre, and it is considered that the construction of the proposed apartments and ground floor units which comprise of 1 no. café/restaurant and 2 no. offices/retail units complies with the objectives for the site as per the Cork City Development Plan.

### 7.1 Housing Mix and Density

The proposed development consists of 147 no units and the unit mix comprises of:

- 72 no. 1-bed (2-person) units;
- 15 no. 2-bed (3-person) units; and
- 60 no. 2-bed (4-person) units.

In regard to the proposed unit mix, the 2025 Apartment Guidelines state the following *'in the context of sustainably increasing housing supply, targeting a greater proportion of urban housing development and the broader housing choices enabled by the SRDCSGs, restrictions in statutory plans relating to mix within apartment developments, are not warranted other than in specific circumstances'*. As such, the development complies with SPPR 1 of the 2025 Apartment Guidelines which stipulate that there is no restriction in relation to housing mix within apartment developments.

Notwithstanding the above, as part of the proposed development, a unit mix report has been prepared by McCutcheon Halley and Cushman and Wakefield which considers the existing composition of dwellings surrounding the proposed development, the demand for social and cost rental and private rental residential units and the parameters within which a cost rental scheme is delivered and outlines the optimum mix of units to be developed at the site. In regard to the proposed unit mix, the suitability of the dwelling mix within a proposed development is not solely dependent on whether it conforms to the targets for city centre as per Table 11.5 in the Development Plan 2022. Rather, the proposed dwelling mix should be compared to both the dwelling mix targets of the Development Plan 2022 and the current state of the dwelling mix in the catchment area. Overall, the reports confirm that demand for housing stock in the catchment area is focused towards smaller units for two and three person households with high existing demand for units suitable for one person households. Please refer to the submitted report within Appendix C of this planning report for further details.

The proposed density for the development is 586 uph and is considered appropriate for this site and is consistent with Cork City Councils strategic objectives for compact urban growth, sustainable development and creation of vibrant neighborhoods. This density is compliant with Cork City Council



Development Plan 2022 and aligns with the Revised National Planning Framework (April 2025) in terms of the site's proximity to employment, retail and public transport infrastructure, reducing car dependency and supporting the 15-minute city model. The sustainable residential development in urban areas encourages increased densities on residential zoned lands, particularly in City centres, on brownfield sites and on public transport corridors.

## 7.2 Building Height

An Urban Design and Tall Building Statement by Urban Initiatives forms part of this submission. It notes that the urban area around the site is diverse and lacks a distinct urban character due to a range of difference typologies, land uses and scale of buildings. The site is situated at the intersection of an area which has different prevailing heights.

The Development Plan states that whilst high density does not imply high rise, tall buildings can form part of a plan led approach to facilitating regeneration opportunities and managing future growth, contributing to new homes and economic growth, particularly in order to make optimal use of the capacity of sites which are well connected.

Due to recent national guidelines to deliver compact growth, Cork is evolving which is reshaping the character of the city with tall buildings such as Horgan's Quay (12 storeys), the Prism (16 storeys), Custom House (34 Storeys) and a recent Part 8 – Railway Apartments (24 storeys – above ground) being permitted by Cork City Council.

The proposed development is located on the outer edge of an area identified for tall buildings in Cork City Centre – the Tip of the Island/Warehouse Quarter as outlined in Section 11.5 of the Development Plan. Accordingly, the site is associated with a strategic regeneration zone where tall buildings are considered appropriate and supported. Urban Initiatives' report states the Anglesea Terrace development is located in a highly connected and sustainable area and will serve as a local landmark within the city given its strategic location. The inclusion of a taller building supports compact urban growth in a location already well served by public transport, helping to deliver the growth objectives of the Cork City Development Plan and align with national policy guidance.

It is considered that the proposed tower will serve as a visual anchor in views along several key approach routes - most notably:

- Eglinton Street - viewed from the city centre island and bus station,
- Copley Street - approach from the city centre/Father Mathew Quay,
- Monerea Terrace - approach from the Docklands and Hibernian Quarter, and
- Anglesea Terrace - approach from Anglesea Street and the south.

The proposed development at Anglesea Terrace represents a strategic enhancement to Cork's urban framework, serving as a prominent gateway to the city. The proposed design reinforces urban legibility and contributes to a coherent and navigable townscape. Through its carefully considered height, form and architectural expression, the proposed scheme complements the

established Elysian landmark while establishing its own identity as a respectful, context-sensitive addition to the skyline. By improving wayfinding and spatial orientation, the proposed development strengthens the emerging urban centre at this prominent location.

The tall building statement confirms that the proposed height of the development is appropriate and justified. The development reflects the site's local significance aligning with the emerging built form context and demonstrates a respectful relationship with the Elysian. Additionally, the proposed building will be notably shorter than the Elysian which stands at 68.28m while the Anglesea Terrace tower will reach 53.5m which is 14.7m lower which creates a clear step down and subordinate height relationship. This hierarchy is appropriate for its function as a secondary landmark and reinforces its complementary role in the local skyline. As shown below, the proposed development fits naturally into the evolving cluster of tall buildings reinforcing the well-considered height hierarchy, careful massing and its role in stepping down from the Elysian.

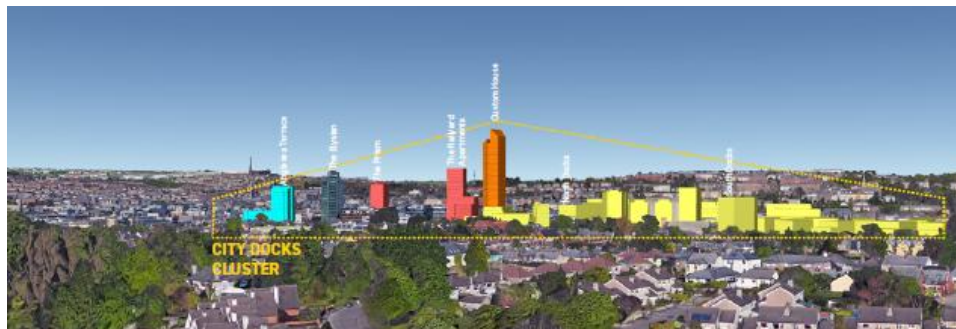


Figure 11 – Docklands Cluster of Tall Buildings (source Urban Initiatives)

### 7.3 Visual Impact Assessment (VIA)

Urban Initiatives assessed and guided the visual impact of the proposed development. Working in collaboration with Henry J Lyons Architects and the wider design team, Urban Initiatives carried out a comprehensive visual appraisal to inform the design response. As part of this process, they prepared a Zone of Theoretical Visibility (ZTV) and assessed 30 viewpoint locations across Cork City, covering a range of long, medium and short distances as illustrated below.



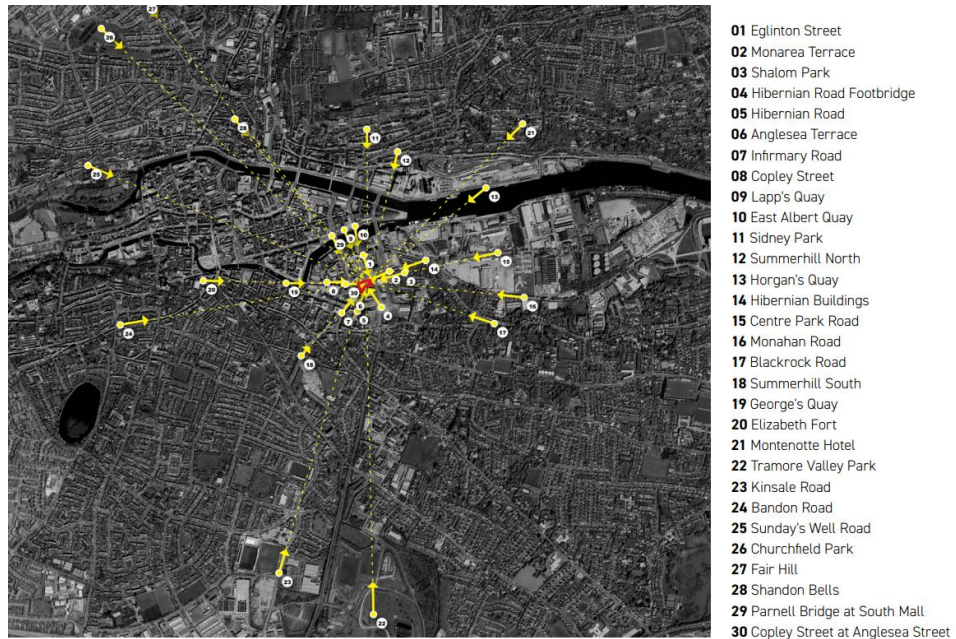


Figure 12 – Identified Viewpoints for VIA

The VIA considered the environmental sensitivity of the surrounding area, particularly the proximity of Protected Structures, such as SS Joachim & Anne's, and the South Parish Architectural Conservation Area (ACA). To mitigate visual effects on these heritage assets, the building massing was stepped down near sensitive edges, and landscaped buffers were introduced. The tallest element of the scheme was strategically placed at a corner of the site already characterised by larger-scale urban form, minimising its prominence and preserving the character of neighbouring streetscapes.

These measures reduce the development's potential for adverse visual impact and ensure it integrates appropriately into the existing urban environment. The landscaping strategy enhances streetscape continuity and supports a more coherent public realm. Overall, the proposal's visual effects are considered neutral to positive from the majority of views, contributing to the consolidation of taller buildings in the city centre while respecting the established character of its more sensitive edges.

## 7.4 Childcare

The Childcare Guidelines 2001 provide guidance in relation to the appropriate location and size of childcare facility that may be required to serve development.

The 2001 Guidelines set out a list of locations that are considered to be appropriate for Childcare Facilities with Section 2.4 suggesting the following locations as potentially being appropriate locations for a creche:

- New communities/Larger new housing developments;
- The vicinity of concentrations of work places, such as industrial estates, business parks and any other locations where there are significant numbers working;

- In the vicinity of schools;
- Neighbourhood, District and Town Centres; and
- Adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways.

In relation to 'New communities/Large new housing developments' the Guidelines also note:

*'Planning authorities should require the provision of at least one childcare facility for new housing areas **unless there are significant reasons to the contrary** for example, development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments. For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate. (See also paragraph 3.3.1 and Appendix 2 below). The threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas. Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.*

Section 3 of the Childcare Guidelines speak specifically to the 'Development Control and related standards for Childcare Facilities' and provides the following guidance:

*The following criteria should be applied in the assessment of the suitability of childcare facilities irrespective of location:*

- *Have regard to the Child Care (Pre-School Services) Regulations, 1996, in relation to the planning implications of these Regulations.*
- *Suitability of the site for the type and size of facility proposed.*
- *Availability of outdoor play area and details of management of same.*
- *Convenient to public transport nodes.*
- *Safe access and convenient parking for customers and staff.*
- *Local traffic conditions.*
- *Number of such facilities in the area.*
- *Intended hours of operation (in certain residential areas, 24-hour operations could be problematic).*

Consideration to the potential childcare provision required to serve the proposed development has been considered based on both the site's location and how this can or cannot comply with the Childcare Guidelines and a review of the emerging demographics in relation to the number of young children likely to be generated by unit mix proposed.

Section 3 of the Childcare Guidelines provide locational requirements to be considered in selecting suitable locations for new childcare facilities. An assessment of this criterion was undertaken during the initial stages of design and has been provided in Appendix B of this report. It is considered that due to its location in a highly trafficked area and with no opportunity to provide a safe set down or potential to provide a safe and secure private play area, that this location is not suitable for a creche.

Both the 2001 Childcare Guidelines and the 2022 Apartment Guidelines are clear that studio and 1-bedroom apartments should not be considered in determining the need for a childcare facility for a new apartment development. Furthermore, both of these Guidelines acknowledge that the emerging demographic profile for the area also needs to be considered when determining whether there is a need for a new childcare facility.

A review of the census data for 2022 within the local area has been undertaken and a drivetime area of 15 minutes or 3.7km has been used which represents to current average travel time and the modes of transport used by commuters aged 0-4-years to reach their destination within Cork City Council.

Using this data, it is estimated that the 147-no. unit development will produce a total of 315 no. persons, 22 no. of which will be children aged 0-18 years. Of those 0-18 year olds, it is expected that 5 no. children will be aged 0-4. Following this, it has been determined the childcare yield the development will produce would be 3 children aged 0-4 who will be in need of childcare; however, if this is further broken down by childcare service type, it is estimated that 1-2 childcare spaces will be required in a creche or similar type service.

The current proposed includes a unit mix of 72 one-bedroom unit and 75 two-bedroom units. Based on the criteria outlined in the Childcare Guidelines and Apartment Guidelines, only units of two-bedrooms and greater need be considered in term of the requirements to provide a creche on the site.

Notwithstanding that, consideration has been given to the demographic profile of the area and the unit mix envisioned in the City Development Plan in the Childcare Guidelines as well as the appropriateness of the location to provide a childcare facility.

## 7.5 Heritage

An Architectural Heritage Impact Assessment (AHIA) has been prepared by JCA Architects. JCA's report confirms that the site adjoins an Architectural Conservation Area and there are no structures subject to statutory architectural heritage protection within the site. The findings of the report are as follows:

- *The lower scale of the building along the western element of the proposed scheme is designed to moderate the proposed development's visual impact on SS Joachim & Anne's, and the nearby South Parish*

*ACA, with a landscaped buffer zone proposed between the two structures, respecting the site of the original eastern curtilage of SS Joachim & Anne's. The landscape treatment proposed here is intended to improve the existing setting to the east of SS Joachim & Anne's, which has suffered a loss of character due to the reduction of the site to the east of the historic building, with the surface car parking area presently not sensitive to the context of the Protected Structure.*

- *The proposed development may be regarded as potentially having a slight/moderate negative physical and visual impact on the existing architectural heritage in the immediate and wider context of the site. This is largely due to the height of the tall element of the proposed development, but the scale and extent of the lower elements will also have a visual impact of views towards the site from SS Joachim & Anne's and from Sub Area C of the South Parish ACA.*

While the proposed development may result in a light to moderate physical and visual impact on the existing architectural heritage, the proposal has been carefully designed to respect the character of the surrounding area and provides a considered response to the unique challenges and opportunities of a constrained site. The incorporation of high-quality materials and sympathetic architectural detailing responds to the local vernacular.

The proposal has no physical impact on the present Protected Structure and has sought to respect the original curtilage of SS Joachim & Annes. The area immediately surrounding the site has seen recent development of a scale and height that provides an established visual and physical context to the proposed development. The removal of the Hay Market and introduction of Old Station Road in the 1980's which physically impacted the original curtilage of SS Joachim & Anne's also significantly altered its setting, therefore there has been a history of visual and physical change to the context of the Protected Structure.

On balance, the scheme offers a net positive contribution to the urban fabric which delivers sustainable growth on a brownfield site while respecting the history character of the area.

## 7.6 Open Space/Amenity

Within the CCDP, it states 'Public open space for residential developments will normally be required as per Table 11.11, below, apart from in exceptional circumstances.'

Further to this, the 2024 Guidelines for Sustainable Residential Development and Compact Settlements support a flexible approach to the provision of public open space with Policy and Objective 5.1 including the following:

*'In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to **site constraints or other factors**, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility.*

The subject site is a small infill site - 0.25ha (net area) with specific constraints i.e. the site is bound by roads on three boundaries. In order to maximize the use of limited zoned land within the city centre, the development prioritises a high-quality residential scheme that ensures safe access to a number of communal outdoor spaces, forming a key component of the overall design process. This approach was also informed following consultation with the Gardai and has been tailored to reflect the requirements/recommendation of their consultation with the community ensuring it aligns with the needs and desires of the existing community and wider area.

Furthermore, the site benefits from a wide range of accessible amenity spaces and is in close proximity to existing amenities and other recreational areas such as Shalom Park and the Waterfront. These nearby amenities provide ample opportunities for outdoor activities and leisure which reduces the need to public open space to be provided within the site.

The proposed development provides 1,122m<sup>2</sup> communal open space in accordance with the Guidelines for Planning Authorities – Design Standards for New Apartments consisting of the following:

- 30m<sup>2</sup> outdoor covered amenity space at ground level to the North;
- 592m<sup>2</sup> outdoor residential amenity space at ground level to the south and west; and
- A 500m<sup>2</sup> of a rooftop space at Level 7.

Further details on communal open space are outlined on the Landscaping Report and associated drawings by The Paul Hogarth Company.





Figure 13 – Communal Open Space – view from Anglesea Terrace

The proposed open space on the ground level provides a mix of landscaping, proposed routes, points of interest and feature trees. The proposed courtyard provides for a gated access with a semi-enclosed open space. This area will cater for recreation for the future residents and visitors by providing seating and pockets of recreation lawn spaces.

Following detailed engagement with the Gardai and Cork City Council, the development proposes a north to south linear route will also be provided along the western boundary which will allow for daytime movement for the residents. The western pedestrian and cycle route provides easy access to the bike store, and the proposed residential apartments activate the edges of western park route by providing passive surveillance from the ground floor terraces and upper balconies. The area provides seating, cycle parking and a recreational space which connections Old Station Road to Anglesea Terrace. Fencing is also provided at each end of the proposed route to the amenity spaces for resident access only and provides a secure area at more vulnerable times of the day to ensure residential safety.

Communal open space is also provided within Level 7 of the proposed development in the form of a roof terrace. This area will provide a protective glass on top of the parapet and will provide a range of vegetation cover and seating spaces for people to gather.





Figure 14 – Rooftop Terrace at level 7 and Green Roof at Level 4

In addition, some of the rubble stone from the walls to be demolished will be reused in the new site boundary walls (as shown below) which is intended to have a positive visual impact on the wider setting of the protected structure of SS Joachim's and Annes.



Figure 15 – Communal Open Space – view from Anglesea Terrace

External bike storage is incorporated at the south-western corner of the site. The development will offer quality spaces throughout the scheme with the quantum of private open spaces and communal spaces proposed providing a high-quality standard of the residential amenity for future occupants of the scheme.

Permeability is also encouraged within the proposed development through the proposal to partially demolish the existing stone wall along the eastern boundary and existing cul de sac at Anglesea Terrace. This will improve visibility and encourage an increase of footfall along Anglesea Terrace as it will provide a clear route for pedestrians.

## 7.7 Part V

The proposed development includes 10% social residential units, and the remaining development (90%) will be cost rental units. A total of 15 no. units are designated as social housing units which have been distributed throughout the building at various levels with the majority of the proposed units at ground level to provide for the elderly and disabled access. Please refer to the submitted Part V drawings by Henry J Lyons Architects for further details.

## 7.8 Parking

No car parking spaces are proposed on site which is in line with the Cork City Development Plan's objectives to reduce car dependency and promotes the 15-minute City in areas well served by public transport, walking and cycle infrastructure.

A total of 175 bicycle spaces are provided as part of the development. This exceeds the minimum standards set out in the Development Plan. A mobility management plan has been prepared by CS Consulting, the level of bicycle spaces will ensure that the residents of the facility adopt sustainable commuting choices, in accordance with local and national standard.

## 7.9 Foul Drainage

In relation to foul water services, there is an existing 300m diameter combined sewer along Anglesea Terrace to the south of the proposed development. The proposed development will connect to this sewer to the south via gravity. Refer to CS Consulting Proposed Drainage Layout for further details. In addition, a small basement is proposed within the development which comprises of sprinkler tanks, wet riser tanks, water and break tank room, and a pump room. The foul run-off from the basement shall be pumped via a rising main to the standoff manhole at the surface level and ultimately discharge into the existing combined sewer via gravity.

### Water Services

A Confirmation of Feasibility (CoF) has been issued by UE which states that wastewater connection is feasible without infrastructure upgrades. Please refer to CS Consulting Engineering Report for further details.

### Surface Water

CS Consulting engaged with Tony Donovan (Senior Engineer) at Cork City Council to review the proposed surface water strategy. Two surface water management options were presented and received agreement in principle pending further site investigation. One of these options will be adopted and designed further during the detailed design stage. While both options remain under consideration, Option 1 is the preferred solution of the applicant.

Within both options all storm water from the proposed development shall be collected in 2 no. attenuation tanks of the development site.

**Option 1 – Preferred Option** Stormwater will be collected in two attenuation tanks located along the northern and southwestern boundaries. The primary tank, positioned to the north, will accommodate the majority of runoff, while the southwestern tank will serve the western pathway only, due to site levels. Water from the southwestern tank will be pumped to the northern tank, which will then discharge via gravity into an existing 450mm storm sewer on Old Station Road. Due to shallow cover levels identified in GPR surveys, the outfall pipe will be encased in concrete. Refer to CS Consulting drawing no. H105-CSC-XX-XX-DR-C-0003 for further details.

**Option 2** Stormwater will be collected in two attenuation tanks located along the southern and southwestern boundaries. The southern tank will serve as the primary storage, with the southwestern tank again limited to the western pathway. Water from the southwestern tank will be pumped to the southern tank, which will then be pumped again to a standoff manhole at the north-eastern boundary for gravity discharge into the existing stormwater system.

In accordance with the requirements of Cork City Council, the proposed development incorporates Sustainable Drainage Systems (SuDS) features such as green roof at level 4, amenity area at Level 7 and permeable paving within the western pathway and loading bay area to the south. These serve a dual purpose in managing stormwater runoff from the proposed development and providing interception and treatment of the storm water runoff.

## 7.10 Flood Risk Assessment

A site-specific flood risk assessment (SSFRA) has been prepared by CS Consulting which has been submitted as part of this submission. The site is partially within Flood Zone B with the remainder in Flood Zone C. Table 6 of the SFRA identifies classification of vulnerability of different types of development. Residential dwellings are classified as *'Highly vulnerable development'*, and retail is classified as *'Less vulnerable development'*. There is no historical flooding record on site or near the proposed development.

As outlined in the SSFRA, the proposed development has a ground floor level of 3.8 AOD which would include a provision of minimum allowance of 500mm for the effects of climate change and an inclusion of 300mm freeboard all above the 0.5% AEP tidal flood level of 3.00m AOD.

The FFL of 3.80m AOD is not achievable for the bicycle storage area, mixed-use areas and bin storage area due to site constraints. However, while the FFL remains below the preferential level in these areas, mitigation measures are proposed to mitigate the potential flood risk. The measures are listed within the Engineering Report by CS Consulting.

## 7.11 Wind Assessment

A wind microclimate assessment by B-Fluid Ltd. has evaluated the potential for wind-related impacts on pedestrian comfort. The assessment confirmed that the development complies with the Lawson Comfort Criteria and will not

give rise to adverse wind conditions at pedestrian level, including for vulnerable users such as the elderly and cyclists.

Additional landscape design measures, including tree retention and terrace planting, further mitigate residual wind effects. The proposed balconies within the development have been assessed, are deemed to meet all safety standards and are considered safe. As noted within the accompanying report, wind conditions are subject to seasonal and directional variability, however, these fluctuations are not anticipated to adversely affect the usability or comfort of the balconies for occupants. Furthermore, on days with less favourable weather, residents have the benefit of accessing the high-quality communal spaces within the development located on the ground floor and Level 7 in the form of a rooftop terrace. The communal spaces provide comfortable and attractive alternatives for outdoor enjoyment. Overall, the design ensures a high standard of comfort and safety, contributing positively to the quality for future occupants.

## 7.12 Daylight and Sunlight Report

A detailed daylight and sunlight assessment has been prepared by OSCS Consulting Engineers which analyses daylight levels, sunlight levels, communal amenity spaces in relation to sunlight and potential daylight and sunlight impacts on the adjoining properties.

The overall design proposal has been guided by the need to achieve the best possible level of sunlight and daylight access into the development. Owing to the specific positioning and height of the proposed development in relation to neighbouring properties, there is a measurable impact on the Vertical Sky Component (VSC) for a limited number of windows in the adjacent residential buildings to the south. As a result, some of these windows fall below the recommended VSC thresholds set out in the BRE Guidelines. Within the development itself, some of the windows fall short of the BRE guidance due to the North facing orientation. However, this outcome is not uncommon in dense urban contexts where new development is introduced, and the overall daylight provisions remain within the acceptable parameters when considering the broader context and design intent of the proposed scheme. Regarding the north facing windows which fall marginally below the BRE targets, this is due to the limitation of orientation, and the overall scheme has been carefully designed to maximise daylight access where feasible.

The overall daylight and sunlight provision across the affected properties remains within a reasonable range in the context of the urban environment. The proposed scheme has been carefully designed to mitigate impacts through massing adjustments as outlined in the daylight and sunlight report while also delivering significant planning benefits such as increased housing supply, improved urban form and enhanced public realm within the area.

## 8 Conclusion

The proposed Part 8 development for a mixed used development consisting of 147 apartment units and 1 no. café/restaurant and 2 no. office/retail units at ground floor level enhances the existing character of the area. The proposed development will provide for the efficient use of this underutilised infill site and is consistent with the land-use zoning objectives as detailed in the Cork City Development Plan 2022. The development of the site will contribute to the diverse housing mix for Cork City and the wider Cork region.

The proposal promotes the principles of proper planning and sustainable development and is consistent with National Planning Policy objectives to consolidate existing urban areas as outlined in the NPF and Government Guidelines. As outlined in the National Planning Framework, a shift in Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located is supported.



## Appendix A – Statement of Compliance

# Planning Report

For Part 8 Development located at Anglesea Terrace,  
Cork.

on behalf of LDA and Cork City Council

October 2025



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

## Cork City Development Plan 2022

Reference	Policy Objective	Policy Provision	Statement of Compliance
<b>Chapter 2: Core Strategy</b>	Objective 2.10: The 15-Minute City	To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.	The proposed development at Anglesea Terrace, comprising of a mix of 1- and 2-bed units, is located in a highly accessible area within the city centre and supports delivering a 15-Minute City. The site is within a 5-minute walk of 14 high-frequency bus routes and a 15-minute walk from Kent Railway Station, ensuring excellent public transport connectivity. The car-free scheme promotes active travel with 147 secure internal bicycle spaces and 28 external bike spaces and strong pedestrian links to surrounding streets. The proposed ground floor mixed-use units together with nearby existing services will further enhance local walkability and neighbourhood vibrancy, aligning with the compact, liveable growth aims of Objective 2.10.
	Objective 2.14: Walkable Neighbourhoods	New development shall be designed to make positive additions to their neighbourhoods, towns and communities by: <ul style="list-style-type: none"> <li>a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces.</li> <li>a. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces.</li> <li>b. Ensuring a child friendly and age friendly environment applying Universal Design principles with a mix of household types.</li> <li>c. Designing a safe place that enables access for all.</li> <li>d. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services. Being well-connected with easy access to public transport and active travel. Providing enhanced permeability for walking and cycling.</li> </ul>	<p>The proposed development delivers a high-quality, human-scaled residential scheme that positively contributes to its urban context. It provides a mix of 1- and 2-bed units within a compact, well-designed building that activates frontages onto Old Station Road and Anglesea Terrace, avoiding inactive edges and enhancing the streetscape.</p> <p>The layout incorporates Universal Design principles, delivering a safe and inclusive environment suitable for all ages and abilities. Communal and private amenity spaces promote social interaction and resident well-being, including a landscaped courtyard and rooftop terraces.</p> <p>The scheme integrates generous urban greening and is within walking distance of parks, public services, shops, and employment areas. It is highly accessible by public transport and supports active travel through car-free design and the provision of 175 bicycle spaces, with strong pedestrian connectivity and permeability throughout.</p>
	Objective 2.17: Neighbourhood Design	The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.	<p>The proposed development has been carefully designed to create a strong sense of community and place. Its layout provides a central landscaped courtyard and rooftop amenity spaces that will encourage social interaction and resident engagement.</p> <p>The scheme will promote active travel via extensive cycle parking and car-free design.</p> <p>The building responds sensitively to its context, stepping down in height towards neighbouring low-rise housing and the adjacent protected structure, St. Joachim &amp; Anne's. Existing mature trees are retained, and new landscaping enhances the site's green infrastructure, contributing positively to the local townscape and reinforcing the identity of this key urban gateway location.</p>
	Objective 2.31 Compact Growth	It is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy.	The proposed development will deliver 147 no. units on a brownfield site within the city centre in line with compact growth.
<b>Chapter 3: Delivering</b>	Objective 3.3: New Housing Supply	Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by:	The proposed development supports the housing delivery targets of the Cork City Development Plan by optimising a centrally located site within the City Centre.

<b>Homes and Communities</b>		<ol style="list-style-type: none"> <li>1. Zoning sufficient lands for residential or a mix of residential and other uses to facilitate the delivery of housing;</li> <li>2. Designating Transformational sites capable of delivering new homes;</li> <li>3. Utilising the Cork City Capacity Study prepared as an input into this Plan to identify the residential development potential of sites;</li> <li>4. Active land management utilising the provisions of the Derelict Sites Act 1990 and Urban Regeneration and Housing Act 2015;</li> <li>5. Optimising the potential of brownfield sites (see Objective 3.4)</li> </ol>	<p>The site is identified for regeneration and aligns with the Plan's objectives by providing 147 high-quality residential units on underutilised urban land.</p> <p>The proposal contributes to compact growth and efficient land use, which aligns with the Cork City Capacity Study and the principles of active land management.</p> <p>It demonstrates the potential of redevelopment to deliver new homes within walking distance of key services, transport, and employment, supporting the Plan's target of 17,118 new homes.</p>
	Objective 3.5: Residential Density	<p>Cork City Council will seek to:</p> <ol style="list-style-type: none"> <li>a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and</li> <li>b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;</li> <li>c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;</li> <li>d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development</li> </ol>	<p>The proposed development promotes compact urban growth by delivering a high-density scheme of 147 residential units on a 0.25 ha (net area) site, achieving a net density of 586 units/ha. This aligns with the Cork City Density Strategy, which targets densities of at least 100 units/ha in the City and Central Area, and the objectives set out in Chapter 11 of the Development Plan.</p> <p>The design balances height and scale with the surrounding context, stepping down towards lower-rise buildings and the adjacent protected structure, while enhancing the streetscape and residential amenity. The scheme incorporates high-quality architecture, urban design and public realm features, including a landscaped courtyard, rooftop amenity spaces, and activated street frontages.</p> <p>The development supports permeability and integration, with strong pedestrian connections and proximity to public transport and services, ensuring the delivery of a sustainable and connected neighbourhood.</p>
	Objective 3.6: Housing Mix	<p>Cork City Council will seek to:</p> <ol style="list-style-type: none"> <li>a. Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City;</li> <li>b. Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in "Density Done Well" in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;</li> <li>c. Within all new residential developments, it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family-sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);</li> <li>d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</li> <li>e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;</li> <li>f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.</li> </ol>	<p>The proposed development aligns with the objectives of the Joint Housing Strategy and HNDA by delivering a mix of 1- and 2-bedroom units tailored to the city centre location, where demand is highest among smaller households. The scheme provides 147 apartments, with a balanced unit mix of 49% 1-bed and 51% 2-bed units, supporting compact urban living and inclusive communities.</p> <p>The proposed development will increase the proportion of smaller units in an area currently underprovided for in this regard, contributing to a more balanced housing mix overall. The proposed development will add to the diversity of the housing options in the catchment area by increasing the share of smaller sized apartment units as well as increasing the housing stock and affordable housing units within the area.</p> <p>The proposal complies with the Part V requirements. The proposal includes 10% social and 90% affordable (cost rental units) which ensures the development complies with the Part V allocation, with units distributed throughout the development to promote tenure integration. The scheme's high-quality design and density typology reflect best practice principles set out in the Cork City Density Strategy and "Density Done Well".</p>

			Located within a walkable, serviced area with excellent public transport access, the development is well-suited to meet the needs of a diverse urban population, including smaller households and those seeking to downsize, in line with national and local housing policy.
<b>Chapter 4: Transport &amp; Mobility</b>	Objective 4.3: Strategic Location of New Development	To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.	<p>The proposed development is strategically located within a highly accessible area, directly supporting the objective to focus development in areas served by high-frequency public transport. The site is within a 5-minute walk of 14 bus routes, several operating at 10–15-minute intervals, and within 15 minutes' walk of Kent Railway Station, which provides intercity connections.</p> <p>The development's car-free design, supported by extensive bicycle parking and strong pedestrian links, further reinforces its suitability for a location served by sustainable transport infrastructure. It aligns fully with the objective of concentrating new residential and mixed-use development in public transport priority areas.</p>
<b>Chapter 5: Climate Change &amp; The Environment</b>	Objective 5.24: Green & Blue Infrastructure	All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.	<p>The proposed development integrates Green Infrastructure as a core component of the scheme. It includes a central landscaped courtyard, a communal resident rooftop area at Level 7, a green roof at Level 4, and tree retention along the site boundaries, enhancing urban greening and biodiversity.</p> <p>Sustainable Drainage Systems (SuDS), such as a green roof and permeable paving, have been incorporated to manage surface water on-site, reduce runoff, and improve water quality. These features support climate resilience and create a healthier, more sustainable urban environment in line with the Development Plan objectives.</p>
<b>Chapter 9: Environmental Infrastructure</b>	Objective 9.2: Waste Water	<p>a. To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.</p> <p>b. As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted</p>	<p>The proposed development includes the provision of separate foul and surface water drainage systems in accordance with best practice. Where practical, sustainable urban drainage systems have been incorporated to manage surface water sustainably.</p> <p>Consultation with Uisce Eireann has been undertaken as part of the design process. Confirmation of service capacity and connection feasibility has been addressed in the Engineering Services Report submitted with the application, demonstrating that adequate water services are available and existing infrastructure will not be adversely affected.</p>
	Objective 9.4a: Sustainable Urban Drainage Systems (SUDS)	To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.	<p>The proposed development incorporates Sustainable Urban Drainage Systems to the greatest extent practicable, including a green roof and permeable paving. These measures manage surface water run-off on-site, reduce discharge rates, and support improved water quality.</p> <p>A comprehensive drainage assessment has been prepared as part of the Engineering Services Report submitted with the Part 8 application. This includes analysis of run-off quantity, run-off quality, and the potential impact on local habitats and water quality, ensuring compliance with Development Plan policy. A confirmation of feasibility from Uisce Eireann submitted as part of the Engineering pack with this application.</p>
	Objective 9.5: Discharging	a. To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.	The drainage design ensures that any discharge complies with the requirements of the EU Environmental Objectives (Surface Waters) and (Groundwater) Regulations. These measures form part of the overall SuDS strategy outlined in the Engineering Services Report submitted with the application. SuDs measures



		b. To ensure that developments permitted by the Council which involve discharge of wastewater to surface waters or groundwaters, comply with the requirements of the EU Environmental Objectives (Surface Waters) Regulations and EU Environmental Objectives (Groundwater) Regulations.	such as Green Roofs and permeable paving or porous asphalt are proposed within the scheme.
	Objective 9.6: Storm Water	To provide adequate storm water infrastructure in order to accommodate the planned levels of growth within the plan area and to ensure that appropriate flood management measures are implemented to protect property and infrastructure	The proposed development provides adequate stormwater infrastructure to accommodate the site's runoff in line with anticipated growth in the area. SuDS, including green roofs and permeable surfaces, are incorporated to attenuate and manage stormwater on-site. Flood risk has been assessed as part of a site-specific flood risk assessment, and appropriate mitigation measures are included to protect property and infrastructure. The drainage strategy aligns with local infrastructure capacity and supports the overall flood management objectives of the Development Plan.
<b>Chapter 10 Key Growth Areas</b>	Objective 10.3 City Centre Infill Development	To ensure that the development of new or infill sites respects the architectural and historical character and significance of the City Centre and is of a complementary scale and grain to adjacent buildings and is appropriate in its context.	The development proposes an appropriately scaled building that compliments the surrounding urban context. The building form and mass is derived from a careful response to the surrounding urban environment. The 4 storey western element of the proposed building, is designed to moderate the proposed development's impact on St. Joachims and Anne's together with a landscape buffer this stepped approach ensures the proposed development respects the historic scale and curtilage of the adjoining site. The middle of the building scales up to 7 storeys to create a distinct street edge along Old Station Road in response to the Garda Station and the base of the Elysian. Finally, the 16 storey tower element at the north-east corner creates a distinct feature at the intersection of the South Link Road/Eglinton Street and Old Station Road/Albert Street, situated diagonally opposite to The Elysian.
<b>Chapter 11 Placemaking &amp; Managing Development</b>	Objective 11.1: Sustainable Residential Development	Residential developments shall be sustainable and create high quality places which: a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding "dead" spaces; b. Prioritise walking, cycling and public transport, and minimise the need to use cars; c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience; d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible; e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained; f. Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling; g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions; h. Provide a mix of land uses to minimise transport demand;	<ul style="list-style-type: none"> <li>▪ The proposed development delivers a high-quality, sustainable residential scheme that supports the 15-minute city and walkable neighbourhood concepts. It creates a vibrant, car-free community with active street frontages, mixed-use ground floor spaces, and well-designed communal amenities, avoiding dead space and promoting urban greening.</li> <li>▪ The layout prioritises walking and cycling, supported by 175 bicycle spaces and excellent public transport access. No car parking is proposed.</li> <li>▪ Residents will benefit from safe, accessible routes, a landscaped courtyard, rooftop amenity space, and proximity to shops, parks, and services.</li> <li>▪ The proposed development provides active ground floor uses and design which addresses the street creating a much improved and safer urban environment at this location.</li> <li>▪ The design of building provides a distinct and unique building at this location which reflects the prominence of the intersection and its relationship with the surrounding building form providing a distinct sense of place.</li> <li>▪ Access points to the development are clear and have been designed to ensure easy access for all. The proposed development will also improve connectivity to the east enabling shorter walking trips for existing residents.</li> <li>▪ An energy and sustainability report from OCSC Consulting Engineers is submitted with this Part 8 submission which provides an overview of how the project intends to integrate sustainability as a key strategy into the developments design. The proposed development will target a A2/A3 BER</li> </ul>



		<ul style="list-style-type: none"> <li>i. Promote social integration and provide accommodation for a diverse range of household types and age groups;</li> <li>j. Enhance and protect green and blue infrastructure and biodiversity;</li> <li>k. Enhance and protect the built and natural heritage</li> </ul>	<p>rating which will be achieved by exhaust heat pumps, mechanical extract ventilations, air source heat pumps, and natural ventilation where possible.</p> <ul style="list-style-type: none"> <li>▪ 1 no. café/restaurant and 2 no. offices/retail units are proposed at the ground floor level.</li> <li>▪ It is energy efficient with a compact urban form and incorporates green infrastructure.</li> <li>▪ The scheme promotes social integration through a balanced unit mix and Part V provision.</li> <li>▪ The proposed development includes a landscape proposal that will contribute positively to the biodiversity of the site which is currently a brownfield site.</li> <li>▪ The proposed development respects local built heritage, particularly in relation to the adjacent protected structure, and contributes to a distinct, attractive, and permeable urban environment.</li> </ul>
	Objective 11.2: Dwelling Size Mix	<p>All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances.</p> <p>Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area. Purpose-Built Student Accommodation 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.</p> <p>Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.</p>	<p>The proposed development at Anglesea Terrace includes a mix of 72 no. 1-bedroom and 75 no. 2-bedroom units. While this mix differs from the City Centre targets set out in Table 11.5 of the Cork City Development Plan, it complies with the 2025 Apartment Guidelines which states there shall be no restriction within statutory plans in relation to the mix of unit types or sizes within apartment developments.</p> <p>The development will increase the proportion of smaller units in an area currently underprovided for in this regard, contributing to a more balanced housing mix overall.</p>
	Objective 11.3: Housing Quality Standards	<ul style="list-style-type: none"> <li>a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures;</li> <li>b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments;</li> <li>c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating;</li> <li>d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space;</li> <li>e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste;</li> </ul>	<ul style="list-style-type: none"> <li>a. The proposed development provides a high-quality functional design – refer to the Design Statement by Henry J Lyons Architects.</li> <li>b. The development complies with the design criteria in Table 11.10. Refer to the Schedule of Accommodation, Housing Quality Assessment (HQA), and Design Statement prepared by Henry J Lyons Architects.</li> <li>c. The proposed development provides a high-quality functional layout with generous dual aspect house sizes, which are compliant with Table 11.10</li> <li>d. The proposed development provides a good quality of daylight/sunlight within the scheme and has generous separation distances to neighbouring properties so that there will be no adverse impacts or overshadowing. As outlined in the Daylight, Sunlight and Overshadowing Report by OCSC throughout the development, comfortable and desirable spaces have been designed to enhance the opportunity for improved daylight levels, sunlight analysis has shown excellent levels of amenity sunlight will be achieved by the proposed development. Overshadowing analysis confirms there is negligible impact to the surrounding units. The site is a constrained site and due to the unique nature, there is an impact on the Vertical Sky Component (VSC) on some of the adjacent properties. However, design measures have been implemented to mitigate the impact which are outlined in the Daylight, Sunlight and Overshadowing Report by OCSC Consulting Engineers.</li> </ul>

		f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below.	e. The proposed units have generous storage space – refer to HQA by Henry J Lyons Architects. All units are designed with adequate waste, refer to the Operational Waste Management Plan by AWN Consulting. f. See response to below Section 11.90 through to 11.92 of the CDP.
	11.90 Apartment Design	Apartments will become increasingly important to the housing market with the compact growth priority to provide half of new homes within the existing built up areas. The proportion of housing being provided in the form of apartments will increase as higher density neighbourhoods and schemes are brought forward in accordance with Cork City's growth strategy. Locations for apartments will correlate with the higher density locations defined in the Density Strategy.	The proposed development site is an infill, brownfield site in the City and Central Area where the minimum density is 100 units/ha with no upper limit. The proposed 147 no. units will provide a higher density neighbourhood in keeping with the City's growth strategy.
	11.91 Quantitative Standards	Government guidance in the form of Sustainable Urban Housing: Design Standards for New Apartments provides the current quantitative guidance for designing mainstream apartments in order to ensure design quality safeguards are in place to avoid the development of poor quality living environments. This provides quantitative standards for (references to paragraphs and SPPRs refers to the above-mentioned Guidelines).	The proposed development is fully compliant with the design standards from new apartments.
	11.92 Qualitative Considerations in the Design of Apartment Schemes	Government guidance in the form of Sustainable Urban Housing: Design Standards for New Apartments provides the current qualitative guidance for designing apartment developments. Additionally, Cork City Council will seek to ensure that: 1. Communal space within schemes should benefit from excellent daylight and sunlight that exceeds the minimum standards (the scheme layout and volumetric configuration of buildings should optimise solar gain to all spaces). Where daylight and sunlight are at minimum standards, this should be supplemented by rooftop communal amenity space; 2. Communal space is equally accessible to all residents and is tenure blind; 3. Rooftop spaces should be put to productive use for either: green roofs, blue roofs, solar energy, communal rooftop gardens, communal MUGAs, or communal allotments; 4. Green and blue roofs should be designed according to best practice (e.g. Living Roofs and Walls, GLA ,2008).	The proposed development provides communal open space which is demonstrated in the Housing Quality Assessment and Design Statement by Henry J Lyons Architects. The development provides for alternative amenities such as a rooftop garden on Level 7, a green roof on Level 4 and ground floor mixed use units and communal open spaces which offers quality spaces for the future users/occupiers of the development. The quantum of private open spaces and communal spaces provide a high-quality standard for the residential amenity for future occupants of the scheme. The ground level open space network provides a rich mix of landscaping, routes and points of interest and feature trees. In addition to this, the site benefits from a wide range of accessible amenity spaces and is in close proximity to existing amenities and other recreational areas such as Shalom Park and the Waterfront. These nearby amenities provide ample opportunities for outdoor activities and leisure.
	Objective 11.4: Daylight Sunlight & Overshadowing (DSO)	All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement. The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed. Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites.	The proposed development provides a good quality of daylight/sunlight within the scheme and has generous separation distances to neighbouring properties so that there will be no adverse impacts or overshadowing. All habitable rooms have access to appropriate levels of natural/daylight and ventilation and will not have a negative impact on the amenities enjoyed by adjoining properties. Overshadowing analysis confirms there is negligible impact to the surrounding units Sunlight analysis has shown that excellent levels of amenity sunlight will be achieved within the proposed development (see Daylight, Sunlight and Overshadowing Assessment by OCSC.) The impacts on surrounding properties, including the Elysian was considered to ascertain any potential impact to adjacent buildings from the proposed development. As outlined in the Daylight, Sunlight and Overshadowing Report by OCSC throughout the development, comfortable and desirable spaces have been designed to enhance the opportunity for improved daylight levels, sunlight analysis

			has shown excellent levels of amenity sunlight will be achieved by the proposed development. The site is a constrained site and due to the unique nature of the site, there is an impact on the Vertical Sky Component (VSC) on some of the adjacent properties to the south of the development. However, design measures have been implemented to mitigate the impact which are outlined in the Daylight, Sunlight and Overshadowing Report by OCSC Consulting Engineers.																																						
	Table 11.2 Density and Building Height Strategy	<div>Table 11.1: Cork City Building Height Standards.</div> <table><thead><tr><th rowspan="3"></th><th colspan="4">Heights</th></tr><tr><th colspan="2">No. of Storeys</th><th colspan="2"></th></tr><tr><th>Prevailing</th><th></th><th>Target</th><th></th></tr><tr><th></th><th>Lower</th><th>Upper</th><th>Lower</th><th>Upper</th></tr></thead><tbody><tr><td>City</td><td>2</td><td>5</td><td>4</td><td>8**</td></tr><tr><td>City Centre</td><td>2</td><td>5</td><td>4</td><td>6</td></tr><tr><td>North Docks</td><td>2</td><td>3</td><td>4</td><td>7</td></tr><tr><td>South Docks</td><td>2</td><td>4</td><td>5</td><td>10**</td></tr></tbody></table> <div>** Potentially suitable for exceptional tall building(s).</div>		Heights				No. of Storeys				Prevailing		Target			Lower	Upper	Lower	Upper	City	2	5	4	8**	City Centre	2	5	4	6	North Docks	2	3	4	7	South Docks	2	4	5	10**	<p>The proposed building ranges from 4-16 storeys. The proposed height of up to 16 storeys is supported by the location of the site, within close walking distance of Cork City Centre and all amenities and employment opportunities available as well as the existing public transport.</p> <p>The tall building statement prepared by Urban Initiatives confirms the proposed height is appropriate and provides an assessment against tall building criteria from the Cork City Development Plan 2022. The inclusion of a taller building supports compact growth in a location already well served by public transport helping to deliver the growth objectives of the Development Plan. The proposed building will act as a visual anchor and wayfinding device to the junction of the South City Link Road and Old Station Road. The proposed development sites at the periphery of the evolving tall building cluster and integrates comfortably within its hierarchy of heights stepping down by the nearby Elysian by 14.7m and as such having an appropriate height relationship. The Visual Impact Assessment prepared by Urban Initiatives concludes that the visual effects associated with the proposed development both individually and cumulatively are predominately of beneficial impact.</p>
	Heights																																								
	No. of Storeys																																								
	Prevailing		Target																																						
	Lower	Upper	Lower	Upper																																					
City	2	5	4	8**																																					
City Centre	2	5	4	6																																					
North Docks	2	3	4	7																																					
South Docks	2	4	5	10**																																					
	Table 11.13: Maximum Car Parking Standards	Zone 1 City Centre & Inner City: Residential 1-2 bedroom unit- 0.5 parking space(maximum provision)	<p>In line with the Cork City Development Plan’s objective to prioritise sustainable transport and pedestrian movement, the scheme provides no car parking, promoting a shift away from private car use.</p> <p>This approach is appropriate given the site’s exceptional accessibility, within a 5-minute walk of 14 high-frequency bus routes and a 15-minute walk of Kent Railway Station and aligns with the Plan’s strategic intent to reduce car dependency in the city centre.</p>																																						
	Table 11.14: Bicycle Parking Requirements	Standard Apartments: 1 per unit in City Centre/Inner Urban Areas	<p>The proposed development provides 175 bicycle parking spaces. This is above the minimum requirement of 1 space per unit for standard apartments in City Centres and inner urban areas, as set out in Table 11.14 of the Cork City Development Plan.</p> <p>This enhanced provision supports the scheme’s car-free nature and aligns with the Plan’s objective to promote active travel and sustainable transportation choices.</p>																																						
Chapter 12 Land Use Zoning Objectives	ZO 05 – City Centre	To consolidate and facilitate the development of the central area and to promote its role as a dynamic mixed used centre for community, economic, civic, cultural and residential growth.	<p>The proposed development is fully compliant with this zoning objective. It supports the consolidation and growth of the city centre by redeveloping an underutilised site into a high-density, mixed-use residential scheme. It includes 147 apartments and 1 no. café/restaurant and 2 no. offices/retail units no. contributing to the area’s vibrancy and mix of uses.</p> <p>Its city centre location promotes compact urban living, supports economic and community activity, and aligns with the strategic objective of reinforcing Cork City Centre as a dynamic, sustainable hub for residential, civic, and cultural development.</p>																																						

## Appendix B – Technical Note on Childcare

The following technical note considers the appropriateness of the proposed development site to provide a safe, accessible location for childcare.

### Planning Policy Overview

#### Childcare Facilities, Guidelines for Planning Authorities 2001

The Childcare Guidelines provide recommendations in relation to the appropriate location and size of childcare facility that may be required to serve development.

The 2001 Guidelines set out a list of locations that are considered to be appropriate for Childcare Facilities with Section 2.4 suggesting the following locations as potentially being appropriate locations for a creche:

- *New communities/Larger new housing developments*
- *The vicinity of concentrations of work places, such as industrial estates, business parks and any other locations where there are significant numbers working.*
- *In the vicinity of schools.*
- *Neighbourhood, District and Town Centres.*
- *Adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways.*

In relation to 'New communities/Larger new housing developments' the Guidelines also note:

*'Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary for example, **development consisting of single bed apartments** or where there are adequate childcare facilities in adjoining developments. For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate. (See also paragraph 3.3.1 and Appendix 2 below). The threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and **the emerging demographic profile of areas**. Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.*

Section 3 of the Childcare Guidelines speak specifically to the 'Development Control and related standards for Childcare Facilities' and provides the following guidance:

*The following criteria should be applied in the assessment of the suitability of childcare facilities irrespective of location:*

- *Have regard to the Child Care (Pre-School Services) Regulations, 1996, in relation to the planning implications of these Regulations.*
- *Suitability of the site for the type and size of facility proposed.*
- *Availability of outdoor play area and details of management of same.*
- *Convenient to public transport nodes.*
- *Safe access and convenient parking for customers and staff.*
- *Local traffic conditions.*
- *Number of such facilities in the area.*
- *Intended hours of operation (in certain residential areas, 24 hour operations could be problematic).*

Additional Guidance on locational requirements is provided in Section 3.3. It is considered that the locational requirements associated with both 'New and Existing Residential Areas' and 'City/Town Centres' relate to site at Anglesea Terrace.

### **New and Existing Residential Areas**

#### *Full Day Care Facilities – Suitable Sites*

1. *Detached houses/sites or substantial semi-detached properties **with space for off-street parking and/or suitable drop-off and collection points for customers and also space for an outdoor play area.** In relation to new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site. Consideration of childcare facilities provision should be raised as early as possible in preplanning discussions for larger housing developments.*

*[See Appendix 2 for a discussion of the criteria to be used to arrive at the base figure.]*

2. *Neighbourhood centres within a residential area provided that the premises can accommodate open space (or have easy access to a safe outdoor play area). In addition, the unit should be able to avail of ancillary parking associated with neighbourhood shops for the purposes of drop-off and collection, or be close to a public transport node.*

3. ***Premises/sites on primary traffic routes close to public transport nodes and which can provide safe pull in/parking areas for customers and staff.***



*Applications for full day-care facilities in premises other than those listed above (e.g. terraced houses or houses located on a cul-de-sac) should be treated on their merits having regard to the principles outlined above in relation to parking/drop-off points, layout and design of the housing area and the effect on the amenities of adjoining properties.*

and

### **City/Town Centres**

***Premises opening directly onto the more heavily trafficked retail centres of towns and cities will not generally be suitable locations.*** Smaller, quieter streets adjoining these will often prove more suitable.

***The premises should be capable of providing outdoor play space or have safe or easy access to a safe outdoor play area/park.***

*The premises should be so located that it **is within easy reach of public transport nodes** and has **car parking facilities/turning area** which will accommodate staff and customers respectively.*

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

Section 4.7 of the Apartments Guidelines states that:

*Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, **the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area.** One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms.*

## Cork City Council Development Plan 2022

The Cork City Council Development Plan 2022 (CCDP) sets out certain criteria and objectives relating to the provision of a childcare facility. Specifically, Objective 3.21 states the following:

## Objective 3.21 Childcare Facilities:

*To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will:*

- a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered;*
- b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed;*
- c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.'*

Section 3.67 of the CCDP states that:

*'The provision of childcare should be addressed where, or within walking distance to where the need arises. In accordance with the Childcare Facilities Guidelines for Planning Authorities (2001), new residential developments of more than 75 homes will be expected to provide purpose-built as part of the development unless it can be demonstrated there is sufficient capacity in existing facilities.'*

A similar statement is made in Section 11.163 which is as follows:

*'Purpose-built childcare facilities will generally be required as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered.'*

### Assessment

In considering the need for a creche as part of the proposed development at Anglesea Terrace consideration has been given both the location of the site and the scale of development being proposed. Both the 2001 Childcare Guidelines and the 2022 Apartment Guidelines are clear that Studio and 1-bedroom apartments should not be considered in determining the need for a childcare facility for a new apartment development.

Given that the proposed development comprises only 75 no. 2 bedroom units, an assessment of the site has been carried out in terms of its location criteria provided in the Childcare Guidelines.

## Considerations in Relation to Location

The site has been considered under the general provisions of Section 3 of the Childcare Guidelines in terms of the opportunity to provide a creche at this location.

### 1. Suitability of the site for the type and size of facility proposed.

The 0.25 hectare site at the junction of the N27 national primary route and Station Road. The adjacent, established uses in the vicinity include terraced housing, St. Vincent's Hostel and the St Joachim and St. Anne's apartments.

It is considered that even a small, 20 child creche would create traffic entering and existing the site at Anglesea Terrace which terminates at cul-de-sac. It is not considered appropriate to create a new vehicle access into the site.

Active uses are considered desirable at ground floor level. A creche provides a limited opportunity for a ground floor active use as ensuring child safety will require screening from the street. In addition, the hours of operation will limit the activation of the ground floor outside business hours.

Given the existing traffic conditions at the junction, the capacity of Anglesea Terrace to cater for additional traffic and turnaround area, and the size of this infill site, there appropriateness of adding a creche use to the proposed development is questionable.

### 2. Availability of outdoor play area and details of management of same.

The central urban location of the site lacks adequate space for safe and spacious outdoor play areas with no opportunity to provide a dedicated, private play area within the site to serve a creche.

Natural green spaces are important for children's physical and emotional well-being. The subject area, which is within the city centres has fewer parks and accessible play areas, which would limit opportunities for children to engage with nature. The closest park would require children and staff to cross the N27.

### 3. Convenient to public transport nodes.

The site is located within 5 minutes walking distance to 4 no. high frequency bus stops.

### 4. Safe access and convenient parking for customers and staff.

The site is not of a sufficient size to provide a dedicated drop-off area and car parking is not being provided. No car parking can be provided for staff or customers at this location.

### 5. Local traffic conditions.

A childcare facility in this location would likely increase vehicular traffic in an already congested area as parents or guardians drop off and pick up children. As detailed in the demographic profile, it is estimated that the proposed development will generate 5 children between the ages of 0 and 4, 3 of which may require a place in a creche. For the creche to be considered viable, the

majority of children attending this creche would be coming from outside the development.

Consideration to the impact of this additional traffic on the existing Anglesea Terrace as well as the future residents of this scheme needs to be considered.

#### **6. Number of such facilities in the area.**

Within 2km of the site, there is a total of 16 no. creches with a capacity of 549 no. child spaces.

#### **Summary**

The provision of a creche on this site was fully considered as part of the initial design phase for the proposed development. The proposed scheme includes just 75 units that are 2 beds or larger and consideration has been given to the demographic profile of the area, the unit mix envisioned in the City Development Plan and the location criteria provided in the Childcare Guidelines.

Our findings are as follows:

- The demographic profile for area indicates the total number of children from 0-4 years old that will be generated by the scheme is 5.
- The site is considered a poor location for a creche based on the criteria provided in Section 2 of the Childcare Guidelines as:
  1. The site is in a highly trafficked City Centre location;
  2. There is no opportunity to provide a set down or car parking for staff or customers; and
  3. Due to the small site size, there is no available space to provide a safe, secure, private play area for the creche.

## Appendix C – Housing Mix





# UNIT MIX REPORT:

Proposed Development,  
Anglesea Terrace,  
Cork

PREPARED FOR

Land Development Agency

REPORT DATE: 14 MAY 2025

Better never settles



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1. Schedule of LDA Cost Rental Schemes Completed to Date
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## TERMS OF INSTRUCTION

<b>Client:</b>	Land Development Agency		
<b>Property Address:</b>	Proposed Development, Anglesea Terrace, Cork		
<b>Proposed Development:</b>	The development proposes the demolition of existing structures and construction of 147 no. residential units and 3 mixed-use units located at Anglesea Terrace, Old Station Road, Cork. Please refer to the description of development in the Architects Design Statement for further details.		
<b>Output:</b>	Evidence based advice on mix of apartment types to be provided		
<b>Final Report Date:</b>	15 April 2025		
<b>Inspection:</b>	The property was inspected externally by Eoin Ryan MSCSI MRICS on 26 February 2025.		
<b>Personnel:</b>	<p>The report has been prepared by Eoin Ryan MSCSI MRICS, Director assisted by Steven Denehan Assoc. RICS SCSi, Divisional Director and Eoin Cashman MSCSI MRICS Valuation Surveyor.</p> <p><b>Contact:</b></p> <table><tr><td>Eoin Ryan Director DD: 021 4275454 Email: eoin.ryan@cushwake.ie</td><td>Steven Denehan Divisional Director DD: 021 4275454 Email: steven.denehan@cushwake.ie</td></tr></table>	Eoin Ryan Director DD: 021 4275454 Email: eoin.ryan@cushwake.ie	Steven Denehan Divisional Director DD: 021 4275454 Email: steven.denehan@cushwake.ie
Eoin Ryan Director DD: 021 4275454 Email: eoin.ryan@cushwake.ie	Steven Denehan Divisional Director DD: 021 4275454 Email: steven.denehan@cushwake.ie		
<b>Sources of Information:</b>	We have relied on information provided by the Client including a schedule of accommodation, floor plans and details of previous cost rental schemes constructed by the LDA and a report prepared by McCutcheon Halley for the LDA dated March 2025.		

## 1. Introduction

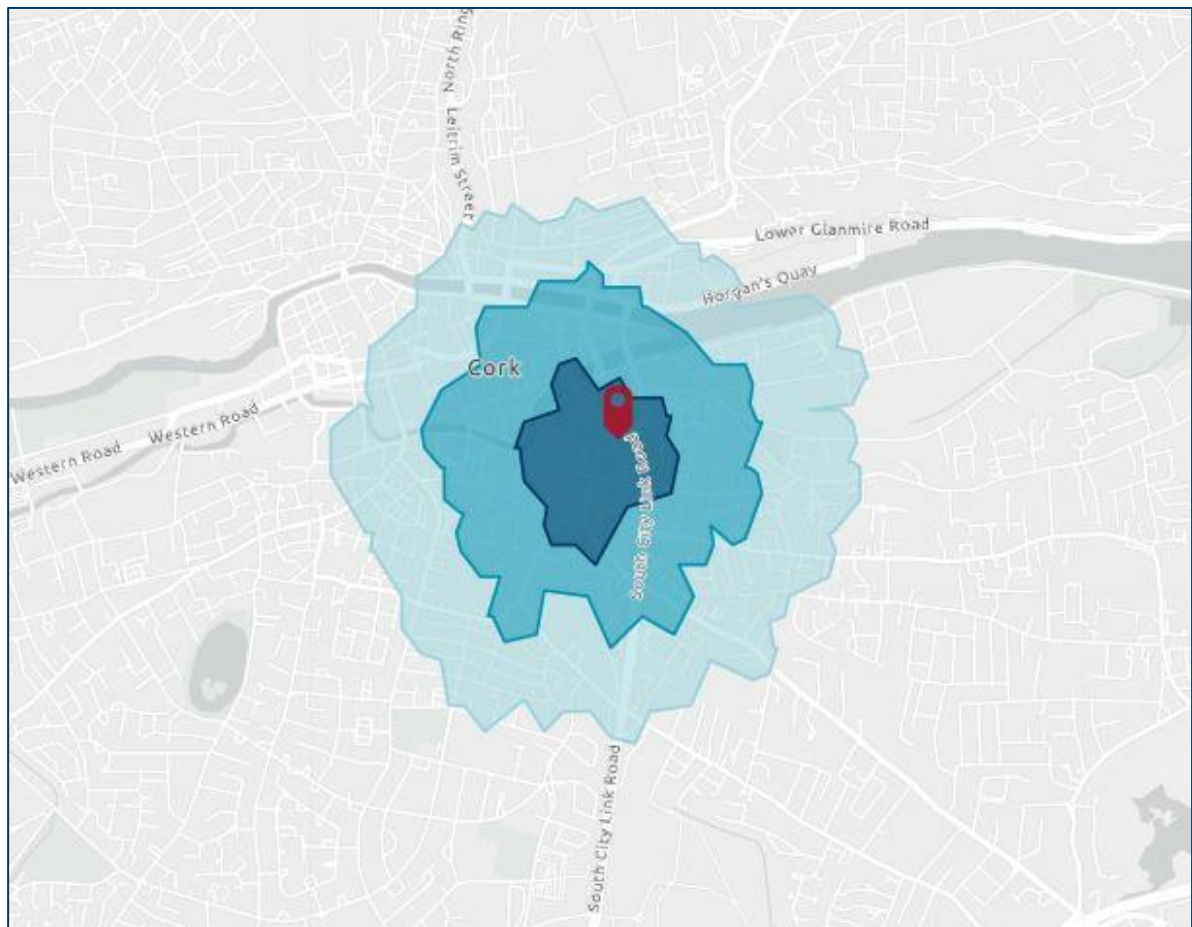
Cushman & Wakefield have been appointed by the Land Development Agency (LDA) to prepare a report on the recommended mix of apartments for a proposed cost rental scheme at a site on Anglesea Terrace in Cork.

We have considered the features of the property including its location, land use zoning and the proposed scheme, the market, demographic and economic context in which the proposed scheme is to be developed, the demand for social, cost rental and private rental residential units, the parameters within which a cost rental scheme is delivered and eligibility requirements for applicants for a cost rental scheme.

Having thoroughly assessed the above, we will set out our advice in relation to the optimum mix of units to be developed at the subject property.

## 2. Methodology

For the purposes of our report we have considered the data available in respect of an area within a 15 minute walk of the subject property. This area is highlighted indicatively in the map below by three areas shaded in blue comprising areas within 5, 10 and 15 minutes walk of the subject property. We have relied on the demographic and housing data set out in a report prepared by McCutcheon Halley for the Land Development Agency (LDA) dated March 2025 which also considered this catchment area.





### 3. Property Overview

The subject property comprises an edge of city centre development site located to the north of Anglesea Terrace and at the junction of Old Station Road and the South City Link Road. It is formed by a number of sheds surrounding a yard area and two surface level car parks and extends to approximately 0.25 hectares (0.62 acres).

The yard and sheds form the eastern section of the subject property, while the car park forms the western section of the subject property. The property is generally surrounded by relatively high walls. The yard area is accessed via a large roller shutter door from Anglesea Terrace, while two of the sheds are accessed through a smaller roller shutter door and a pedestrian door from Anglesea Terrace. There are also a number of pedestrian doors onto Old Station Road. The two car parks are finished in concrete and tarmac with gated entrances from Anglesea Terrace and are separated by walls and fences. The eastern car park also has a gated entrance from Old Station Road.

### 4. Location

The subject property is located at the southern edge of Cork city centre approximately 170m south of City Hall and approximately 320m south east of the eastern end of the South Mall.

The area is generally mixed use in nature with mainly residential uses on Anglesea Terrace including St Vincent's Hostel and S.S. Joachim and Anne's House and also commercial uses most notably John Morris Tyre Centre. Old Station Road to the north and the South City Link Road to the east generally provide for commercial uses, while Anglesea Street to the west provides for a mix of mainly commercial and residential uses. Notable buildings and occupiers in the immediate vicinity including Anglesea Garda Station, Anglesea Street Fire Station, City Hall multi-storey car on Eglinton Street, Cork City Council, the Elysian, Aldi and the South Infirmary Victoria Hospital to the south of the subject property.

### 5. Land Use Zoning

Under the Cork City Development Plan the subject property is zoned ZO 05 City Centre. This land use zoning seeks "to consolidate and facilitate the development of the central area and to promote its role as a dynamic mixed used centre for community, economic, civic, cultural and residential growth." The Development Plan continues stating that "uses that complement the primacy and vibrancy of the City Centre are permitted in this zone" and that primary uses under this land use zoning "include but are not limited to retail, residential uses, community uses, offices, hotels, cultural and leisure facilities, education and healthcare institutions and facilities, and uses that contribute to the vibrancy and diversity of the City Centre."

Under the Development Plan in the city centre the following mix of dwelling types are required:

	Min	Max	Target
Studios / PBSA	0%	30%	20%
1 Bedroom	20%	30%	25%
2 Bedroom	30%	40%	35%
3 Bedroom	15%	25%	20%
4 Bedroom / Larger	0%	100%	0%

Table 11.5: City Centre Dwelling Size Mix for Housing.



The property immediately to the west of the subject property known as S.S. Joachim and Anne's House is a Protected Structure and is located within the South Parish Architectural Conservation Area Sub Area C.

## 6. Proposed Development

The Land Development Agency (LDA) propose to demolish the existing structures and construct a development of 147 no. residential units and 3 mixed-use units. Please refer to the description of development in the Architects Design Statement for further details.

## 7. Demographics

We have considered a range of demographic and housing factors in relation to the catchment area as set out in the McCutcheon Halley report at Appendix 2.

### 7.1 Population

In 2022, the catchment area had a population of 22,213 being a 14.6% increase on 2016. 62.6% of the population in the catchment area is aged over 29 years old, slightly above the figure of 61.8% for Cork city as a whole. Between 2016 and 2022 all age cohorts with the exception of people aged between 80 and 84 and 15 and 19 years increased. The largest increases in the catchment area were those aged between 40 and 44, 10 and 14 and 60 and 64 as detailed below.

Age Cohort (Years)	Largest Increases	Decreases
40-44	54.6%	
10-14	36.1%	
60-64	31.8%	
80-84		-5.5%
15-19		-4.0%

**Source:** McCutcheon Halley/CSO 2023

## 7.2 Household Size

We have set out below household sizes and the change in household sizes between 2016 and 2022 within the catchment area.

### Household Size

Households	Catchment	Cork City
One Person Households	32.5%	24.4%
Two Person Households	37.5%	30.6%
Three Person Households	15.4%	18.6%
Four Person Households	9.4%	15.7%
Five Person Households	3.4%	7.4%
Six Person Households	1.2%	2.3%
Other	0.6%	0.9%

**Source:** McCutcheon Halley/CSO 2023

### Change in Household Size 2016 - 2022

Households	Catchment
One Person Households	-3.2%
Two Person Households	18.1%
Three Person Households	14.9%
Four Person Households	8.0%
Five or More Person Households	21.1%

**Source:** McCutcheon Halley/CSO 2023

There is a relatively high number of one and two person households within the catchment at 32.5% and 37.5% compared to Cork city generally. There are below average numbers of three and four person households at 15.4% and 9.4% respectively. The proportion of five and six person households in the catchment area is substantially below the average for the city. One, two and three person households comprise 85.4% of households in the catchment area. There was a small reduction in one person households between 2016 and 2022, while two and three person households increased significantly during this period. Five or more person households also increased significantly by 21% although they only comprise 5.2% of households in the catchment area so the impact of this increase is relatively small. Overall average household size in the catchment increased from 2.13 in 2016 to 2.2 in 2022. The average for Cork city was 2.62, while the national average is 2.74 (McCutcheon Halley/CSO 2023). In the catchment area this is primarily due to increases in two and three person households and a reduction in one person households.

### 7.3 Family Units

The number of family units in the catchment area is 3,986 (McCutcheon Halley/CSO 2023). Of these, 53.2% did not have any children. Of those that did have children, 42.6% stated that the youngest child was more than 15 years old. In addition 35.3% were a younger couple and 17.9% were classed as adult. Between 2016 and 2022, the number of retired, older couple, pre-adolescent and younger couple categories increased by 16%, 9%, 24.7% and 21.9% respectively, while the number of childless family units increased by 18.4% between 2016 and 2022 (McCutcheon Halley/CSO 2023). All other family unit categories comprising adult, adolescent, early school and pre-school decreased during this period.

### 7.4 Dwelling Ownership

We have set out below the number of dwellings by ownership status for the catchment area and Cork city.

#### Dwellings by Ownership Status

Ownership Status	Catchment	Cork City
Owned with Mortgage or Loan	11.4%	23.7%
Owned Outright	21.1%	21.1%
Rented from Private Landlord	50.4%	23.6%
Rented from Local Authority	5.5%	12.5%
Rented from Voluntary/Co-operative Housing Body	2.1%	1.9%
Occupied Free of Rent	1.3%	1.2%
Not Stated	8.3%	4.5%

**Source:** McCutcheon Halley/CSO 2023

We note that over half of all accommodation in the catchment area is rented from private landlords, just over 7% is rented from the Council or a Voluntary/Co-operative Housing Body and over 32% of dwellings are owned, with only just over 11% owning with a mortgage or loan. The proportion of dwellings rented from a private landlord are substantially higher than the average for the city. Also the proportion of dwellings rented from the Council or a Voluntary/Co-operative Housing Body and also owned with a mortgage or loan are significantly lower than levels across Cork city as a whole.

#### Change in Dwelling Ownership Status 2016 - 2022

Ownership Status	Catchment	Cork City
Owned with Mortgage or Loan	4.4%	-0.8%
Owned Outright	2.3%	9.1%
Rented from Private Landlord	11.4%	6.6%
Rented from Local Authority	-21.2%	6.0%
Rented from Voluntary/Co-operative Housing Body	68.7%	93.8%
Occupied Free of Rent	21.6%	8.4%
Not Stated	44.3%	31.3%

**Source:** McCutcheon Halley/CSO 2023

Within the catchment area the only dwelling ownership status that reduced between 2016 and 2022 was dwellings rented from the Council which reduced by 21.2%. All other categories increased, while in the city all categories with the exception of dwellings owned with a mortgage or loan increased, with this category only reducing by 0.8%.

## 7.5 Conclusion

These changes in the distribution of the population and thus household sizes are indicative of a mature population which is expanding. That population is aging, increasing the demand for smaller dwellings. Although average household size has increased, the catchment area has a substantially smaller average household size than that which is prevalent for Cork city as a whole. Over 85% of households are one, two and three person households. Over 83% of the household increases comprised two and three person households again increasing the demand for smaller dwellings. Also an increasing majority of dwellings are rented from private landlords in the catchment area, while the total number of dwellings rented from the Local Authority and from Voluntary/Co-operative Housing Bodies combined has decreased significantly in the catchment area between 2016 and 2022 reducing materially the number of social and affordable dwellings available to rent.

Overall the above data suggests that demand for housing stock in the catchment area is focused towards smaller units for two and three person households, with high existing demand for units suitable for one person households.

## 8. Existing Stock

We have set out below the existing housing stock by number of bedrooms and type of dwelling within the catchment area as set out in the McCutcheon Halley report at Appendix 2. Please note that these figures do not differentiate between houses and apartments.

### Existing Dwelling by Number of Bedrooms within the Catchment Area

Dwellings by Number of Bedrooms	Number
One Bedroom Units	19.4%
Two Bedroom Units	30.4%
Three Bedroom Units	23.1%
Four Bedroom Units	10.4%
Five Bedroom Units	3.9%
Other	12.8%

Source: McCutcheon Halley/CSO 2023

### Existing Dwelling by Type within the Catchment Area

Dwellings by Type	Number
House/Bungalow	54.8%
Flat/Apartment	45.2%

Source: McCutcheon Halley/CSO 2023

When assessing housing demand it is generally accepted that one bedroom units are used by one or two people, two bedroom units are used mainly by two, three or four people and three bedroom units are generally used by four or more people.

When the figures for existing dwellings by number of bedrooms set out above are considered in light of the distribution of household sizes as set out in Section 7, it appears relatively speaking that the catchment is significantly under supplied with one bedroom units and under supplied with two bedroom units. In contrast the catchment appears to have a relatively large number of three, four and five bedrooms units relative to the four, five and six person households and also noting that in relation to cost rental schemes four person households are generally accommodated in two bedroom units.

In relation to the targeted housing mix as stated in the development plan, within the catchment area the proportion of one bedroom and two units is below the target set, while the proportion of three bedroom units is above the target set. Therefore further development of three bedroom units within the catchment area will further increase this imbalance.



## 9. Proposed Developments

For context, we have set out below details of proposed comparable apartment schemes of scale within the catchment area. These comprise Horgan's Quay which is under construction and The Railyard on Albert Quay and Railway Gardens on South City Link Road both of which have planning but as at the date of report have yet to commence construction. Each scheme is proposed to provide a differing mix of accommodation with one and two bedroom apartments at Horgan's Quay, a mix of studio, one, two and three bedroom apartments at The Railyard and a mix of one and two bedroom apartments and two and three bedroom duplex units at Railway Gardens.

### Under Construction

Horgan's Quay	Number	Percentage
One Bedroom Apartment	108	35.8%
Two Bedroom Apartment	194	64.2%
<b>Total</b>	<b>302</b>	<b>100%</b>

### Planning Granted

The Railyard, Albert Quay	Number	Percentage
Studio Apartment	25	11.5%
One Bedroom Apartment	92	42.4%
Two Bedroom Apartment	88	40.6%
Three Bedroom Apartment	12	5.5%
<b>Total</b>	<b>217</b>	<b>100%</b>

Railway Gardens, South City Link Road	Number	Percentage
One Bedroom Apartment	57	50.9%
Two Bedroom Apartment	45	40.2%
Two Bedroom Duplex	5	4.5%
Three Bedroom Duplex	5	4.5%
<b>Total</b>	<b>112</b>	<b>100%</b>

## 10. Demand for Social Housing

We have been provided with the following data by the Housing Directorate in Cork City Council in relation to the demand for social housing in Cork city centre and on the south side of the city. The figures do not differentiate between demand for houses and apartments. Therefore the numbers outlined are for both house and apartments.

City Centre	Number	Percentage
One Bedroom	1,847	67%
Two Bedroom	698	25%
Three Bedroom	207	8%
<b>Total</b>	<b>2,752</b>	
South Side	Number	Percentage
One Bedroom	2,086	54%
Two Bedroom	1,086	28%
Three Bedroom	705	18%
<b>Total</b>	<b>3,877</b>	

**Source:** Cork City Council

The figures for the south side include a number of suburban areas of the city. Also the figures for the south side may include some duplication due to applicants seeking accommodation in more than one suburb. Housing Directorate in Cork City Council have advised that they have sought to factor this duplication into the calculation of this number.

Overall there is approximately 41% more demand for social housing in the south suburbs than in the city centre. The number of applicants for one bedroom units is approximately 13% higher in the south suburbs than in the city centre, while two bedroom units and three bedroom units are approximately 56% and 240% higher.

We note that proportionately demand is highest in both areas for one bedroom units. Demand proportionately is relatively consistent in both areas for two bedroom units. However the demand proportionately for three bedroom units is substantially higher in suburban locations rather than city centre locations. In our opinion this reflects the higher demand for houses from applicants seeking to secure three bedroom units which are more commonly provided in suburban locations only, hence the higher number of applicants. Also the far lower proportion of applicants for three bedroom units in the city centre is likely to include some applicants who are seeking to secure houses rather than apartments as 54.8% of units in the catchment area comprise a house or a bungalow.

## 11. Private Rental Demand

We are not aware of any reliable statistics in relation to the volume of private rental demand in the catchment area or in Cork city. However it is generally accepted that the quantum of demand for rental accommodation greatly exceeds the quantum of supply both in the catchment area and in Cork city. Therefore although it is not possible to directly identify demand, we have considered the pricing for apartments as an indicator of demand.

In the absence of new apartment schemes being constructed for private rental in Cork we have considered the average rents being secured for one, two and three bedroom apartments at four existing apartment complexes in Cork city. In each case the rents are subject to Rent Pressure Zone restrictions. For the purposes of analysis in addition we have also set out the percentage uplift in rents from one to two bedroom apartments and from both one and two bedroom apartments respectively to three bedroom apartments for each scheme. We have also set out the proportion of unit types in each case. We have not included specific details of the developments themselves due to the sensitive nature of the information.

Scheme 1	Average Rent per month	Percentage Uplift to Two Bedroom Apartment	Percentage Uplift to Three Bedroom Apartment	Proportion of Units
One Bedroom Apartment	€1,194	n/a	22%	6%
Two Bedroom Apartment	€1,527 (Range €1,209 - €1,800)	28%	-4%	88%
Three Bedroom Apartment	€1,459 (Range €1,489 - €1,470)	n/a	n/a	6%
<b>Scheme 2</b>				
One Bedroom Apartment	€1,163	n/a	39%	23%
Two Bedroom Apartment	€1,431	23%	13%	54%
Three Bedroom Apartment	€1,612	n/a	n/a	23%

Scheme 3	Average Rent per month	Percentage Uplift to Two Bedroom Apartment	Percentage Uplift to Three Bedroom Apartment	Proportion of Units
One Bedroom Apartment	€1,291	n/a	27%	22%
Two Bedroom	€1,567	21%	5%	69%
Three Bedroom Apartment	€1,646	n/a	n/a	9%
<b>Scheme 4</b>				
One Bedroom Apartment	€1,355	n/a	26%	21%
Two Bedroom Apartment	€1,552	12%	10%	60%
Three Bedroom Apartment	€1,714	n/a	n/a	19%

**Source:** Cushman & Wakefield

The proportion of one bedroom apartments and three bedroom apartments is relatively consistent across the four complexes with the exception of scheme no. 3 which has a higher proportion of one bedroom apartments. In each case the majority of accommodation comprises two bedroom apartments ranging from 54% to 88%.

The uplift in rent from one to two bedroom apartments ranges from 12% to 28% and from 22% to 39% from one bedroom apartments to three bedroom apartments. The uplift in rent from two bedroom apartments to three bedroom apartments ranges from -4% to 13% which comprises a decrease in respect of complex 1 and a much smaller uplift relative to the uplift from one to two bedroom apartments at the other complexes. This is despite the additional bedroom and the comparatively small number of three bedroom apartments compared to the number of two bedroom apartments. This highlights the far smaller demand for three bedroom apartments when compared with two bedroom apartments relatively speaking and also noting that far greater unit numbers are provided without materially impacting rents.

Based on these rents it also appears that there is a far higher demand for one bedroom apartments than three bedroom apartments given the level of rent payable when the smaller number of bedrooms and number of potential occupiers, floor area and number of units in each complex are considered.

## 12. Cost Rental Scheme Requirements

The Cost Rental Model includes two specific parameters which are of particular relevance to our advice. These comprise the Net Household Income Threshold and the Affordability Criteria. The Net Household Income Threshold is €59,000 for Cork and comprises “net income means that income tax, universal social charge, PRSI and superannuation contributions are deducted from the relevant gross assessable income” (Source: Citizens Information). The Affordability Criteria requires applicants to ensure that the rent charged is no more than 35% of Net Household Income.

We note that the median gross income in the catchment area is €37,304, €39,214 within 10 minutes walk of the subject property and €39,156 within 5 minutes walk of the subject property (CSO 2023). Therefore for the purposes of calculating the Net Household Income Threshold, if two median wages are combined by applicants, they are very likely to exceed the threshold of €59,000 which applies to Cork. We also note that if the wages of three people on the minimum wage of €13.50 per hour working 39 hours per week providing an annual wage of approximately €27,000 they are also very likely to exceed the threshold of €59,000. The Affordability Criteria places a minimum net income requirement on applicants at 35% of Net Household Income to ensure that the rent payable is affordable.

The combination of the Net Household Income Threshold and the Affordability Criteria create a net household income range for each unit type that an applicant must satisfy in order to be eligible to rent a unit. The impact of this and the likely outcome at the subject property in the context of cost rental schemes delivered to date are considered in Section 13 below.

## 13. Impact of Net Household Income Threshold and Affordability Criteria

The LDA has delivered eight cost rental schemes to date. These schemes have provided a mix of studio, one bedroom, two bedroom and three bedroom apartments. Studios have been provided at four schemes, three bedroom apartments have been delivered at two schemes, while one and two bedroom apartments have been delivered at all schemes.

We note that all eight schemes are suburban or commuter locations. None are located in major town or city centre locations similar to the subject property. Also the two cost rental apartment schemes constructed by the LDA outside of Dublin to date have included one and two bedroom apartments only. Also the only cost rental apartment scheme of scale delivered to date in Cork, being Lancaster Quay which was acquired by Cluid, provided only one and two bedroom apartments.

In relation to the two cost rental schemes with three bedroom apartments that the LDA have delivered to date at The Quarters, Citywest in County Dublin and at Shanganagh Castle, Shankhill also in County Dublin, the minimum net income threshold for the purposes of meeting the Affordability Criteria was €60,000 and €60,587 respectively. Given the higher Net Household Income Threshold for Dublin of €66,000 this created a relatively narrow income range within which the apartments could be secured by applicants. We note that the ranges for one and two bedroom apartments were much larger.

The maximum Net Household Income Threshold is €59,000 for Cork. Due to the city centre location of the subject property, we are of the opinion that Market Rents are higher in Cork city centre than at the locations the LDA has delivered cost rental schemes to date. Also we are of the opinion that build costs may be similar or are more likely to be higher due to inflation since these schemes were constructed and given the likely timeline for the construction of the subject property and also due to the scale and height of the proposed scheme.



All matters being equal, given the maximum Net Household Income Threshold applicable and the likely higher minimum Affordability Criteria which will apply to three bedroom apartments only, the potential for any three bedroom apartments to be delivered successfully under a cost rental scheme at the subject location does not appear to be possible at present given the statutory, financial and affordability requirements placed on applicants in order to become eligible for the apartments.

## 14. Demand for Cost Rental Units

All cost rental scheme delivered by the LDA to date have been significantly over subscribed with 1,075 units provided and 10,905 eligible applications being a ratio of approximately 10.1 eligible applications to every unit. In relation to the two schemes located outside of Dublin the ratio is approximately 14.8 1 eligible applications to each available unit. We have set out a detailed schedule of these schemes and numbers of eligible applications in Appendix 1 of this report.

Cluid also developed cost rental accommodation at Lancaster Gate in Cork city centre. This scheme had 73 units comprising 11 no. one bedroom apartments and 62 no. two bedroom apartments. Cluid received over 1,300 applications. In all cases demand significantly exceeded supply by a significant multiple with all units let immediately. In addition at Lancaster Gate, a small number of tenants have vacated and in each instance the apartment has been relet immediately.

Indeed anecdotally this exceptionally high demand continues as highlighted by the recent high profile marketing of 46 discounted apartments at Bolands Mills Quarter in Dublin for rent. These apartments are restricted to key workers only such as gardaí, nurses and teachers and they must be able to show a connection to the local area within 1.5 km of the property, significantly limiting the pool of potential tenants. Cluid received over 2,300 applications within 9 days of applications opening for the apartments, with seven days remaining for interested parties to submit an application. Of the over 2,300 applications received, approximately 530 were found to be eligible giving a ratio of approximately 11.5 eligible applications to each available unit.

## 15. Viability

A cost rental scheme is required to be viable in order to proceed. We have considered the cost of constructing the various apartment types with larger apartments being more expensive to construct than smaller apartments. We have also considered the likely relativities of cost rental levels for each unit type based on previous LDA schemes as set out in Appendix 1.

On this basis and with the benefit of the information set out previously in this report, particularly the following:

- The impact of the Net Household Income Threshold and Affordability Criteria in relation to three bedroom apartments
- The limited social and private rental demand for three bedroom apartments both in the catchment area and in Cork city generally
- The high and increasing proportion of smaller households and
- The mix of existing dwellings in the catchment the vast majority of which comprise houses and units with two or more bedrooms

we consider the construction of three bedroom apartments at the subject property not be viable in their own right at present and if proposed will negatively impact the viability of the overall scheme.

This will increase the level of rents payable and reduce the number of units delivered overall assuming a scheme of the same size and floor area is constructed. The construction of three bedroom apartments is also likely to make the entire scheme unviable from a cost rental perspective.

Considering the above points and bearing in mind the legal and statutory requirements placed on a cost rental scheme, we are of the opinion that a scheme with a greater number of smaller units is likely to provide the most viable scheme at present and therefore have the greatest chance to proceed and address in part the housing needs of the area.

## 16. Conclusion

The demographics based on Census 2022 suggest that demand for dwellings in the catchment area is focused towards smaller units for two and three person households, with high existing demand for units suitable for one person households. The existing housing stock in the catchment mostly comprises houses and units with two or more bedrooms. The social housing demand is strongly focused towards one and two bedroom units in the city centre, with substantially smaller demand for three bedroom units. We note that the demand for three bedroom units also includes houses and in our opinion the majority of those on the waiting list for three bedroom units in the city centre are likely to favour securing houses as opposed to apartments. Similarly private rental demand is also focused towards one and two bedroom units in the catchment area and Cork city generally. We consider that the Net Household Income Threshold and Affordability Criteria will significantly negatively impact on applicants ability to be eligible for three bedroom cost rental apartments at the subject property. There is clear evidence of very strong demand for cost rental units to date as highlighted by schemes developed by the LDA and Cluid including Lancaster Gate in Cork. We have also reflected on our view that three bedroom apartments will not be viable as cost rental units in their own right and that this is likely to make the entire scheme unviable threatening the deliverability of the scheme.

On the basis of the above we have concluded that the optimum mix of units to be developed at the subject property would be a scheme providing one bedroom and two bedroom cost rental apartments only.

Signed for and on behalf of Cushman & Wakefield



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# APPENDIX 1

## Schedule of LDA Cost Rental Scheme Applications

Property	Unit Type	Phase	Number of Units	Rent/month	Net Income Maximum	Net Income Minimum	# Applications Eligible	%	Total Eligible Applications
Castletroy, Limerick	1-bed apartment	Phase 1	36	€990	€59,000	33,943	396	57%	700
	2-bed apartment	Phase 1	45	€1,235	€59,000	42,343	304	43%	
Shanganagh Castle, Shankhill, Dublin 18	Studio	Phase 1	19	€1,175	€66,000	40,286	216	10%	2,194
	1-bed apartment	Phase 1	40	€1,250	€66,000	42,857	898	41%	
	2-bed apartment	Phase 1	107	€1,575	€66,000	54,000	869	40%	
	3-bed apartment	Phase 1	29	€1,775	€66,000	60,857	211	10%	
Harpur Lane, Leixlip, Co. Kildare	1-bed apartment	Blocks B&C (Jan 24)	21	€1,357	€59,000	46,526	552	43%	1,269
	2-bed apartment	Blocks B&C (Jan 24)	31	€1,585	€59,000	54,343	717	57%	
The Quarters, Citywest, Co. Dublin	1-bed apartment	Phase 1	68	€1,390	€66,000	47,657	363	40%	901
	2-bed apartment	Phase 1	162	€1,580	€66,000	54,171	445	49%	
	3-bed apartment	Phase 1	6	€1,750	€66,000	60,000	93	10%	
Barnwell Point, Hansfield, Dublin 15	Studio	Phase 1	20	€1,050	€66,000	36,000	357	22%	1,637
	1-bed apartment	Phase 1	13	€1,225	€66,000	42,000	512	31%	
	2-bed apartment	Phase 1	60	€1,400	€66,000	48,000	768	47%	
Kiltarnan, Co. Dublin 18	1-bed apartment	Phase 1 (Blocks 3&4)	12	€1,300	€66,000	44,571	607	42%	1,434

	2-bed apartment	Phase 1 (Blocks 3&4)	12	€1,450	€66,000	49,714	827	58%	
Cookstown Gateway, Dublin 24	Studio	Phase 1	17	€1,000	€66,000	34,286	427	26%	1,674
	1-bed apartment	Phase 1	77	€1,225	€66,000	42,000	493	29%	
	2-bed apartment (3ppl)	Phase 1	15	€1,425	€66,000	48,857	388	23%	
	2-bed apartment	Phase 1	75	€1,500	€66,000	51,429	366	22%	
Parkside, Dublin 13	Studio	Phase 1 (Blocks 5B, C&D)	1	€1,000	€66,000	34,286	320	29%	1,096
	1-bed apartment	Phase 1 (Blocks 5B, C&D)	105	€1,320	€66,000	45,257	361	33%	
	2-bed apartment	Phase 1 (Blocks 5B, C&D)	100	€1,635	€66,000	56,057	226	21%	
	2-bed apartment with study	Phase 1 (Blocks 5B, C&D)	4	€1,700	€66,000	58,286	189	17%	

Source: LDA



# APPENDIX 2

McCutcheon Halley Report

# Dwelling Mix Report

For Development at Anglesea Terrace, Cork City  
on behalf of Land Development Agency.

May 2025



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

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# 1. Introduction

McCutcheon Halley Planning Consultants have been appointed by the Land Development Agency (LDA) to prepare a Dwelling Mix Report (in conjunction with the Unit Mix Report prepared by Cushman and Wakefield), which considers the existing composition of dwellings surrounding the proposed development at Anglesea Terrace, Cork City.

The dwelling mix report will inform and justify the inclusion of only 1- and 2-bedroom apartments in the proposed development of 147 no. residential units at a site located at Anglesea Terrace, Cork.

This report provides details on the following:

- The site context;
- The methodology of the report;
- The relevant census profiles that affect the need for types of dwellings; and
- Comparing the mix of dwellings by number of bedrooms in the catchment area and proposed development to the targeted mix as per the Cork City Development Plan (CCDP) 2022-2028.



## 2. Site Context

The proposed development site is in the centre of Cork City, located at the corner of the South Link Road and Old Station Road Junction and is accessed via Anglesea Terrace from Anglesea Street. The Old Station Road bounds the north, and the South Link Road is located to the east of the site.

The site is well served by existing public transport, located 500 metres from Cork City Bus Station – Parnell Place which provides a range of local, regional and national bus links (Figure 1). The site is located 1.4km on foot from Cork (Kent) train station (Figure 1).

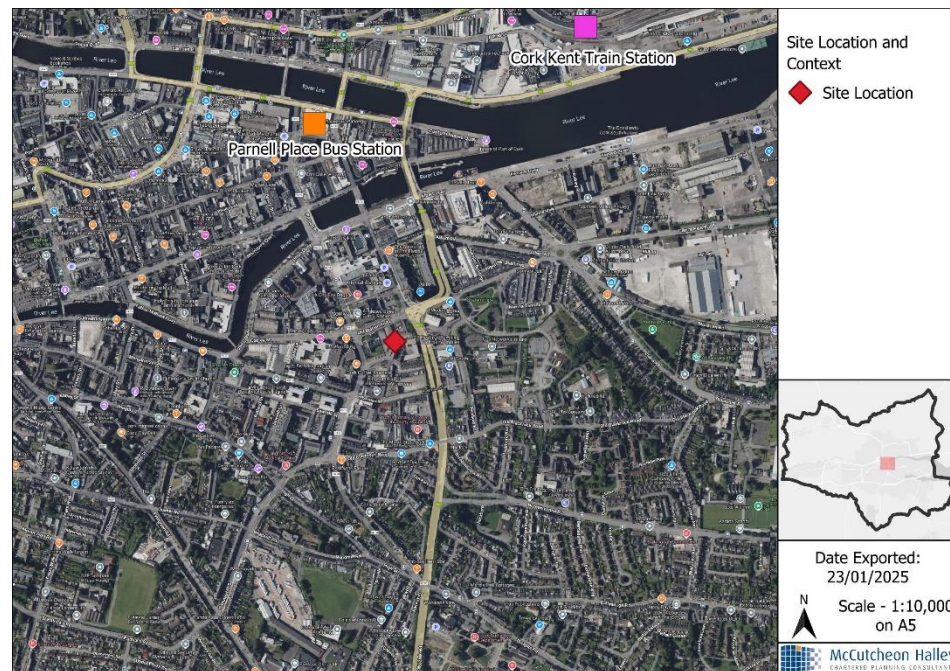


Figure 1: Context and location of the proposed development.

### 3. Methodology

The assessment of dwelling mix by dwelling type, age of dwelling, and number of bedrooms was done in three steps. Step 1 was to define a catchment area, step 2 was to select the Census 2022 data within the catchment area, and step 3 was to aggregate the Census 2022 data for the catchment area.

The definition of a catchment area serves to limit the geographic scope of this report. This ensures that only the immediate environment surrounding the proposed development is considered within this assessment. To account for the drive toward 15-minute urbanism as proposed within the CCDP 2022-2028, the catchment area for this report represents a 15-minute walk time area from the proposed development (Figure 2). Therefore, the catchment area is defined as the area shaded in blue as per Figure 2.



Figure 2: Catchment area based on 15-minute walk time from proposed development.

The selection of small area boundaries was completed by performing a select by location query. Whereby, all small area boundaries from 2022 and 2016 that intersect with the catchment area were returned. The catchment area coverage of each selected small area boundary was assessed to ensure that the selection was a true reflection of Census 2022 and 2016 data that falls within the catchment area. In total, 92 small area boundaries were selected and Figure 3 provides a representation of them.



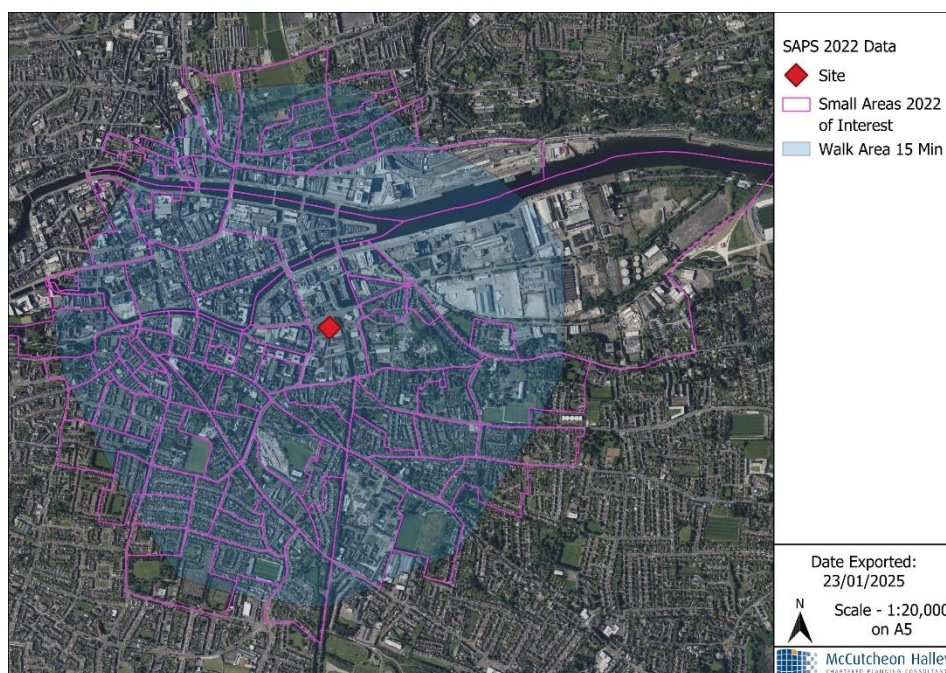


Figure 3: Small Area boundaries within catchment area (Source: CSO, 2023; Tailte Ireland, 2023)

The last step in this dwelling mix methodology was to source and aggregate the tabular data associated with the 92 small area boundaries from 2022 and 2016. Using data provided by the CSO, it was possible to obtain the Census results for each of the 92 small area boundaries and aggregate the results according to the themes and tables as per the small area population statistics for 2022 and 2016. Based on this aggregation, this report will profile the demographic indicators for the catchment area and compare the current mix of the dwelling stock in the catchment area to the targeted mix of dwellings as set out in Table 11.5 of the CCDP 2022-2028. However, before making the comparison, it is important to note the age, family unit, and household profile of the catchment area.

## 4. Population by Age, Family Unit and Household Profile

The age, family unit, household, and homeownership profile of an area are important indicators of the type of dwellings needed within an area. Therefore, this section will touch upon how aspects such as age, family life cycle stage, household size and homeownership status affect the need for different types of dwellings in a catchment area.

In 2022, the population in the catchment area stood at 22,213, which represented an increase of 14.6% since 2016. The population composition by age shows that within the catchment area, close to two-thirds of people are over the age of 29 years (Figure 4). This illustrates that the catchment has an older age profile than Cork City, as 62.6% of people in the catchment area were aged over 29 years compared to 61.8% of the population aged 29 years and over in Cork City. Between 2016 and 2022, the most significant increases recorded by age cohorts for the catchment area were for the 40-44-year-olds with 54.6%, the 10-14-year-olds at 36.1%, and the 60-64-year-olds with 31.8% (Figure 5). The composition by age in 2022 and the change in population by age since 2016 are indicative of an already mature population which is ageing. Therefore, it is likely that as the population ages, smaller dwelling types will be needed as people downsize with age.

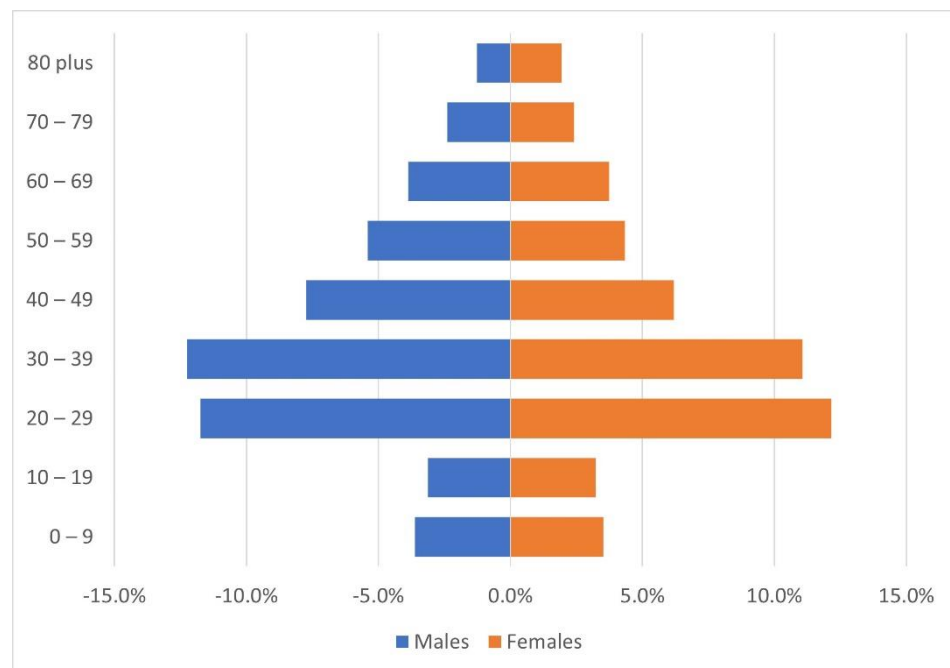


Figure 4: Catchment population by age and sex in 2022 (Source: CSO, 2023)

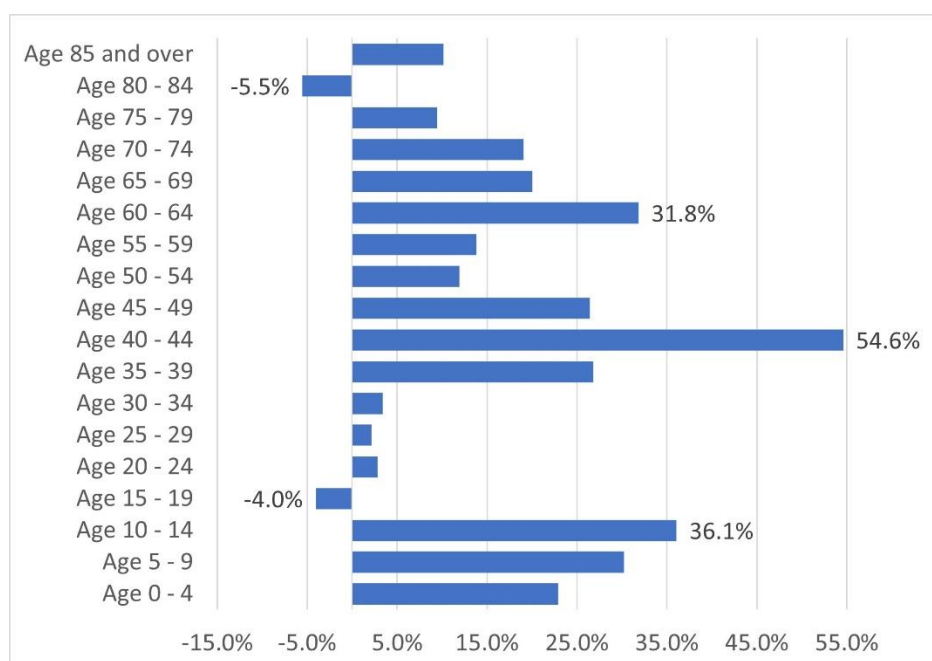


Figure 5: Population change in the catchment between 2016 and 2022 (Source: CSO, 2023)

As of 2022, there were a total of 3,986 family units within the catchment area. Of these family units, more than 1 in 2 (53.2%) did not have children. In the case of those family units with children, 42.6% of these family units reported that the youngest child was older than 15 years. Also, in 2022, more than 50% of the family units within the catchment area fell within two of the eight life cycle stages, they were “Younger Couple” (35.3%) and “Adult” (17.9%) (Table 1). This was not the case for Cork City, as Cork City had a significantly lower proportion (12.9%) of families in the “Younger couple” life cycle stage than was the case for the catchment area (Table 1). Furthermore, between 2016 and 2022, the number of family units within the “Younger couple” life cycle stage increased by almost a quarter (21.9%) (Figure 6). The increase in “Younger couples” family units is significant, as this life cycle stage accounted for the largest number of family units in 2016 and 2022. Additionally, the number of childless family units has increased by almost a fifth (18.4%) since 2016. Family units within the “Pre-adolescent” life cycle stage recorded the largest increase, 24.7%, between 2016 and 2022, but this only represented an increase of 54 family units. The number of childless family units, the composition, and the change in family units by life cycle stage are indicative of a catchment area where there is a growing demand for smaller-sized dwellings which cater to childless family units of smaller sizes.



Table 1: Composition of family unit by life cycle stage for the catchment area and Cork City (Source: CSO, 2023)

Family Life Cycle Stage	Catchment	Cork City
Younger couple	35.3%	12.9%
Pre-school	9.0%	8.1%
Early school	7.0%	9.2%
Pre-adolescent	6.8%	10.3%
Adolescent	6.0%	10.7%
Adult	18%	28.3%
Older couple	9.6%	8.4%
Retired	8.3%	12.1%
All family units	100%	100%

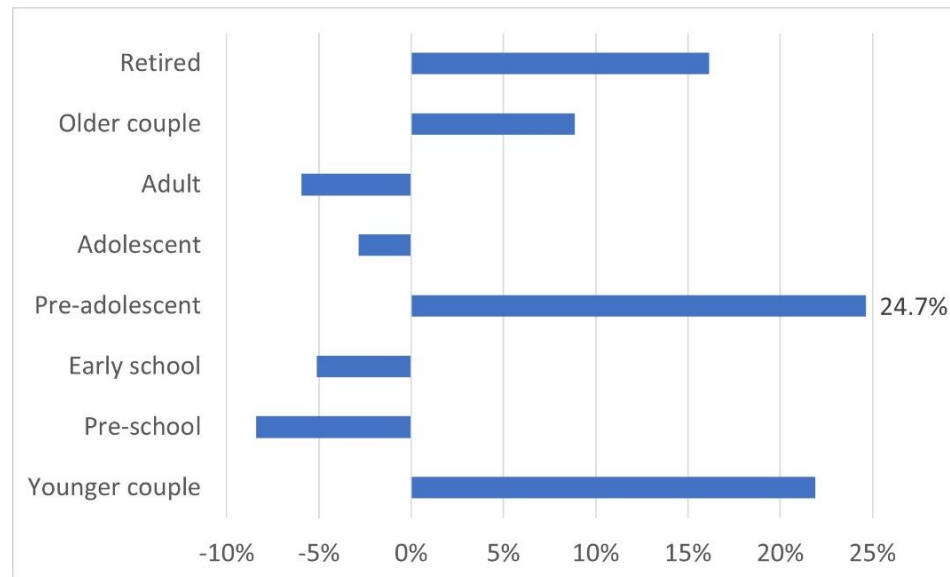


Figure 6: Change by Family Life Cycle Stage 2016 to 2022 (Source: CSO, 2023)

In 2022, there were 9,345 households within the catchment area. The average household size stood at 2.2, which presented an increase from the average household size recorded in 2016, which was 2.13. However, the average household size for the catchment area was lower than the average household size of 2.62 for Cork City Council and the national average household size of 2.74. A total of 70% of households in the catchment area consisted of two persons or fewer (Table 2). The proportion of households with two persons or fewer in the catchment area was higher than the proportion for Cork City, where 55% of households consisted of two persons or fewer (Table 2). Despite accounting for more than a third (34.6%) of households in 2016, “2-person households” recorded an increase of almost a fifth (18.1%) between 2016 and 2022 (Figure 7). The marginal increase in the average household size for the catchment area can therefore be attributed to the significant increase in “2-person households”, as it replaced “1-person households” as the largest household type by size between 2016 and 2022. Therefore, the composition of households by size shows that households in the catchment area consist predominantly of two persons or fewer.

Therefore, it is expected that dwellings of a smaller size will be more appropriate and attractive within the catchment area.

Table 2: Composition of households by size for the catchment area and Cork City  
(Source: CSO, 2023)

Households	Catchment	Cork City
1 person households	32.5%	24.4%
2 person households	37.5%	30.6%
3 person households	15.4%	18.6%
4 person households	9.4%	15.7%
5 person households	3.4%	7.4%
6 person households	1.2%	2.3%
7 person households	0.3%	0.6%
8 or more persons households	0.3%	0.3%
Total households	100%	100%

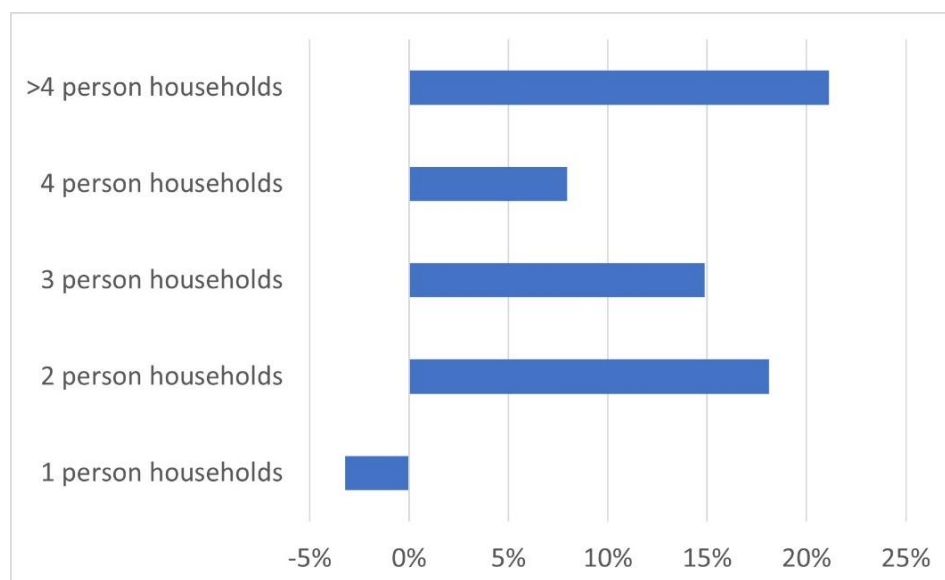


Figure 7: Change by Household Size 2016 to 2022 (Source: CSO, 2023)

The homeownership profile of an area provides insight into the mix of socioeconomic groups. As of 2022, those renting from private landlords presented 50.4% of households living within the catchment area (Figure 8). This differs for Cork City Council, where most households (32.6%) owned their dwelling outright (Figure 8). The proposed development will be cost-rental accommodation; therefore, the share of households renting from local authorities and voluntary/co-operative housing bodies within the catchment area is of particular interest. In the catchment area, households renting from local authorities and voluntary/co-operative housing bodies accounted for 5.5% and 2.1% of the households by tenure, respectively (Figure 8). These proportions were less than the proportions recorded for Cork City Council, where 12.5% of households rented their dwelling from the local authority and 1.9% rented their dwelling from a voluntary/co-operative housing body (Figure 8). This lack of affordable accommodation in the catchment area is compounded by the decrease (-21.2%) in the number of households renting

from local authorities within the catchment area between 2016 and 2022 (Table 3). This decrease in the catchment area contrasts with the change recorded for Cork City Council, where the number of households renting from the local authority increased by 6% between 2016 and 2022 (Table 3).

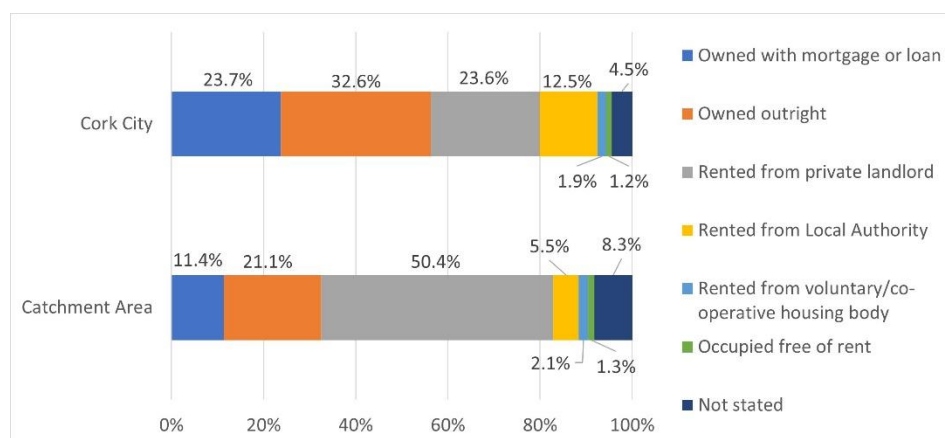


Figure 8: Homeownership Status Profile within the Catchment Area (Source: CSO, 2023)

Table 3: Change by Homeownership Status 2016 to 2022 (Source: CSO, 2023)

Homeownership	Catchment Area	Cork City
Owned with mortgage or loan	4.4%	-0.8%
Owned outright	2.3%	9.1%
Rented from private landlord	11.4%	6.6%
Rented from Local Authority	-21.2%	6.0%
Rented from voluntary/co-operative housing body	68.7%	93.8%
Occupied free of rent	21.6%	8.4%
Not stated	44.3%	31.3%

There are four overarching trends evident from the four profiles discussed above. The first is that, given the population's age profile within the catchment area, it can be deduced that the population is ageing. This, in turn, will increase the need for smaller dwelling units. The second trend is that families are having fewer children, which is driving up the number of "2-person households" within the catchment area. This further increases the need for smaller dwelling units. The third trend is that the size of households in the catchment area is tending toward two persons, which underlines the need for smaller dwelling types. Based on the tenure profile, a fourth trend arises, which is that there is a limited stock of and a decrease in the number of cost-rental units available within parts of the centre of Cork City. Therefore, the addition of 147 no. cost-rental units will increase the stock of affordable housing by more than a fifth (21%) within the catchment area. Furthermore,

this addition of affordable rental stock will be in an area with an abundance of economic opportunities and a need for this type of housing.

Based on the demographic and household profiles outlined above, it is essential to note the composition of the dwelling stock in the catchment area. The purpose of this is twofold. First, to determine whether the dwelling stock is appropriate for the current and future population within the catchment area. Second, to measure how the existing dwelling stock meets the dwelling mix targets set in Table 11.5 of the CCDP 2022-2028.

## 5. Comparative Analysis

The suitability of the mix of dwellings of the proposed development is not solely dependent on whether it conforms to the targets for the city centre of Cork as per Table 11.5 in the CCDP 2022-2028. Instead, the proposed dwelling mix should be compared to both the dwelling mix targets of the CCDP 2022-2028 and the current state of the dwelling mix in a catchment area. This dual comparison aims to ensure that a proposed development is not considered in isolation but within the context of the urban environment where it will be placed. This ensures that proposed developments that redress the lack of housing options in an area are not refused based on whether they conform to the targets in the CCDP 2022-2028.

In 2022, the catchment area had a total of 9,345 dwellings. The composition of dwellings by type was almost split equally between dwellings categorised as “House/Bungalow” (54.8%) and “Flat/Apartment” (45.2%) (Table 4). This represents a significant change since 2016, as the number of “Flat/Apartment” dwellings increased by 29.9% (Table 4). The age of the dwellings in the catchment area illustrates a lack of supply, with almost 1 in 3 (29.4%) of the dwellings in the catchment area built before the year 1919 (Table 5). Furthermore, only 6.1% of dwellings in the catchment area were built after the year 2010 (Table 5). Considering the composition of dwellings by number of bedrooms reveals that more than 50% of the dwellings in the catchment area are concentrated in two of the seven categories, they are “2-bedroom” (30.4%) and “3-bedroom” (23.1%) dwellings (Figure 9, Table 6). The catchment area's dwelling profile is characterised by a lack of diversity in the type of dwellings, an old dwelling stock, and a lack of one-bedroom dwellings.

Table 4: Dwellings by Type within the Catchment Area (Source: CSO, 2023)

Dwellings	2016 (#)	2022 (#)	Change	2022 (%)
House/Bungalow	5,114	5,121	0.1%	54.8%
Flat/Apartment	3,250	4,222	29.9%	45.2%
Bed-Sit	63	2	-96.8%	0.0%
Not stated	146	0	-100.0%	0.0%
Total	8,573	9,345		100.0%

Table 5: Dwellings by Year Built within the Catchment Area (Source: CSO, 2023)

Households	2016 (#)	2022 (#)	Change	2022 (%)
Pre 1919	2,197	2,747	25.0%	29.4%
1919 - 1945	1,450	1,538	6.1%	16.5%
1946 - 1960	726	822	13.2%	8.8%
1961 - 1970	305	338	10.8%	3.6%
1971 - 1980	255	320	25.5%	3.4%
1981 - 1990	461	559	21.3%	6.0%
1991 - 2000	713	904	26.8%	9.7%



Households	2016 (#)	2022 (#)	Change	2022 (%)
2001 - 2010	866	1,213	40.1%	13.0%
2011 or Later	81	334	312.3%	3.6%
Not stated	1,519	570	-62.5%	6.1%
Total	8,573	9,345	9.0%	100.0%

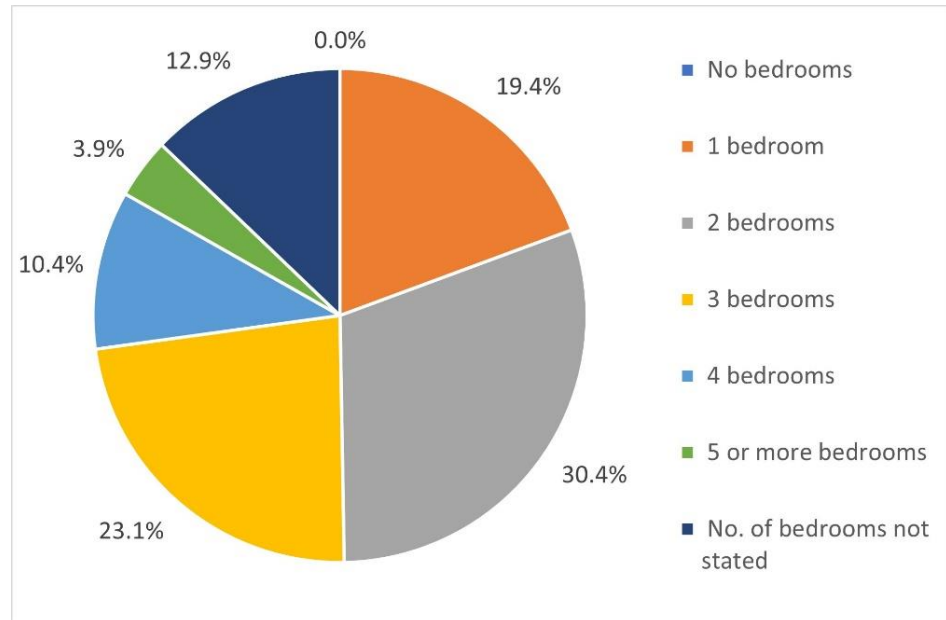


Figure 9: Dwelling Stock by Number of Bedrooms within the Catchment Area (CSO, 2023)

The following observations arise when comparing the dwelling mix of the catchment area and the proposed development to that of the targeted mix of dwellings in the CCDP 2022-2028. The current dwelling mix of the catchment area does not meet the targeted housing mix as per the CCDP 2022-2028 (Table 6). The mix of 1- and 2-bedroom units in the catchment area is below the targeted mix (Table 6). Therefore, the current mix of dwellings by number of bedrooms in the catchment area needs to be redressed to increase the share of 1-bedroom and 2-bedroom dwellings and to decrease the share of 3-bedroom and 4-bedroom units. This would require the council to consider development proposals which are slanted toward 1- and 2-bedroom dwellings, which would increase the share of these dwelling types in the catchment area.

The mix of units by number of bedrooms for the proposed development is contained in Table 6. The proposed mix for 1- and 2-bedroom units is larger than the targeted mix per Table 11.5 of the CCDP 2022-2028. However, the proposed mix of 3- and 4-bedroom units is smaller than the targeted mix. Therefore, the proposed development will ensure that the share of 1- and 2-bedroom units in the catchment area will increase relative to the share of 3- and 4-bedroom units. This will expand the range of housing options in the

catchment area by redressing the current skewed mix of dwellings by the number of bedrooms.

Table 6: Composition of housing by number of bedrooms in catchment area, for the proposed development, and CCDP 2022-2028 targets (Source: Cork City Council, 2022; CSO, 2023)

Number of bedrooms	Catchment	Proposed development	CCDP target
Studios / PBSA	N/A	N/A	20%
1 bedroom	19.4%	49%	25%
2 bedrooms	30.4%	51%	35%
3 bedrooms	23.1%	0%	20%
4 bedrooms/larger	14.3%	0%	0%
No. of bedrooms not stated	12.9%	N/A	N/A
Total	100.0%	100%	100%

The proposed development will add to the diversity of the housing options in the catchment area by increasing the share of smaller-sized apartment units. The 147 apartments included in the proposed development will increase the number of apartments within the catchment area by more than 4% as of 2022. Furthermore, the 147 units will increase the catchment area housing stock and affordable housing units by more than 3% and 21%, respectively.

## 6. References

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