



URBAN DESIGN AND TALL BUILDING STATEMENT

ANGLESEA TERRACE, CORK

October 2025





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About this Document

This document was prepared by Urban Initiatives in support of the planning application for the Anglesea Terrace site, and consist of two principal parts:

- **Part 1** is the **Urban Design Statement** and
- **Part 2** is the **Tall Buildings Statement**.

Urban Initiatives Studio Expertise and Role

Urban Initiatives has a long history of working in Cork. In 1993 we prepared the Cork Historic Centre Action Plan that started the regeneration of the city centre and our involvement led to many projects contributing to the vibrancy that characterises the city centre of Cork today. In 2001 we developed the strategy for the regeneration of Cork Docklands as a new mixed use urban extension to Cork City Centre that laid the foundation for the later Docklands Local Area Plans. Over the years we have continued to advise Cork City Council, prepared plans for University College Cork and private developments in the city.

Recently we supported four successful planning applications for tall buildings in Cork; three on the Albert Quay site (residential, commercial and residential), and the mixed use regeneration of the Custom House site. Our expert input on urban design and tall buildings was instrumental in the success of these proposals.

Our long-standing involvement in Cork comes with a deep-seated responsibility for the city, which chimes with our practice ethos to always look at the bigger picture and to consider the place as our true client. We are proud to be working as urban design experts on the Anglesea Terrace development. We have brought our expertise and understanding of the city right from the start of the project and worked intensely in a collaborative process with the design team to develop what we believe is a well designed scheme that will support Cork's wider development aspirations and planned growth the city.

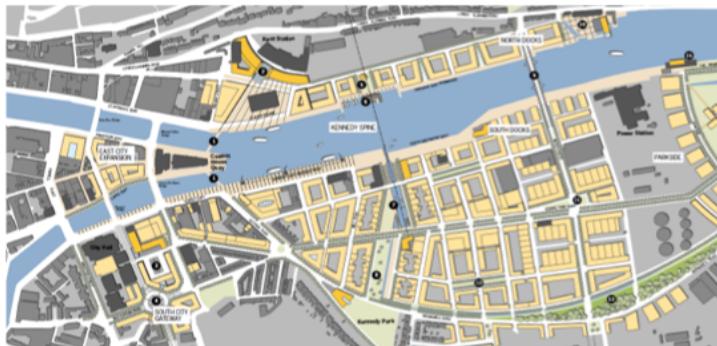
We are experts in providing strategic tall building's advice to Local Authorities in the UK and Ireland. We have a long track record of preparing tall buildings strategies often in places that experience significant pressures for tall buildings in sensitive townscape and heritage contexts. This includes the London Boroughs of Kensington and Chelsea, Islington, Camden, Westminster, Tower Hamlets and Greenwich, and the cities of Bath, Liverpool, Derby, Bournemouth and Poole, Cambridge and others.

One of the first tall buildings strategies that Urban Initiatives prepared was for the City of Cork in 2001, which has informed development in Cork and policy contained within the Cork City Development Plan. Since then the city has changed considerably with new development shaping its character and vitality.

We have been brought in by Henry J Lyons Architects to provide urban design and tall buildings guidance to this project and to prepare the visual impact assessment for the Anglesea Terrace site, in accordance with the new city development plan been adopted in 2022.

Urban Initiatives Studio's Expertise:

Knowledge of Cork



Cork Docklands Masterplan



Cork High Buildings Study



The Railyard, Albert Quay



Custom House Tower

Tall Buildings Experience: Advising Local Authorities



Belfast



Dun Laoghaire-Rathdown



Liverpool



Bath



Tower Hamlets (London)

01 The Site and its Context

1.1 Site location

The Anglesea Terrace site is located at the junction of Old Station Road and the N27 / South City Link Road, and across from the landmark Elysian development.

The urban area around the site is diverse, and lacks a distinct urban character; it instead represents a number of different urban typologies, land uses, periods and scales. It also has seen recent development activity and permissions, including the 25 storey Railyard development and the now lapsed 2019 permission for a 17-storey residential tower just to the south of the site on South City Link Road.

Reaching the historic core is simple from the site, sitting approximately 500m south east of the centre. The site also benefits from convenient access to the riverside, Shalom Park and the services offered by the mixed use Elysian development opposite.



Figure 1.1: Site location plan (site shown in red)

1.2 Proposal

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.



Proposed development, 'Anglesea Terrace'

1.3 Policy Review

Cork already performs well as a major urban centre in Ireland and the City has positioned itself as an emerging medium-sized European centre of growth and innovation. Building on this potential is critical to further enhancing Ireland's metropolitan profile.'

National Planning Framework 2040

Cork City Development Plan (2022)

The new Cork City Development Plan 2022-2028 has been adopted in 2022 and sets out the planning policy for development in the city. The Plan includes a number of policies and supporting texts that are relevant for the height and design of buildings. These are captured by the review below.

Land Use Zoning

The site is situated in an area of Cork City zoned as Z0 05 City Centre. The Development Plan Objectives are 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.

Key Growth Areas & Neighbourhood Development Sites

The site is situated in the City Centre Zone. The plan states that the city centre is currently not meeting its full potential as a place to live, work and spend time. Opportunities to achieve its potential have been put forward by the plan, namely shifting towards urban living, more compact development and making better use of under-utilised land and buildings (10.6).

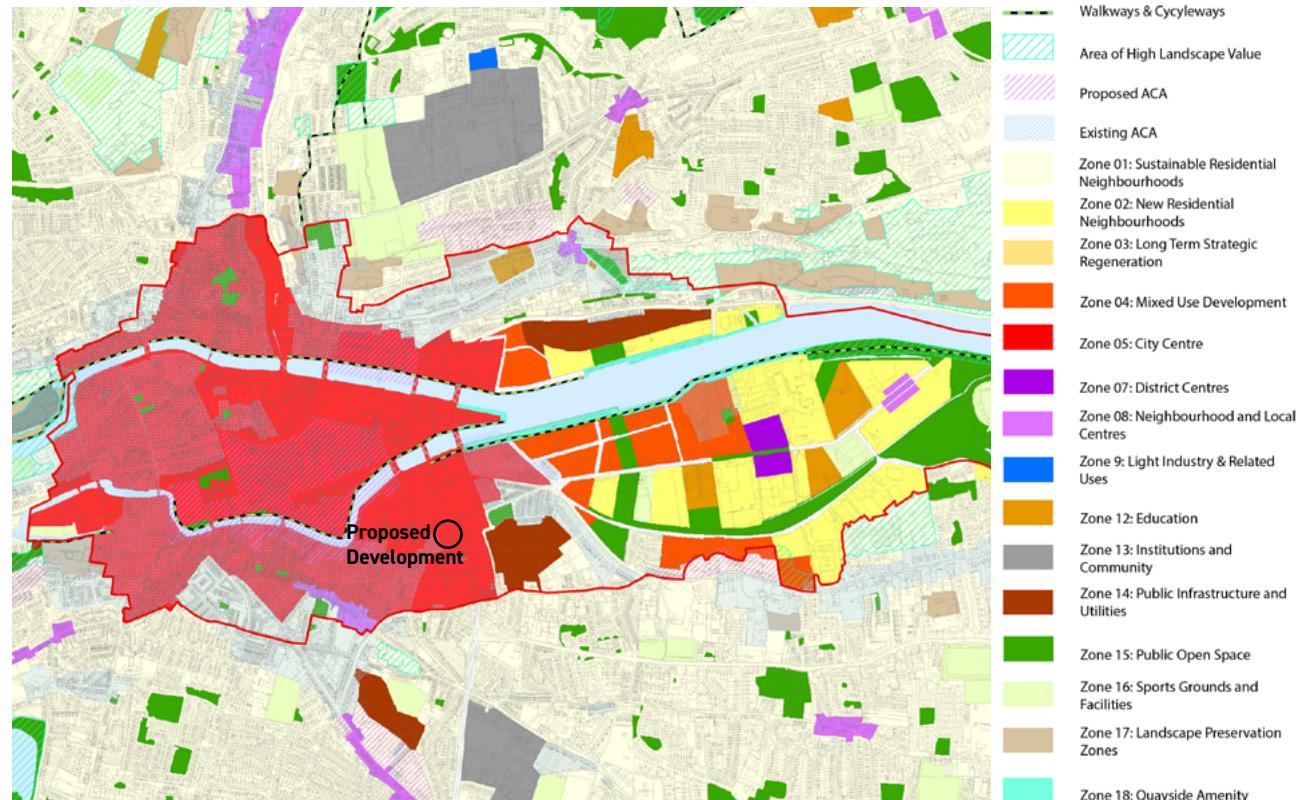


Figure 1.2: Extract Cork City Development Plan: Cork City Zoning Plan

One of the main aims of the Development Plan is to provide for the regeneration and consolidation of the City Centre by increasing its residential population and improving its potential as a desirable place to live. The City Centre is the most environmentally sustainable, residential location in the City, and as such represents an opportune location for future growth, situated at the heart of the City's travel networks (10.8).

The safety and security of residents and visitors is a

key consideration of the plan and it encourages safe streets and an attractive public realm with active frontages providing surveillance and overlooking. The importance of Cork's maritime heritage and enhancement of the waterfront will also be a key objective in increasing its attractiveness as a place to meet and spend time (10.10).

Building Height

The Cork Development Plan states that well-conceived designs for new buildings should be informed by the prevailing urban characteristics of the neighbourhood they would inhabit (11.27). An understanding of the character of an area is essential to inform strategies for the development of sites and areas. The Cork City Urban Density, Building Height and Tall Building Study 2021 sets out an assessment of prevailing height based upon an analysis of building heights in Cork City's 44 neighbourhoods (11.31).

Prevailing heights in any given area determines what is considered 'tall' in different parts of Cork City. Analysis on prevailing heights has been carried out at sub-area level and at neighbourhood level, to provide a more accurate description of each place. Figure 1.3 provides an extract of the Prevailing Heights Plan of the city development plan. The site is situated in the South Parish Neighbourhood. The average height in this area is 3.3 storeys, which is higher than the average building height for Cork.

The Development Plan highlights that the ongoing consolidation and regeneration within the City Centre is centred on delivering more housing and promoting a broader mix of uses (2.47). As a result, the area is a focus for change and is continually evolving. Consequently, it may be considered less sensitive to the introduction of a new taller building, provided that it appropriately responds to its context.

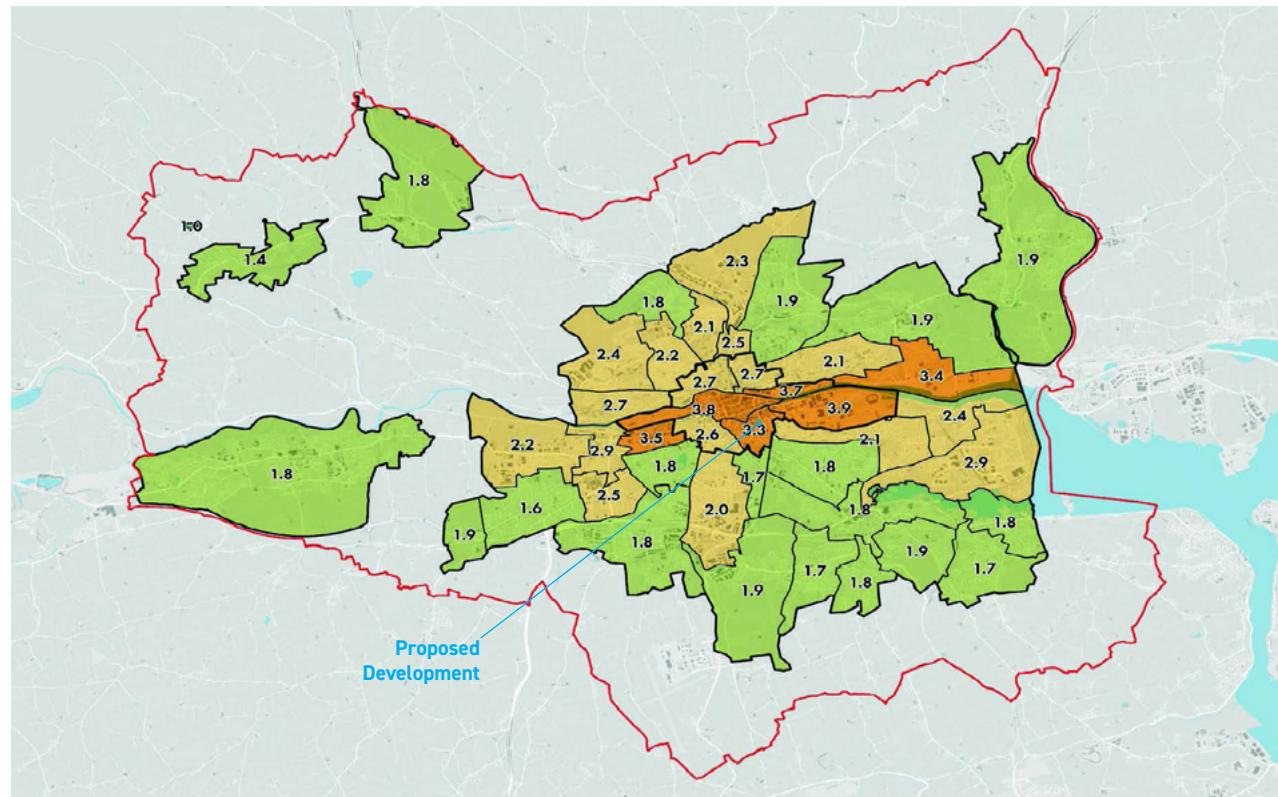
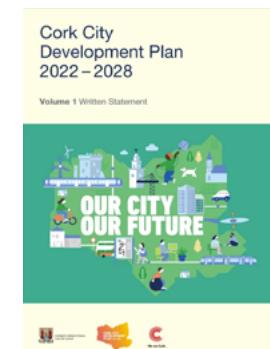


Figure 1.3: Extract Cork City Development Plan: Cork City Prevailing Height Plan



The plan states that the Historic Core of the city is typically between 2 and 5 storeys and that more recent major developments have tended to rise to 6 and 7 storeys with some taller exceptions. In respect of heritage assets and the 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. (11.34).

Table 11.1 sets Building Height Standards for Cork City, which identifies lower and upper target heights for the general 'City' area where the proposal is situated, as 4 and 8 storeys respectively. The general 'City' area includes a double asterix, which indicates that the area broadly is potentially suitable for exceptional tall buildings.

Importantly the plan states that an understanding of the character of an area is essential to inform strategies for the development of sites and areas (11.31) including their height, meaning that within the context of the policy, a contextual responsive solution is being sought that makes best use of land.

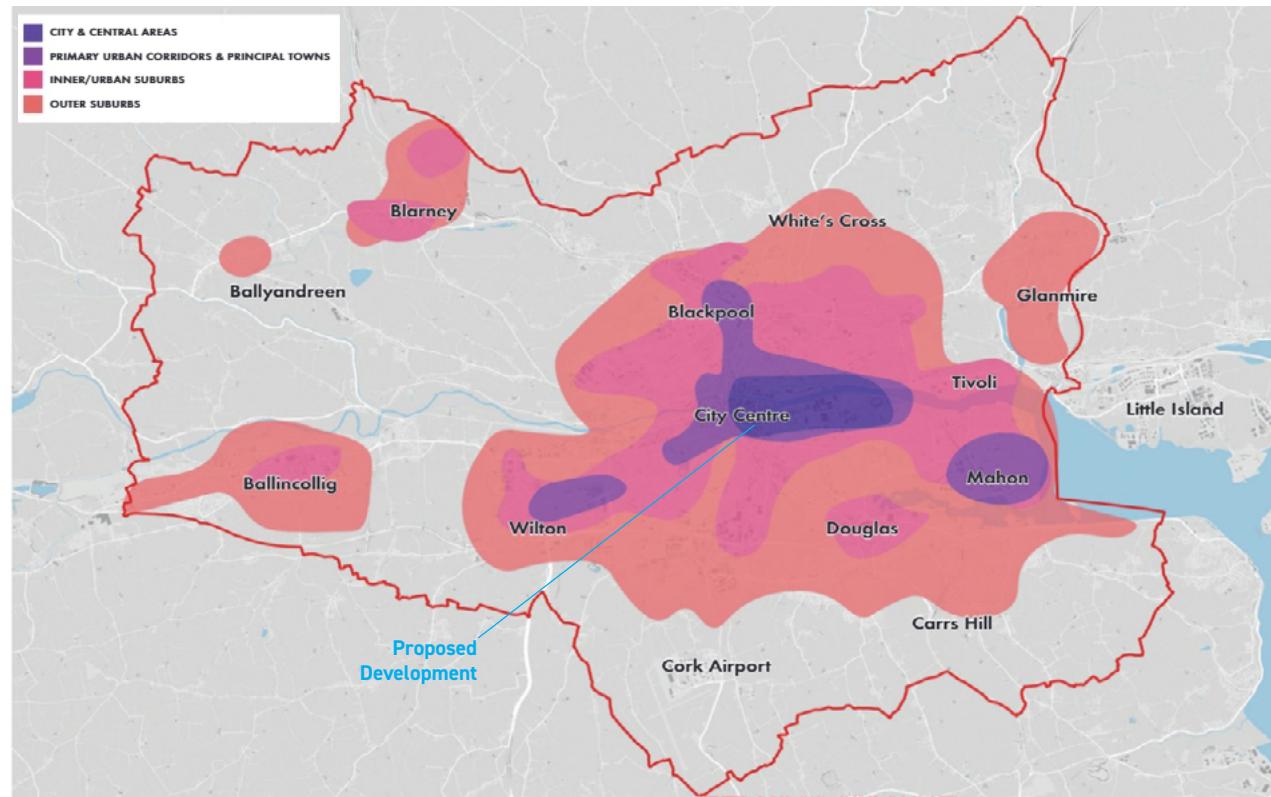


Figure 1.4: Extract Cork City Development Plan: Density and building height spatial strategy

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

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

Tall Buildings

The Development Plan refers to The Cork City Urban Density, Building Height and Tall Buildings Study 2021 as forming the basis for the Plan's approach to tall buildings. The Plan defines tall buildings as a building that is equal to or more than twice the prevailing building height in a locality. Within Cork City a building would only be considered a 'tall building' with a height above 18m (6 residential storeys) and only if significantly higher than those around them. (11.44 to 11.46)

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 by public transport and have good access to services and amenities (11.42).

Tall buildings can help people navigate through the city by providing reference points and emphasising the hierarchy of a place, such as its main centres of activity, and important street junctions and transport interchanges. Tall buildings that are of exemplary architectural quality, correctly sited, can make a positive contribution to the cityscape. However, they can also have detrimental visual and environmental impacts if in inappropriate locations or of poor design quality (11.48).

The policy states that all buildings should only be developed in suitable locations identified in the Development Plan. Tall



Figure 1.5: Areas appropriate for tall buildings; extract from the Cork City Development Plan (2022-2028) City Docks Zones Appropriate for Tall Buildings (p.328)

building proposals outside of the locations specified are not generally considered to be appropriate as they would likely conflict with the overall building height strategy for Cork (11.51).

The Development Plan identifies the City Docks as a strategic area for tall buildings in Cork. Four zones appropriate for tall buildings are outlined. These zones will be the focus for tall buildings in the City Docks, which will provide landmarks for the area (11.49). One of these zones, the Tip of the Island / Warehouse Quarter is described as an existing cluster of tall buildings, comprising of The Elysian and several planning commitments (11.50). The area is indicated in Figure 10.4 of the Development Plan, by a shaded yellow area. The part of the proposed site opposite the Elysian is situated within the yellow shaded area and as such could be considered as potentially appropriate for tall buildings in policy terms.

Tall Building Assessment Criteria

The plan provides a criteria-based approach to the assessment of tall buildings that covers the following topics (11.54 to 11.60):

- Visual Impact
- Functional Impact
- Environmental Impact and Impacts on Microclimate
- Cumulative Impacts with other buildings
- Public Access
- Application Process
- Development Guidance

View Management Framework

The City development plan sets out a view management framework. Its objective is to protect the views and prospects of special amenity value, and the amenities of places and features of natural beauty or interest, specifically where these are not protected by other objectives of this Plan.

Identified views are seen from places that are publicly accessible and well used and include significant buildings or urban landscapes that help to define Cork City at a strategic level (4.27).

Four types of views have been identified in the plan (6.28):

- Panoramas that offer expansive views of the City.
- Linear views to landmark buildings.
- River corridor views.
- Scenic hinterland routes.

The city's View Management Framework is set out in Volume 2 [Mapped Objectives] and Volume 3 [Built Heritage Objectives] of the Cork City Development Plan 2022-2028 (CCDP). It identifies a range of Strategic Linear Views and Linear Views of Special Amenity Value to and from designated Strategic Landmarks, Local Landmarks and Strategic Viewing Locations. Those views and landmarks relevant to the development proposal are reproduced in Figure 1.6.

Visual Impact Assessment

The Cork City Development Plan 2022-2028 sets out the Council's requirement for Visual Impact Assessments (VIA) to be carried out for proposals likely to have an impact on protected views and views of special amenity value [11.16].

It specifies the requirement to assess visual impact from panoramic assessment points where the existing skyline, roofscape or established building heights may be exceeded [11.18].

The Plan sets out the following visual impact criteria.:

- The views of buildings from long-range, medium-range and the immediate context should not be adversely affected by the building.
- Whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.
- Architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.
- Proposals should take account of, and avoid detrimental impact to, the significance of Cork City's heritage assets and their settings. The buildings should positively contribute to the character of the area.
- Buildings should protect and enhance the open quality of the River Lee and the riverside public

realm, including views, and not contribute to a canyon effect along the river.

- Buildings should not cause adverse reflected glare.
- Buildings should be designed to minimise light pollution from internal and external lighting.

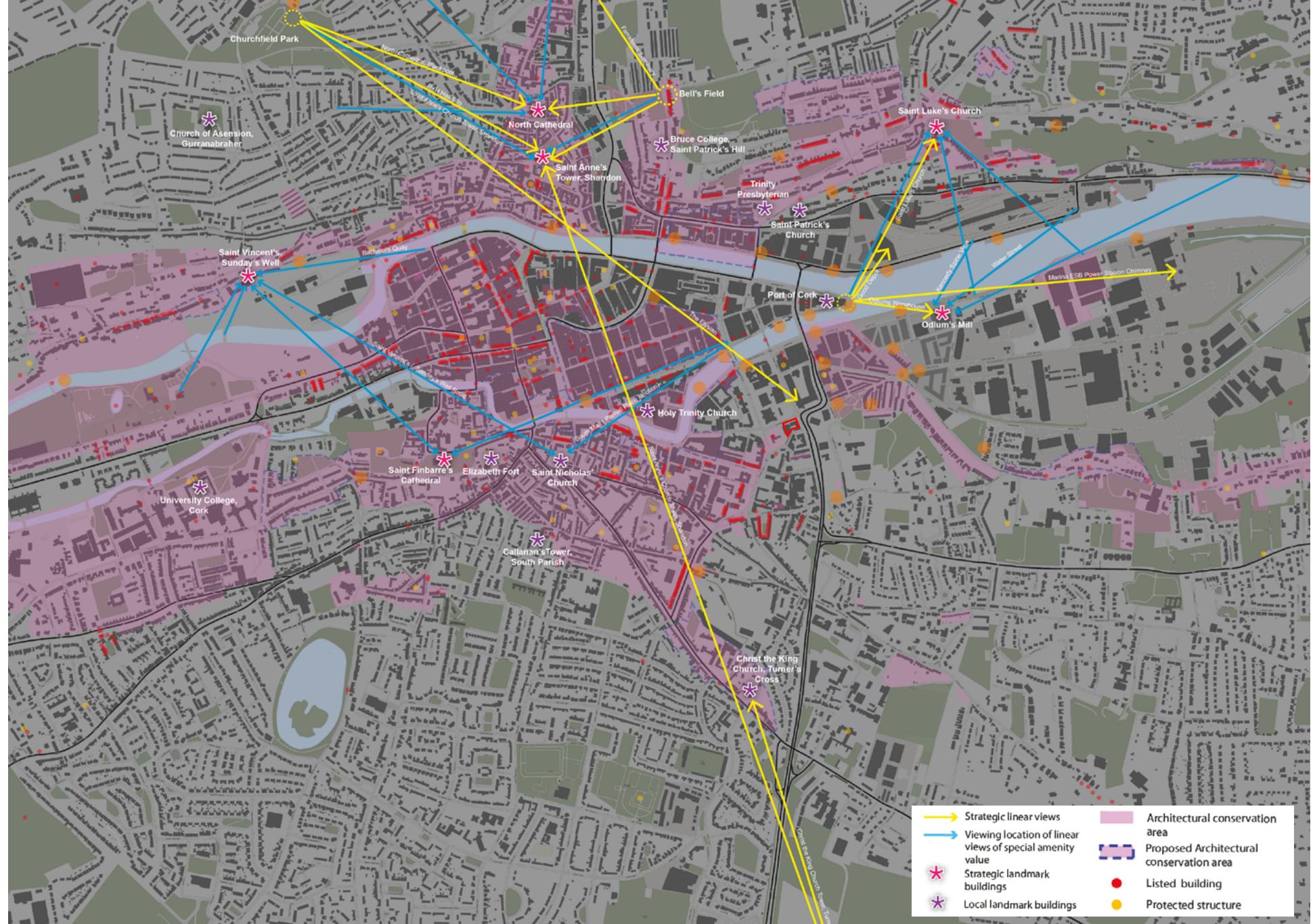


Figure 1.6: Cork View Management Framework, views and landmarks, overlaid over Conservation Areas and Protected Structures

Cork City Urban density, Building Height and Tall Building Study (2021)

Above document was prepared to serve as evidence for the Cork City Development Plan. Part of the document is the Tall Building Strategy.

Definition

The Tall Building Strategy defines tall buildings as 1.5x the prevailing height and above 6 storeys or 18m. This is less than the definition by the development plan that defines a tall building at least as 2x the prevailing height of an area.

Appropriate location for tall buildings

It further identifies locations that are potentially appropriate for tall buildings. It identifies the City Docks as the most appropriate area in Cork for new tall buildings. Within the City Docks area the strategy highlights three sub-areas that could be considered more favourably for "more focussed clusters or districts of tall buildings". One of these is the western extent of the City Docks area that includes Kent Station, Horgan's Quay, Penrose Quay area on the North Docks, the Custom House Quay site on the City Centre Island tip and the South Docks area of Kennedy Quay, Albert Quay and the Elysian site. The Anglesea Terrace site is located at the southernmost edge of the City Docks area, directly across the road from the Elysian. While it lies on the periphery of the City Docks, the site's close proximity to a tall building (the Elysian) is identified in the Study as a factor that enhances its suitability for accommodating a tall building.

Contextual Criteria

The strategy sets out a number of contextual criteria for tall buildings. Tall buildings should:

- "Present a clear townscape merit and justification for their height which ought to be proportional to their role and function in the immediate and broader context."
- Integrate taller elements within larger blocks with varied massing which can mediate between the scale of proposed developments and existing buildings.
- Seek to retain or improve the cross-sectional profile and character of existing streets.
- Reinforce the spatial hierarchy of the city centre and wider context by aiding legibility and way finding, particularly in relation to the riverside and arrival to the city by rail or water."

Cluster Criteria

In areas where taller buildings may be clustered, then the strategy encourages "that these be designed with varied heights to provide visual intricacy across the existing skyline. In such instances, it is advantageous to position the apex of proposed building heights closer to the centre and lower building heights towards the periphery of the cluster." The more peripheral location of the proposed site in the City Docks tall building cluster and its proximity to the Elysian suggests that heights on the proposal site should step down from this recognised city landmark.

Visual Impact Criteria

The strategy requires tall building proposals to "evidence how they respond sensitively to the local character through visual impact testing of linear views of landmarks; panoramic views; river prospects; townscape and landscape features; and approach road views."

Community Impact Criteria

The strategy further sets out that successful tall buildings are those which are integrated well within neighbourhoods, balancing the interests of occupants and providing a good living/working (use dependant) environment while strengthening the sense of local community.

Urban Design Criteria

To establish a positive relationship with their surroundings, proposals for tall buildings should:

- Analyse the nearby urban morphology and, where possible, adopt a finer grain of building footprints, ideally through a masterplanning led approach.
- Provide new or extend existing linkages to roads, pavements and crossings encouraging active travel.
- Improve permeability through the site and assert pedestrian priority where possible.
- Ensure that the width of foot ways are proportional to their role in the overall movement network.

- Create new, publicly accessible landscaped open spaces that are well-designed and enhance the outdoor amenity.
- Avoid ill-defined areas that have no clear function.
- Introduce soft-landscaping, tree-planting, sustainable urban drainage and other measures which enhance the natural character of the site whilst providing essential urban greening.
- Ensure that the quality and amenity of adjacent buildings and outdoor spaces are not diminished with regards to privacy, overlooking and overshadowing.
- Offer a mix of uses, particularly at ground level, to animate the street and to encourage wider social and economic interactions.
- Embrace opportunities for contextually informed design innovation.

Architectural Design Criteria

The strategy sets out that tall buildings should distinctly articulate the top, the middle and the base of a tall building. It sets out the following respective criteria:

- The **top** of the building provides opportunities for new inflection points in Cork's skyline. The extent to which it is iconic or sympathetic to the local character should depend on the role of the tall building in relation to its position and wider context. It is preferable that the uppermost floors (which also form part of the top) should be articulated and distinct in material and form to the middle. Roof-top telecoms and mechanical equipment (such as plants, BMUs and lift overruns) ought to be integrated and concealed by parapets.
- The **middle** of the building comprises the main building volume. The building envelope should balance the internal programmatic requirements with outward elegance and appearance to and from surrounding buildings, streets and spaces. A harmonious modulation of elements such as balconies, recesses, and fenestration is desirable.

- The **base** creates a sense of belonging to one's home which is important for the sustained care and longevity of the built fabric. The public realm around the building and its entrance should provide a welcoming arrival experience. Front of house areas including the entrance lobby, circulation and shared spaces should be safe and well lit. Communal spaces should be easy to access, inclusive and animate the surrounding streets. And back of house areas should be well organised and sufficiently large to accommodate essential functions such as bike storage, bin storage, car parking and refuse collection.

Other Criteria

The strategy provides further guidance on broader issues, including Safety and Management, Sustainability and Micro-climate and Design Review.

PART 1

URBAN DESIGN STATEMENT

Introduction

This Urban Design Statement provides the urban design rationale for The Anglesea Terrace site.

It comprises the following chapters:

02 The City Context – this provides an overview of the wider context, the city of Cork, including its historical evolution, topography, character and strategic road network.

03 Urban Design Analysis – this describes the site and its immediate surrounding, and sets out constraints and opportunities.

04 View Selection and Testing – this outlines the approach to selecting sensitive views for the Anglesea Terrace development.

05 Urban Design Approach – this sets out a vision for the site, an urban design strategy and principles for development. It assesses how The Anglesea Terrace scheme successfully responds to its context and supports place making.

06 Conclusion – this chapter summarises the Urban Design Statement.

02 The City Context

2.1 Historical evolution of the city

Figure 2.1 shows a map of how Cork has evolved over the centuries. Medieval Cork developed on islands in the River Lee and its original layout survives in the historic core of the city. Medieval Cork was a walled city and the shadow of the wall remains today, influencing the streetscape and street pattern. From the later 17th century, the city gradually reclaimed the river marshes to the west and east. The newly reclaimed areas were separated by river channels which were used by the expanding shipping trade. As trade grew, and as ships grew larger, the port activities moved downriver to the east.

Cork's Georgian City is largely comprised of merchant or residential urban extensions on reclaimed land (now the City Centre Island) and areas of reclaimed land with river frontage (e.g. Grenville Place). Many of the river channels were covered over in the eighteenth and nineteenth centuries, becoming the wider streets that are the focal places for this area of the city, like St. Patrick's Street, Grand Parade, South Mall, Cornmarket Street and Emmet Place. This area is of great significance to the city as, in the main, it is what today is called the commercial core (or City Centre) with high status buildings and the city's landmark streets.

The mills, warehouses, distilleries, breweries and other industrial buildings which survive in many parts of Cork bear witness to the great economic expansion of the 18th and 19th centuries. Many of these buildings, as well as being of industrial archaeological importance, are also of significant architectural and social interest,

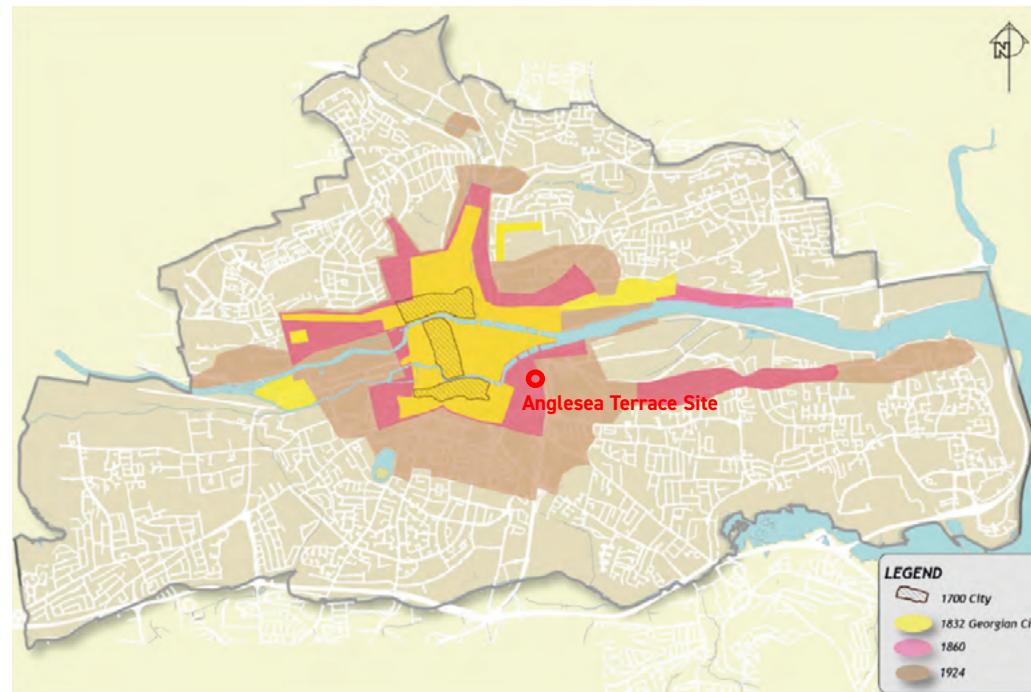


Figure 2.1: Historical growth of Cork (site location indicated with red circle)

and contribute greatly to the city's character. The lanes of small single and two storey houses provided homes for the industrial workers and formal groups of artisan housing extended outwards from the centre from the 1890s onwards.

The twentieth century saw Cork expand significantly beyond the ridges and escarpments that defined the walkable nineteenth century city, particularly after the arrival of the car. The Ford Factory complex (1919)

and Turner's Cross Christ The King church (1931) are two twentieth century buildings considered to be of international architectural significance.

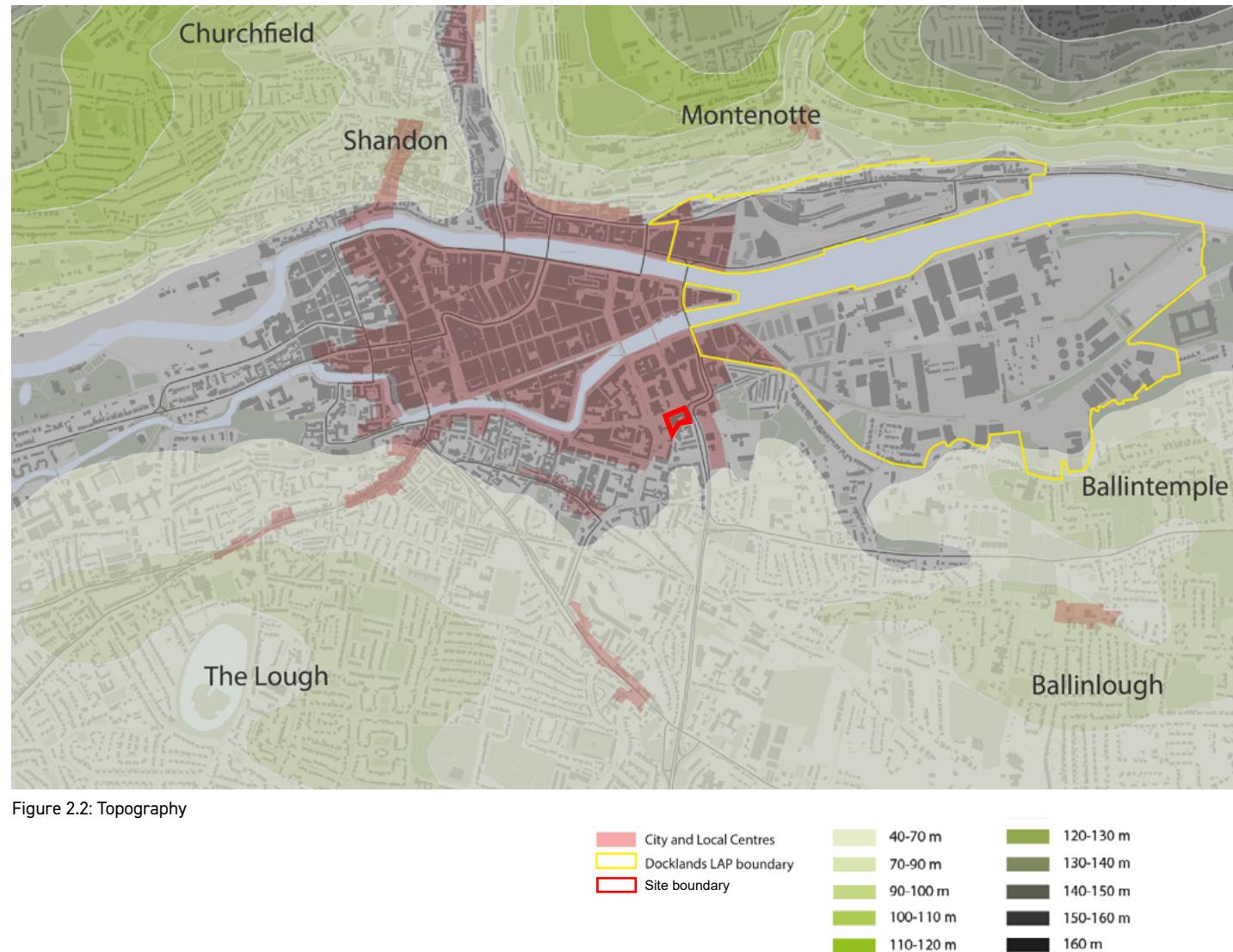
The proposed development is situated in an area developed during the second half of the 19th century.

2.2 Topography

A major determinant of the city's character is its distinctive topography. The principal features are the dramatic east-west ridges exceeding 100m at Gurranabraher/Fairhill and Montenotte/Mayfield immediately north of the city centre and the distant Tramore Ridge south of the city suburbs. The ridges place the bulk of the city in a contained east-west corridor. Local changes in topography are significant and have greatly influenced the location and form of city development. Within the corridor are the main water bodies, The Lee along its broad valley, The Bride through the narrow north-south valley of Blackpool and Shandon and The Tramore River, south of the main body of the city.



Elevated views over the city are an important aspect of Cork's character



2.3 The City's principle land uses

Cork's principal land uses are represented in Figure 2.3.

The Cork City Development Plan identifies the following principal land use areas together with their respective zoning objectives:

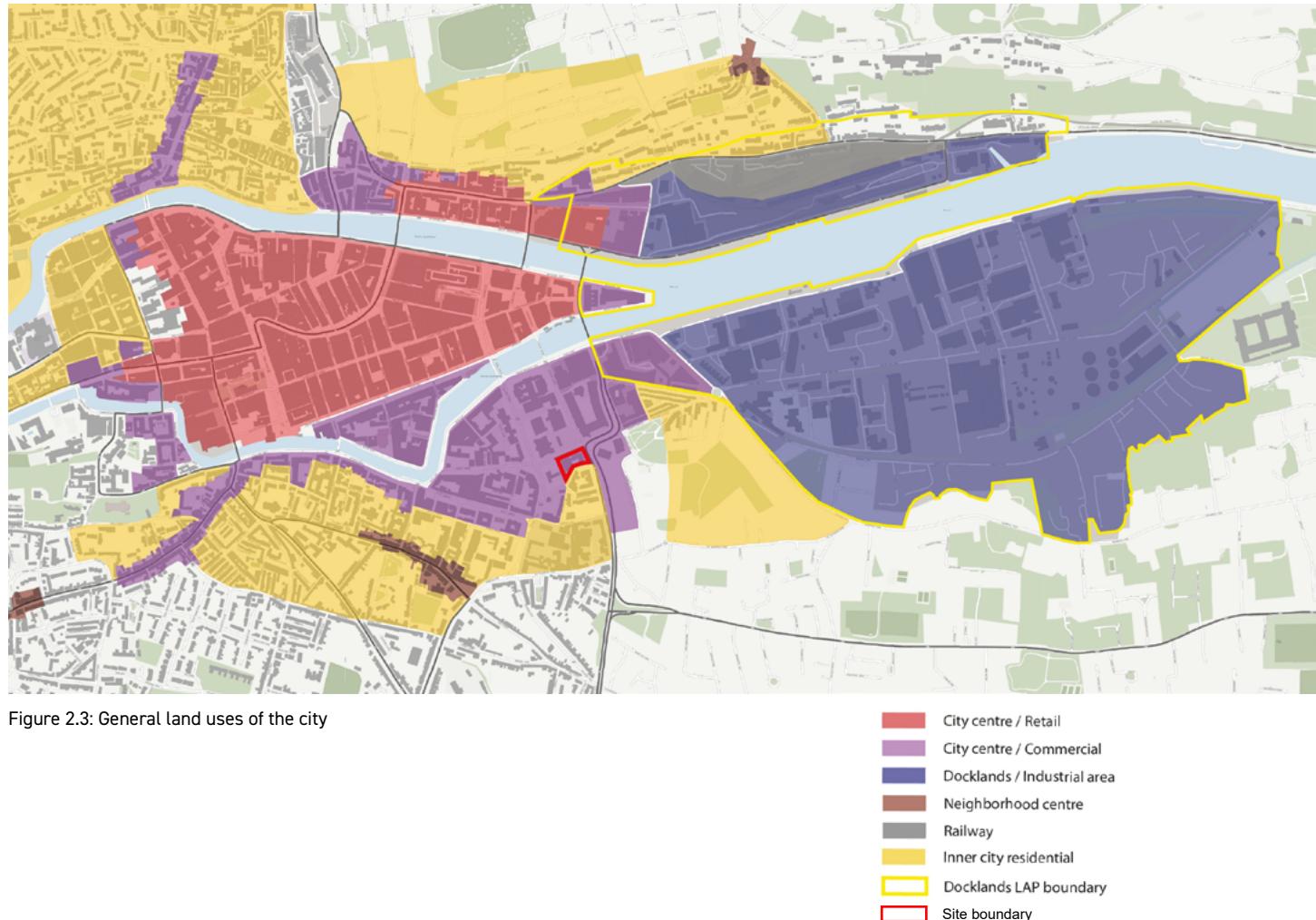
City Centre Retail Area - To provide for the protection, upgrading and expansion of retailing, in particular higher order comparison retailing, as well as a range of other supporting uses in the City Centre retail area.

City Centre Commercial Core - To support the retention and expansion of a wide range of commercial, cultural, leisure and residential uses in the commercial core area (apart from comparison retail uses).

Inner City Residential Neighbourhoods - To reinforce the residential character of inner city residential neighbourhoods, while supporting the provision and retention of local services, and civic and institutional functions.

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

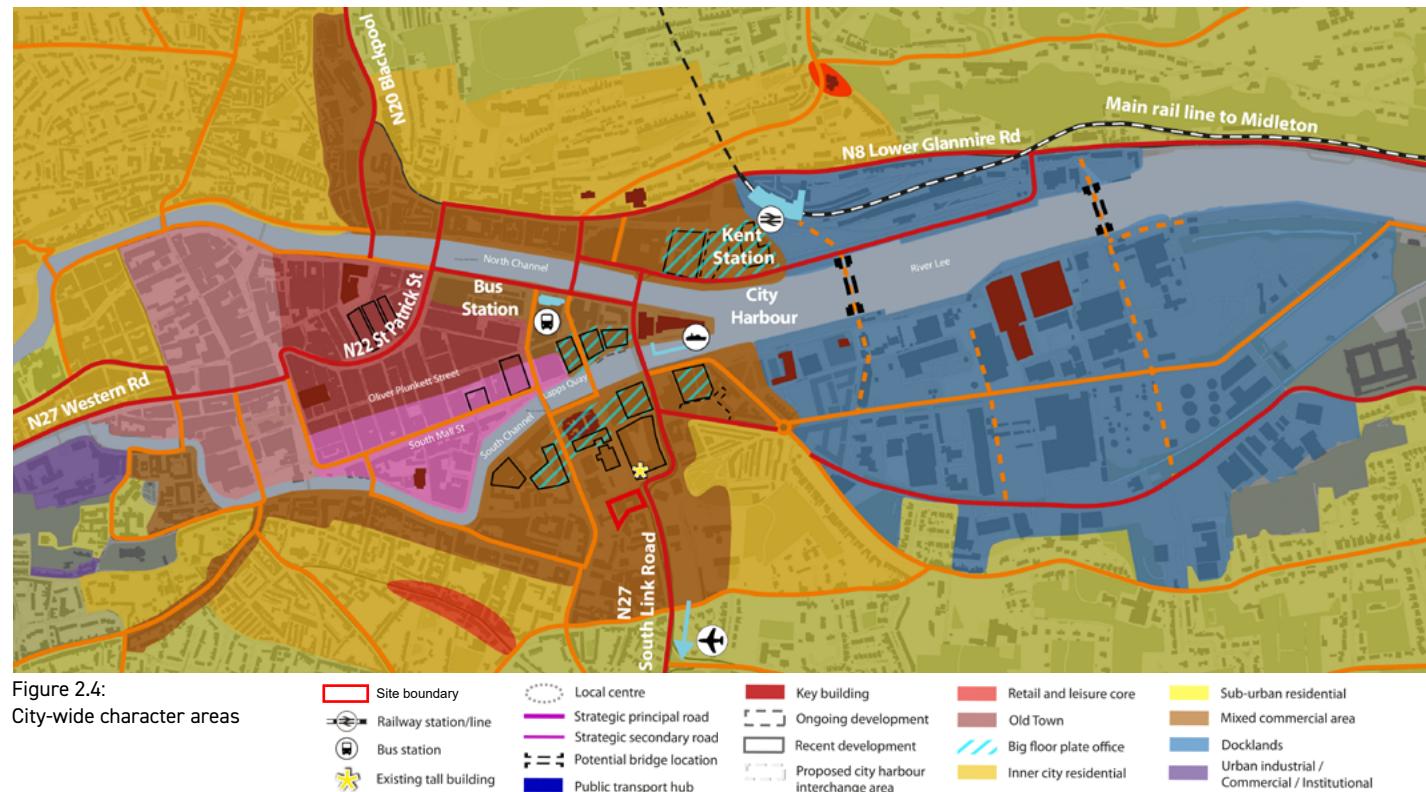
The site is situated in the City Centre Commercial Core area.



2.4 City character areas

Figure 2.2 shows our analysis of Corks character, identifying the following character areas:

- **Old Town** - this covers the historic core of Cork with a medieval street pattern and a fine grain cohesive urban fabric of great heritage significance;
- **City retail and leisure core (St Patrick's Street and Oliver Plunket Street Area)** - this is part of Corks Georgian expansion area and the present day retail and leisure core of the city centre. It is characterised by a mixture of fine, medium and larger grain development with many historic buildings. The area has some degree of variation in height and a fairly consistent character, especially along the city's Landmark Streets. Development along Lavitt's Quay and Merchant's Quay are of a greater variety in scale and quality. Key landmarks are the English Market, Crawford Art Gallery and Cork Opera House;
- **South Mall area** - this is also part of Corks Georgian Expansion, today a focus of commercial activities. The area comprises a mixture of fine and medium grain development with many historic buildings especially along the grand South Mall Street. The area has a relatively coherent height and a strong historic character. Holy Trinity Church spire is an outstanding landmark in the area;
- **Mixed commercial area** – these are generally edge of city centre areas with a broad mix of former industrial, commercial and housing developments from different periods. They offer a less coherent character with a great degree of variation in height, and many older and derelict buildings. This character area also comprises new large scale commercial and institutional developments and sites targeted for redevelopment. The City Hall, Custom



House and Bonded Warehouses are important landmarks in this area;

- **Fine Grain Inner City Residential Areas** - these cover the residential areas around the city centre primarily made up of compact terraced housing of two to three storeys. In many places they have a fine grain urban fabric and a very consistent character. This character area is home to many of the city's landmark churches;
- **Suburban Residential Area** - covers suburban areas of semi-detached and detached housing in low densities, which provide high quality residential environments;

- **Docklands** – covers the former port and industrial area targeted for comprehensive redevelopment. A few industrial heritage buildings such as the Ford Factory provide character to this area.

The Anglesea Terrace site falls within the 'Mixed Commercial area', which includes a broad mix of former industrial, commercial and housing developments from different periods. It offers a less coherent character and some variation in height, with many older and derelict buildings. The area also comprises large scale commercial and institutional developments and sites targeted for redevelopment.

2.5 Strategic road network

The city centre is accessed by four strategic roads. These are Back Watercourse Road from the north, Lower Glanmire Road from the East, South Link Road from the south and Western Road from the West. The Roads connect with each other to the north of the city centre island on the banks of the River Lee North Channel.

The site is located at the South Link Road which connects the city centre with the N40 and the airport.



The arrival point of the South Link Road into Cork is marked by the Elysian tower

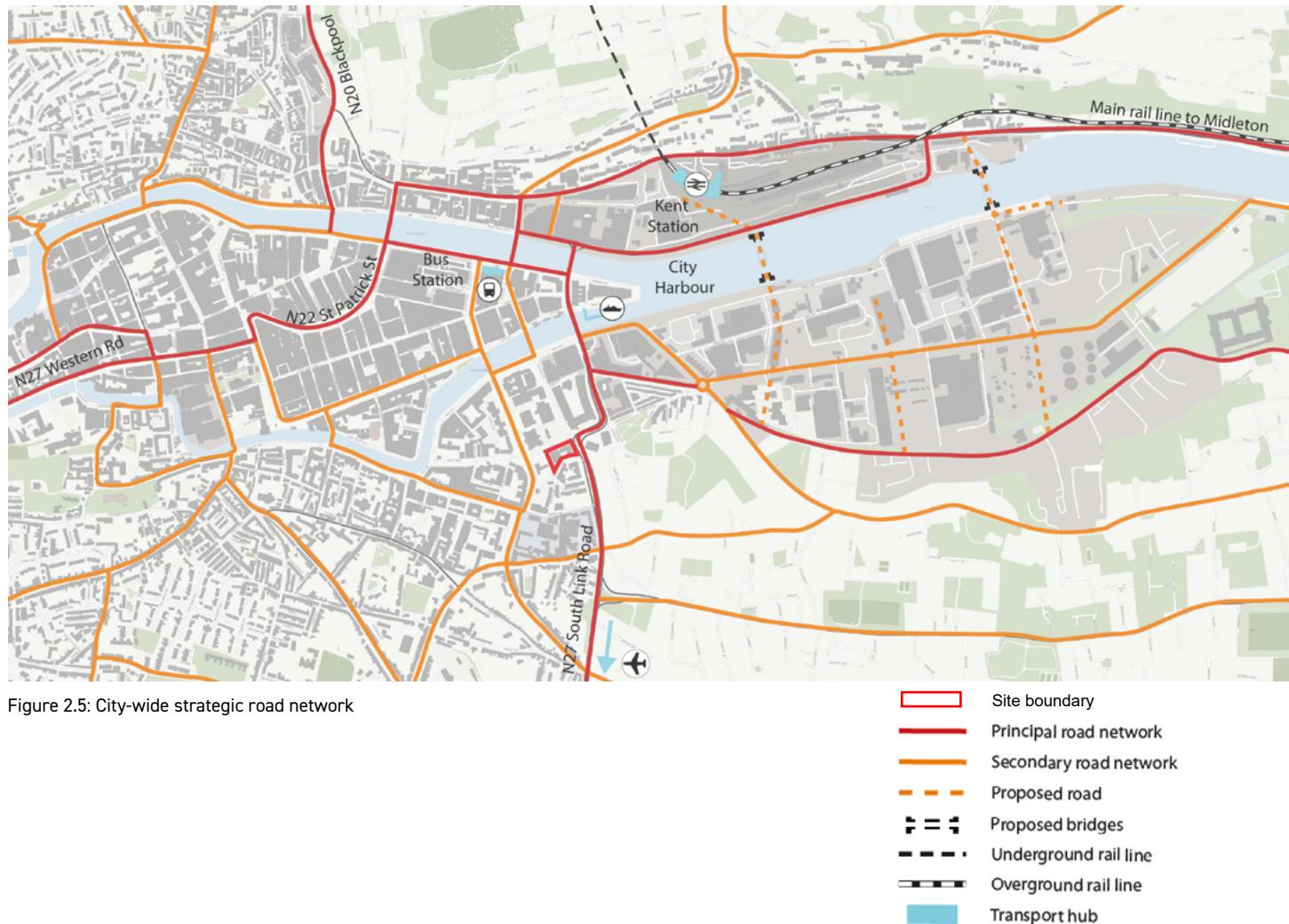


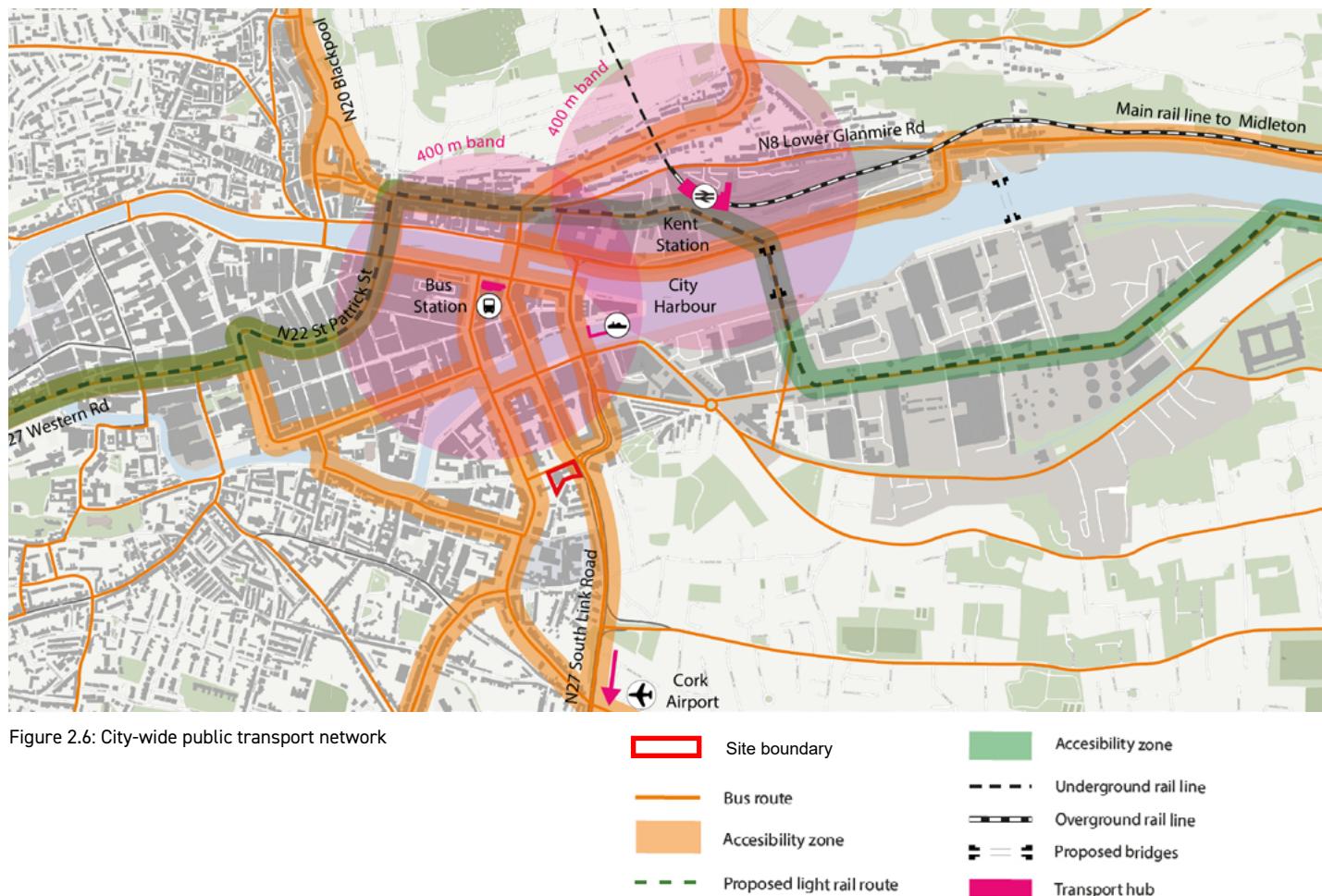
Figure 2.5: City-wide strategic road network

2.6 City public transport network

Cork city centre benefits from high public transport accessibility. It is served the Kent Railway Station and the Bus Station as well as numerous bus routes, which converge in the city centre.

The Cork Metropolitan Area's transport strategy has identified significant improvements to the public transport provision in the city. This will include the development of an improved cross-city bus network with bus priority measures and increased service frequency on routes serving the city centre, especially in a north-south direction. A new light rail system is proposed to connect the city centre, the Docklands and its suburbs in an east-west direction. The transport strategy promotes the better integration of land use development with sustainable transport provision. As such, growth should be consolidated and intensified around suburban rail, light rail and high frequency bus corridors.

The site is situated on one of the city's main bus corridors and benefits from good public transport accessibility in the vicinity. The city's bus station is a short walk away (500m, ca.7minutes).



03 Urban Analysis

3.1 The site and its immediate context

The site is bounded to the north by Old Station Road, to the west by the grounds and gable end wall of St Joachim and Anne's Sheltered Housing, to the south by Anglesea Terrace, and to the east by the South City Link Road. No footway connection exists along South City Link Road, and a wall currently blocks access from Anglesea Terrace.

The site is presently occupied by a number of industrial premises situated around a courtyard, and two separate surface carparks to the west. The industrial premises are inward looking and surrounded by high walls, and do not engage positively with the surrounding street space. The site's main access gate is from Anglesea Terrace in the south, although there are disused pedestrian entrances on Old Station Road.

A number of protected structures are in close proximity, the St Joachim and Anne's is directly west of the site, with the John Morris Tyre Centre located slightly further to the south. The stone walls of the current structure on the site are also recognised to have heritage value, although not protected.





The site is situated opposite the Elysian development



Bordering the south of the site is fine-grain, low-rise terraced residential development



The site assumes a prominent location on one edge of a busy junction where South Link Road and Old Station Road meet



The site is a short walk to the waterside, including Lapps Quay promenade located across the River Lee



The site is in walking distance to the bus station



Narrow pavements and poor pedestrian infrastructure characterise the current interface with Old Station Road



Aerial view of the site and its context from south

3.2 Local character areas

Although the site is understood to be within a 'mixed commercial zone', its immediate area is fragmented and can be further broken down into a number of district characters. Northwest of the site is characterised by new, larger and more modern, higher density development, most notably the Elysian.

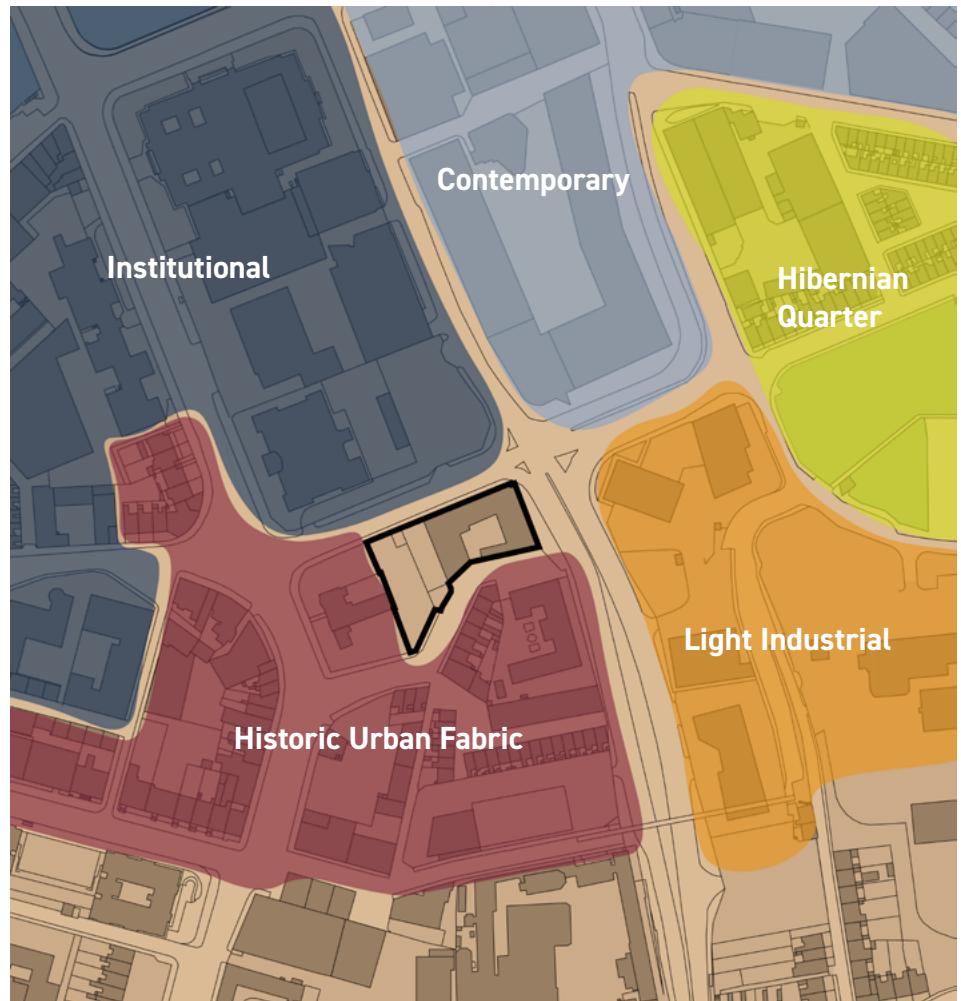


Figure 3.2: Local character areas

■	Institutional
■	Contemporary
■	Hibernian Quarter
■	Light Industrial
■	Historic Urban Fabric



View of Elysian development



View south along Eglinton Street



Garda station and associated car parking



View of the ground floor level of the Elysian

Contemporary

To the northeast of the site there is contemporary, high-density development. Buildings are arranged in urban blocks of significant scale and massing. Heights are 5 to 7 storey, with a mix of uses including residential, offices, a supermarket and other local facilities. The Elysian is a widely visible tall building, marking the gateway where South City Link Road meets the city centre. Albert Street is a major road corridor that wraps around the southern and eastern edge and is traffic dominated, impacting the pedestrian experience.

Institutional

To the north of the site are a number of civic buildings and institutions, such as the Garda station, fire brigade headquarters, City Hall and associated car parking, and the Cork District Court. The Garda Station and associated car parking on the opposite side of Old Station Road does not provide a positive relationship with the street space, and its brutalist style buildings detract from the character of the street space. The pedestrian experience along Old Station Road to the south of the character area is poor, with a lack of public realm and high levels of vehicular noise.



Cork Historic Map, 1898 - 1900

Historic Urban Fabric

To the west and south of the site sits older low-rise development, mainly from the second half of the 19th century. This area comprises a number of parades, terraced houses and heritage assets, but also former industrial sites, institutional and social care uses, as well as vacant sites and car parks.

Historically this area has always been a peripheral and fragmented part of the city centre, set against the railway lands, comprising polluting and antisocial uses, such as gasworks, salt works, lunatic and orphan asylums, infirmary, dissenter churches, markets, sawmills, abattoir-cum-morgue and others. Some of these uses are still there in the street names: Infirmary Road, Gas Works Lane, Sawmill Street.

Protected structures St. Joachim & Annes House and John Morris Tyre Centre are located in this area. The



St. Joachim & Annes House



Gas Works Lane



Parade of pubs, restaurants and eateries along Anglesea Street



Tile warehouse and bathroom tile showroom



View across Shalom Park



Terraced housing along Monerea Terrace



View from pedestrian bridge north to Elysian

Light Industrial

The area to the east of the site on the opposite side of South City Link Road is industrial in nature, comprising three industrial sheds and a gas station. Development poorly relates to the street space, lacks active frontages and overlooking. The area is fragmented, feels out of place and lacks pedestrian qualities. A 17-storey residential tower was permitted in 2019, just to the south of the gas station on South City Link Road and the pedestrian bridge. Development has not yet commenced and the permission has lapsed.

Hibernian Quarter

Further to the east of the site is the Hibernian Quarter, also known as the Jewish quarter. Shalom Park is a neighbourhood green space with a children's play area, adding to the slower-paced feel of the area. Terraced artisan cottages overlook the park from the



Terraced housing along Monerea Terrace

north and east. The neighbourhoods of tightly packed small housing is popular with local artists. The former tramshed on Albert Street has been preserved and is now the National Sculpture Factory.



Historic street sign - Anglesea Terrace



Neighbourhood sits in the context of former industrial development and the Elysian tower



Anglesea Terrace cul-de-sac with homeless hostel to the right, opposite the development site

3.3 The residential community to the south of the site

The residential community of Anglesea Terrace and Railway Cottages has historically formed a peripheral and fragmented part of Cork city centre. The area developed against the railway lands and has long been associated with polluting and socially undesirable uses, including gasworks, salt works, asylums, an infirmary, dissenter churches, markets, sawmills and an abattoir-cum-morgue. These former uses remain reflected in the street names such as Infirmary Road, Gas Works Lane and Sawmill Street.

The housing stock is mainly composed of single and two-storey terraced houses dating from the second half of the nineteenth century, with more recent infill development, such as a residential block constructed in the early 2000s on Railway Cottages. While these

buildings provide a human scale and contribute historic character, the area overall appears fragmented and under-invested. Protected structures such as St Joachim & Anne's House and the John Morris Tyre Centre provide some heritage value within an otherwise declining context.

The community itself is small and insular, comprising approximately 42 dwellings segregated from surrounding neighbourhoods such as the Elysian and the Hibernian Quarter. Its setting is heavily constrained by major traffic routes, namely the South City Link Road and Old Station Road, which generate significant noise and air pollution. Vacant plots, surface car parks, storage yards and derelict buildings further diminish the quality of the environment. Industrial and commercial uses remain, including the John Morris Tyre Centre and the subject site.

Social conditions in the area are challenging. The proximity of a homeless hostel has resulted in clustering of rough sleeping and related antisocial activity. The Garda and Fire Stations nearby contribute to night-time noise. The public realm is harsh and utilitarian, dominated by hard surfaces, cul-de-sacs and parked vehicles, with little greenery or private outdoor space. Local reports indicate a shortage of car parking for residents, which creates tension within the community, and wider concerns have been raised around mental health and perceptions of safety, particularly after dark.



(images clockwise from top left)
View from site to south along Anglesea Terrace;
View from Anglesea Terrace towards Railway Cottages;
St. Vincents Homeless Hostel;
Two storey terraced housing on Anglesea Terrace;
Terraced housing on Railway Cottages overlooking boundary wall
and car park.



3.4 Land uses

The area around the site has a diverse mix of land uses. Residential terraced housing is found scattered to the south and west of the site and in the Hibernian Quarter to the east. To the north east, the Elysian development provides high density apartment living. The permitted 25 storeys residential tower on Albert Quay (The Railyard) and 17-storey residential tower on South City Link Road (lapsed application) demonstrate demand for further high density apartment schemes in this area. The surrounding area provides a range of institutional uses, including the Garda Station, Fire Station, Cork District Court and the City Hall. A number of health care uses including the South Infirmary Victoria University Hospital are situated to the south. Cork College of FET and MTU Cork School of Music both have a presence in the area.

To the west on Anglesea Street a parade of shops provides local facilities and takeaways. The ground floor of the Elysian opposite provides a gym and an Aldi supermarket. As such the proposed development is well served by local facilities in its vicinity. Directly to the south of the site is St. Vincents, a homeless shelter. The site itself accommodates light industrial uses in older premises and surface car parking. To east on South City Link Road is a small light industrial area with three industrial sheds and a gas station. Office buildings are found to the north of the site along the waterfront and to the east (Gas Networks Ireland). Further south is the South Infirmary Victoria University Hospital and other medical uses.

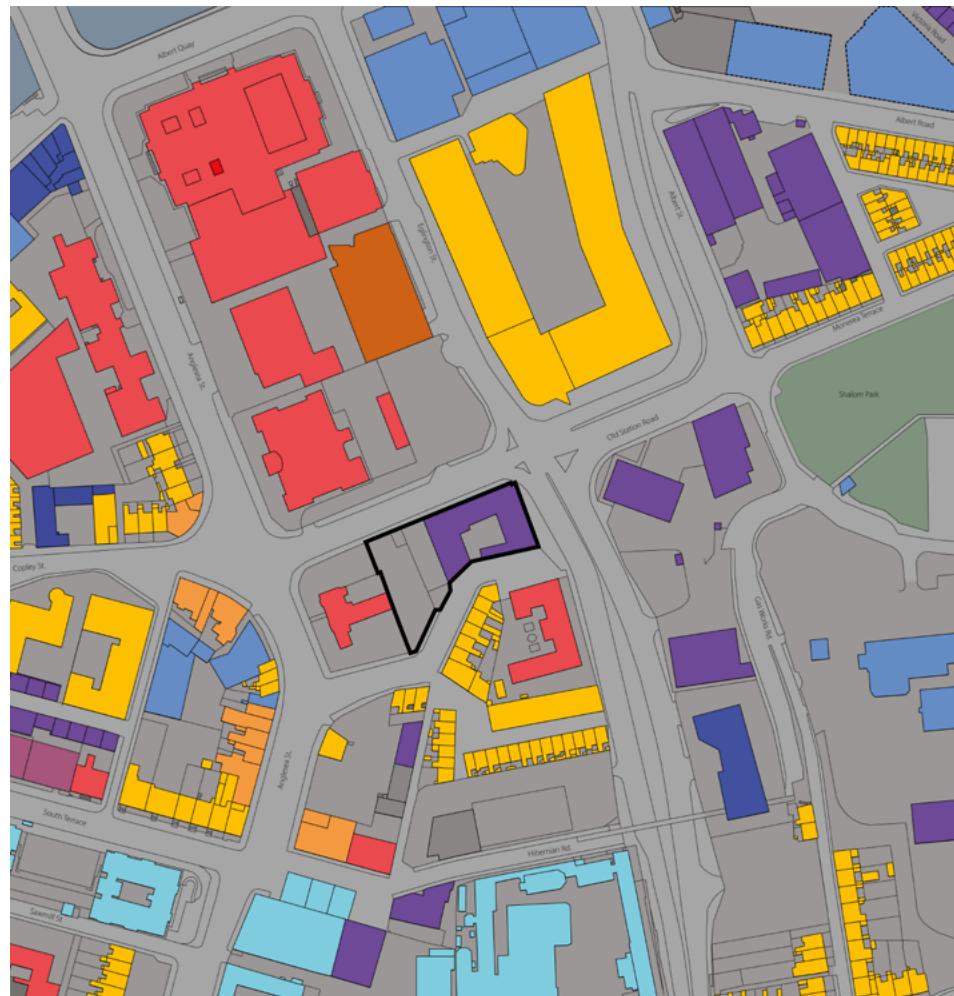


Figure 3.3: Local land uses

Commercial led mixed-use	Institutional use
Residential led mixed-use	Retail dominated
Office	Healthcare
Commercial, industrial, warehouses	Car park
Hotel and leisure use	Vacant
	Site boundary

3.5 Urban grain

The area around the site has a diverse urban grain. Development to the south, west and east, along Anglesea Street, Anglesea Terrace and Monera Terrace is generally of a fine urban grain, principally comprising terraced housing on historic small plots. A few medium grain developments are scattered about the area. To the north and along the riverside large grain development can be found, including the Elysian Development, Cork City Hall, One Albert Quay and the Navigation Square.

Given the location of the site at the intersection of larger and finer grain development the proposed development must bridge and appropriately transition between these scales.



The site sits between the larger grain development directly to the north, and the fine grain development to the south and west

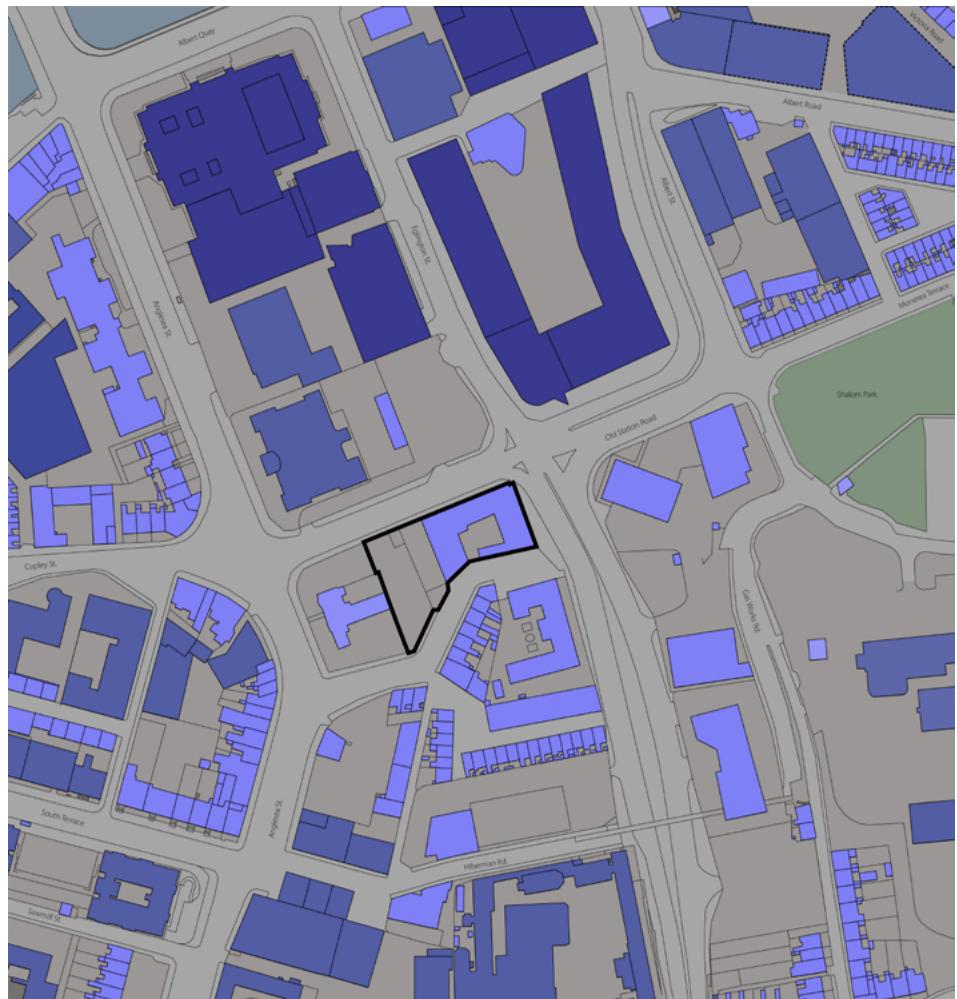
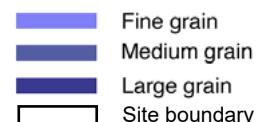


Figure 3.4: Urban grain



3.6 Height and massing

The area immediately to the south of the site is generally of lower heights, ranging from 2 to 3 storeys. Further south and west heights are more mixed and range from 2 to 5 storeys.

Development to the north of the site has generally greater heights, ranging from 4 to 8 storeys. The Elysian boasts the highest height in the immediate area, with a 18-storey tower at the intersection of South Link Road and Old Station Road, and 7-storey development along Eglinton and Albert Street.

The site is situated at the intersection of areas with different prevailing heights and will need appropriately respond to both the contemporary larger scale to the north and the smaller scale buildings to the south.



The Elysian is the tallest structure in the area around the site



Figure 3.5: Local height plan

	1-3 Storeys
	4-5 Storeys
	6-7 Storeys
	8-10 Storeys
	10+ Storeys
	Site boundary

3.7 Road network

The site is at the intersection of three busy vehicular routes through Cork, 'South City Link Road', Old Station Road and Eglinton Street. The junction adjacent to the site is busy, with a lack of quality pedestrian and cycle infrastructure. South Link Road is the main route from the airport into the city centre and a main link to the N40. South Link Road was built in the 1980s on a former railway track and its dual carriage way is segregated, not connected to the local street network and lacks footways. From here southwards it provides a segregated dual carriage way that lacks side entry streets and footways.

The road network around the site is designed for vehicular traffic with little consideration for pedestrians and cyclists. The proposed development must adequately respond to the road network around the site and mitigate against adverse air and noise pollution impacts, and orient public spaces away from the strategic road network.



The site is accessible from the strategic road network, on the junction of a principal and secondary road

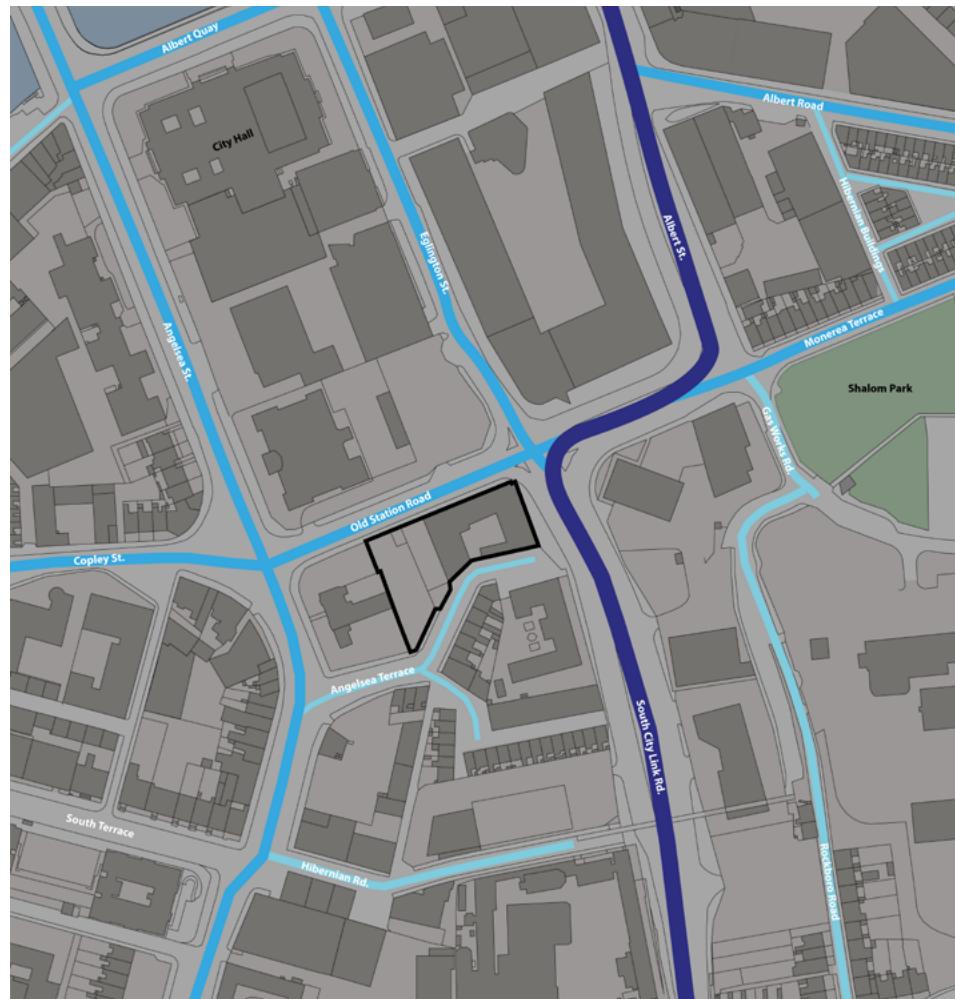


Figure 3.6: Strategic and local road network

- Principal road network
- Secondary road network
- Tertiary road network
- Site boundary

3.8 Public transport

Primary bus routes run along Old Station Road, Anglesea Street and South Link Road and Albert Street, providing access to around Cork. The nearest bus stops are on Eglinton Street and Anglesea Street 3 minutes walk away. The bus station is located 7 minutes walk away directly to the north. Cork Station can be reached by walking in approximately 15- minute.

The development benefits from excellent accessibility by public transport. It should be car free, and support and encourage active travel, wheeling and the use of public transport as the main means of moving around the city.



Buses run regularly along Old Station Road and the city's bus station is ten minutes walk away from the site

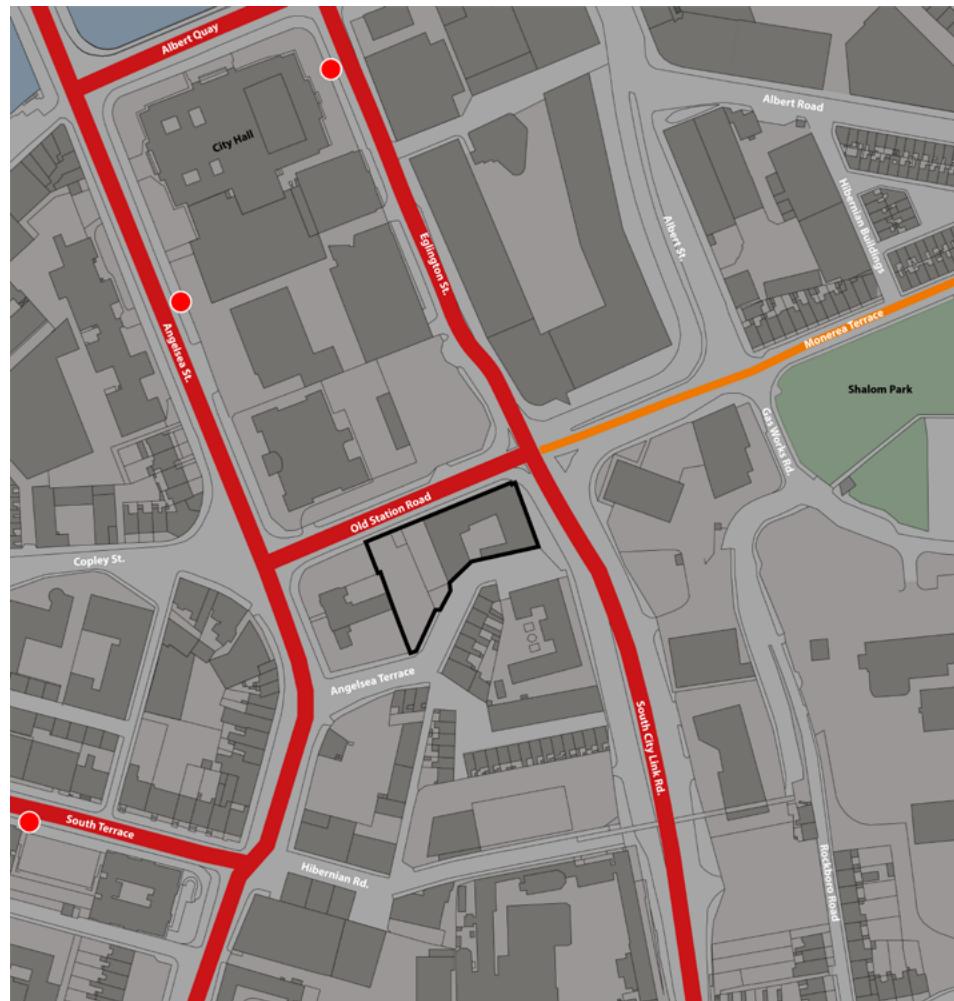


Figure 3.7: Local public transport network

- Primary bus route
- Secondary bus route
- Transport hub
- Site boundary

3.9 Walking and cycling network

Lack of connections and permeability affect footfall and perceived safety of the public realm in the area south of the site. A pedestrian bridge connects across the South City Link Road to the south of the site. However, a lack of development alongside on the approaching connections to the bridge make this a poorly overlooked and un-safe route for walking especially in hours of darkness.

The development should enhance the pedestrian environment around the site and provide connectivity across the site from Eglinton Road to Anglesea Terrace to better integrate the area, bring footfall around the site and enhance perceived safety.



Area prohibited for pedestrians, located on the eastern edge of the site

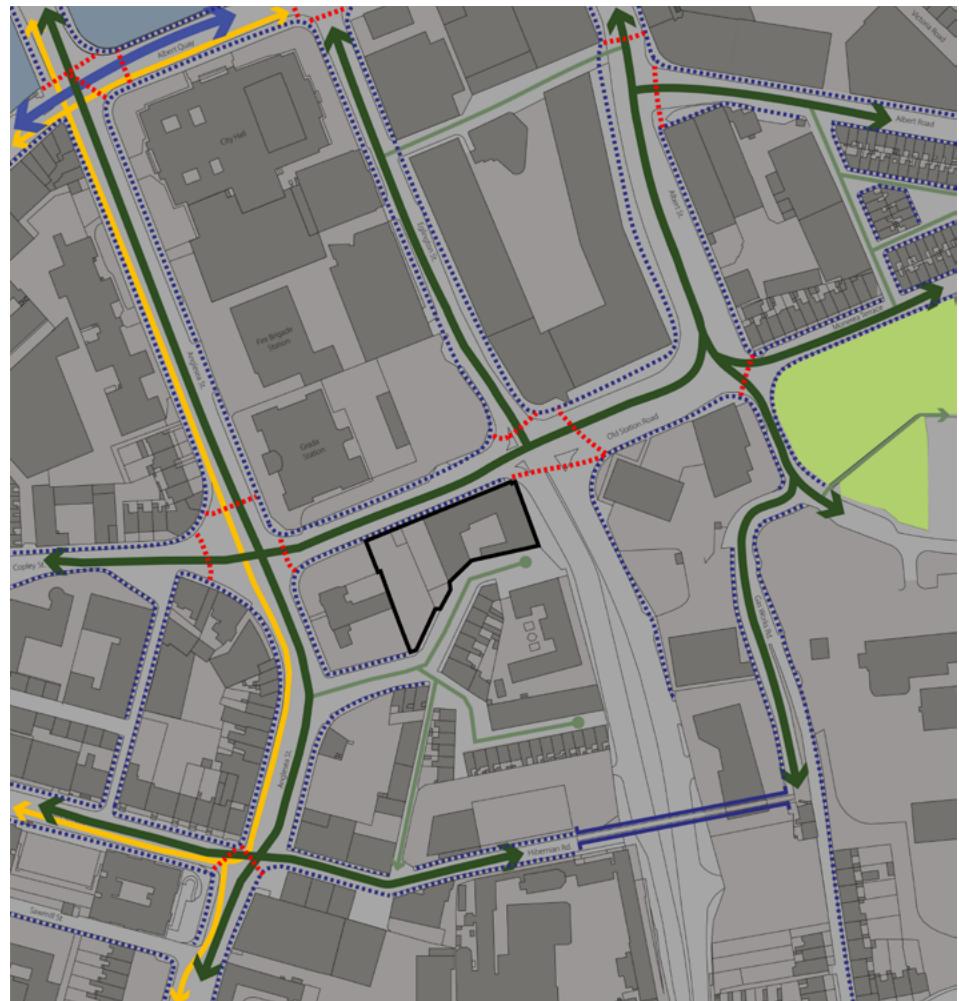


Figure 3.8: Local walking and cycling network

- Existing Pedestrian sidewalk
- Existing Pedestrian crossing
- Main pedestrian route
- Secondary pedestrian route
- Existing two way cycle route
- Existing public/green space
- Pedestrian bridge
- Site boundary



3.10 Conservation and heritage

The site itself does not contain heritage assets. However, it bounds the Architectural Conservation Area (ACA) South Parish Sub-Area C: Infirmary Road and Summerhill South to the west.

The ACA Albert Road and the ACA Albert Quay, Albert Road and Victoria Road are situated to the north east of the site one block away.

The St.Joachim & Annes House immediately adjacent to the site to the west is a protected structure, whose setting the development will need to adequately respond to. Other protected structures nearby include the John Morris Tyre Centre and the city hall.



Protected structure, John Morris Tyre Centre, located south west of the site



Figure 3.9: Heritage assets and designations

- Conservation Areas
- Listed Building (NIAH)
- National Monument
- ★ Protected Sturcture
- Site boundary

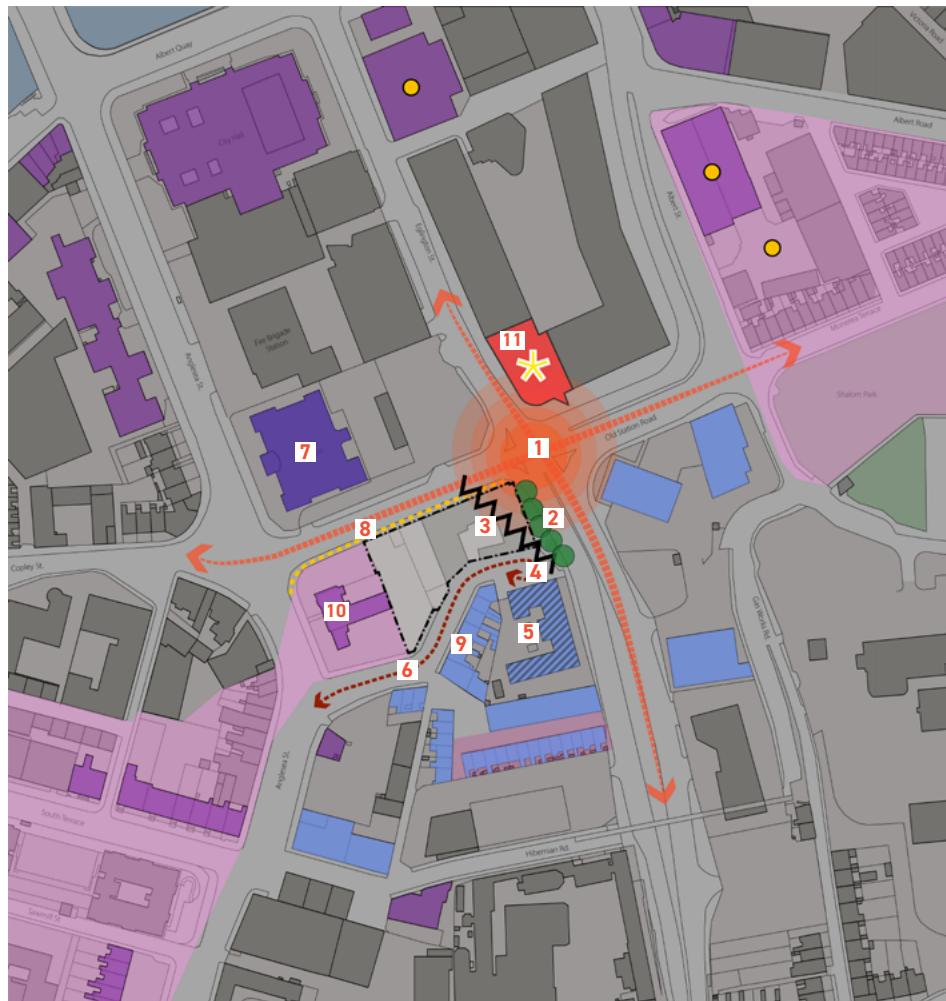


Figure 3.10: Constraints

- 1 Site boundary
- 2 Police station
- 3 Homeless shelter
- 4 Protected structure
- 5 Architectural Conservation Area
- 6 Low rise development
- 7 Existing tall building
- 8 Recorded monument/place
- 9 Busy vehicular routes
- 10 Unpleasant junction (noisy, busy)
- 11 Cul-de-sac
- 12 Barrier to pedestrian movement
- 13 Poor pedestrian infrastructure
- 14 Existing trees

3.11 Constraints and Opportunities

The following constraints and opportunities have been identified:

CONSTRAINTS

- 1 The site bounds Old Station Road and South Link Road to the north and east, that are part of the strategic road network and traffic dominated. They impact on the site through noise and air pollution and affect safety.
- 2 Mature existing trees on the eastern edge of the site are few natural elements in the wider area and should be retained by development including their crowns.
- 3 South City Link Road to the east of the site does not provide a pedestrian path that links with Anglesea Terrace, thereby the accessibility to the south of the development from north is convoluted and illegible.
- 4 Anglesea Terrace is effectively a cul-de-sac environment with associated lack of footfall and a higher propensity for antisocial behaviour and crime.
- 5 There is a homeless shelter across from the site and complaints have been received regarding antisocial behaviour outside of its premises.
- 6 Anglesea Terrace does not provide a quality setting as it has extensive highway space, dominated by car parking with narrow footways and a poor public realm.
- 7 The Garda station across from the site is dated and negatively impacts the look and feel of the site's immediate area.
- 8 The pavement along Old Station Road is narrow, which creates a poor pedestrian environment outside of the development that feels unsafe and poorly overlooked.
- 9 The small-scale environment with two storey terraced housing to the south of the site and its existing residential community requires an adequate response (refer to section 3.3 on pages 30/31).
- 10 The Protected Structure, St. Joachim & Anne's to the west of the site, also situated in an ACA, will require an adequate response.
- 11 The Tall building Elysian diagonally across the junction may impact on scope for height on this site, due to potential canyon effect, cumulative, micro-climatic and visual impacts.



Busy and noisy junction adjacent to site



Protected structure, St. Joachim and Anne's, is located adjacent to the site



Car-dominated and poor public realm along Anglesea Terrace



Narrow pavements and traffic on Old Station Road create an unfriendly pedestrian environment



Cul-de-sac of Anglesea Terrace to the south of the site impedes movement, resulting in lower footfall and a higher likelihood of anti-social behaviour



Mature trees line the eastern edge of the site on South Link Road



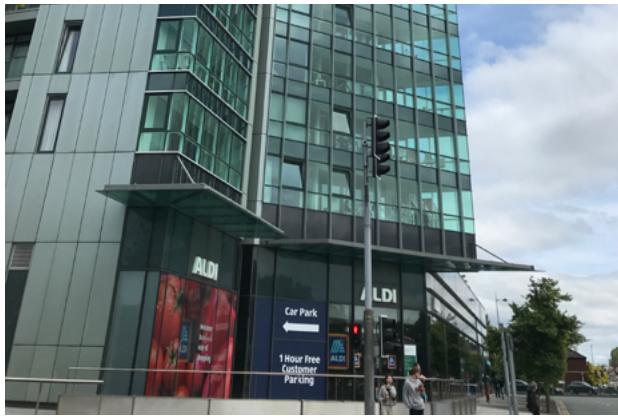
Figure 3.11: Opportunities

- 1 Site boundary
- 2 Resident connection
- 3 New pedestrian link with Anglesea Terrace
- 4 Main pedestrian route
- 5 Local pedestrian route
- 6 Local pedestrian route
- 7 Wider pavement
- 8 Prominence
- 9 Good enclosure to define and overlook street space
- 10 Active ground floors to animate street space
- 11 Protected structure next to proposed development
- 12 Tall building opportunity
- 13 Greening to enhance visual amenity on Anglesea Terrace

OPPORTUNITIES

- 1 To make use of this prime brownfield site, in an area well served with local facilities (Elysian and Anglesea Street) and in close proximity to Cork city centre.
- 2 To provide a taller building that responds to Elysian and enhances this gateway
- 3 To better define Old Station Road and the Corner with South Link Road with a building that creates appropriate levels of enclosure and overlooking to the street space.
- 4 Create new pedestrian link from Junction into Anglesea Terrace to enhance connectivity and generate footfall.
- 5 Create resident only connection from Anglesea Terrace and Old Station Road to enhance permeability.
- 6 To provide active ground floor uses towards Old Station Road and the corner with South City Link Road to animate the street space and provide a focus for the neighbourhood.
- 7 Add green to enhance visual amenity of the street space.
- 8 To retain existing trees to the east of the site.
- 9 Create an appropriate setting to protected St. Joachim & Annes House.
- 10 To respond to the lower rise housing to the south by stepping the height of the building down.

- 1 Existing trees
- 2 Existing greenspace
- 3 Recent development
- 4 Proposed development
- 5 Existing Tall Building
- 6 Sun Path



The Anglesea Terrace site offers an opportunity to respond to the Elysian Building



Opportunity to create a sympathetic setting for St. Joachim & Annes House



Opportunity to improve poor pedestrian infrastructure to improve the site's immediate access and also better integrate it into the wider area



Opportunity to create a 'gateway' into Cork



Public realm along Anglesea Terrace can be improved through enhancing connectivity and greening



Opportunity to create new pedestrian link connecting Anglesea Terrace to South Link Road

04 Design Development and Testing

4.1 Proposed massing principles

Based on the baseline analysis that provided an in-depth understanding of the site and its wider context, a set of initial principles were established to guide the approach to building massing. These principles respond to the site's constraints and opportunities, ensuring the proposed form is sensitive to its surroundings. The principles served as the foundation for the subsequent stages of design development.



Figure 4.1: Massing principle one (copyright Google Earth)

Principle 1

Provide a lower base to the building towards the west and south on Anglesea Terrace, to respond appropriately to the lower height of the adjoining listed building and the terraced housing.



Figure 4.2: Massing principle two (copyright Google Earth)

Principle 2

Step up the building to a mature urban height on Old Station Road and South City Link Road to respond contextually to the existing and emerging contemporary urban scale to the north / north east.

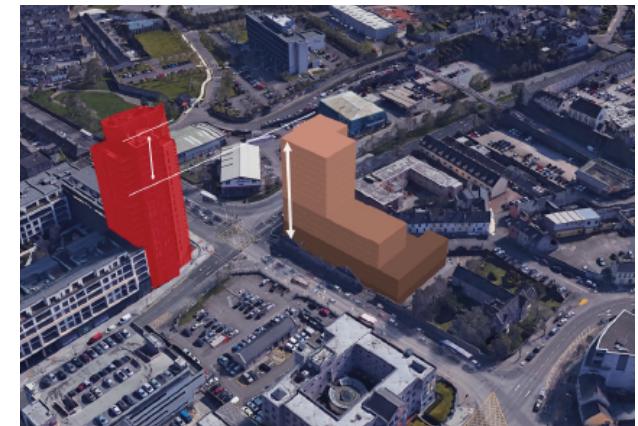


Figure 4.3: Massing principle three (copyright Google Earth)

Principle 3

Locate the taller building element on the street corner with South Link Road, where it is furthest away from lower rise and sensitive development, and where it can help emphasise the street corner. The tall building should be subservient to the Elysian Tower, which is a recognised landmark of Cork.

4.2 Identifying sensitive viewing locations for visual impact testing

In order for the visual impact of the proposed development to be appropriately considered and to inform the design development process, early on a scoping exercise was undertaken to identify sensitive views in Cork that may be affected by the proposed development.

This involved the preparation of a Zone of Theoretical Visibility Analysis, based on a hypothetical building of 60m height (18 storeys) at the proposal site, which shows where the proposed development would potentially be visible, as seen in Figure 4.6 and Figure 4.7 (areas shaded in green). This was correlated with strategic views identified in the View Management Framework. Furthermore it was used to identify local views around the site.

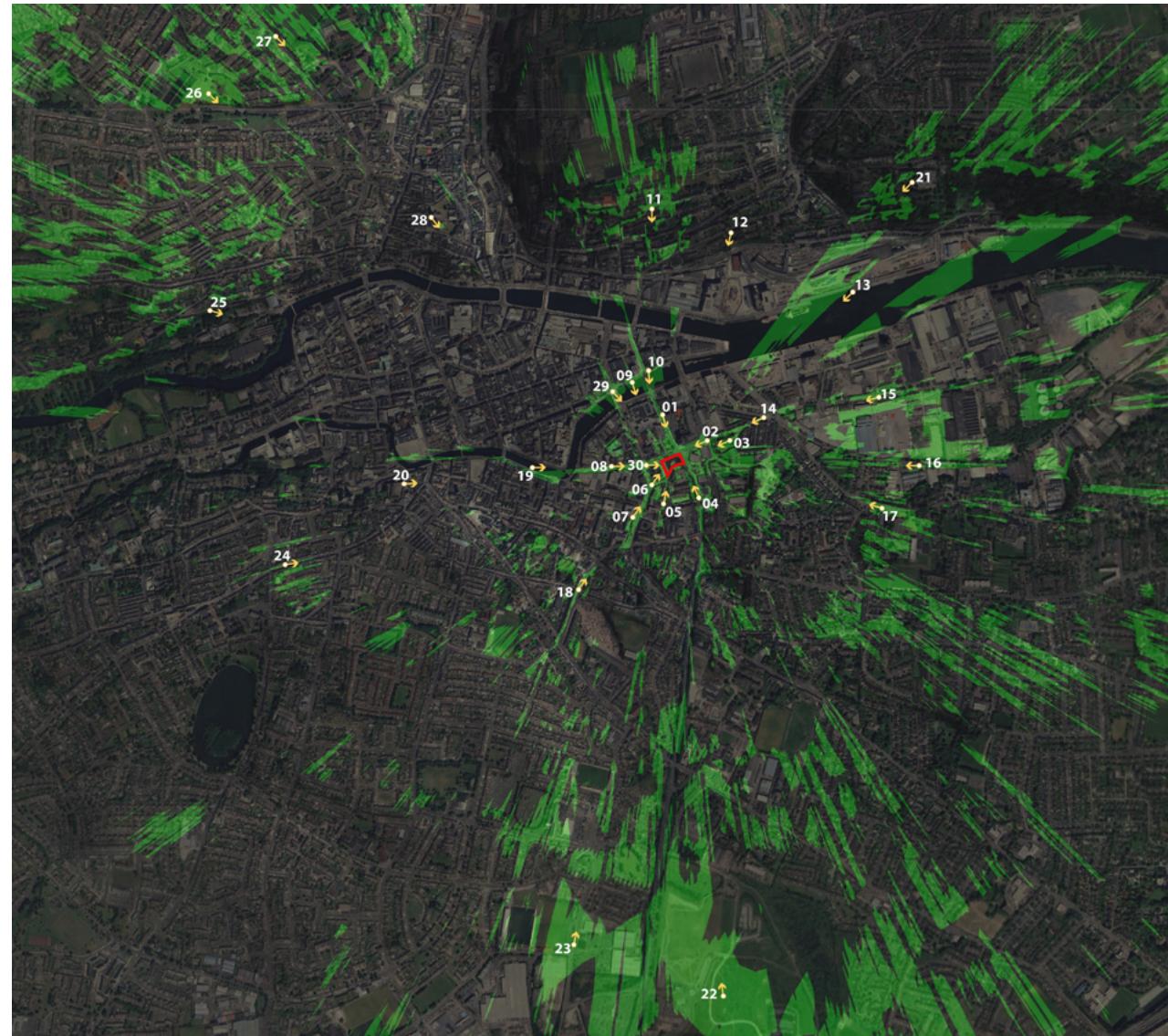


Figure 4.4: Identified view points for the visual impact assessment (city extent)

Based on this, a total of 28 long, medium and short range views were identified around building, as illustrated in the diagrams below.

- Short range views (Views 1 to 9) capture the immediate context of the building and how it responds to the street scenes.
- Medium range views (Views 10 to 20) are views from viewing places or street corridors (most in conservation areas), where the tall building may become visible above the roofscape or in a vista, and where it may affect the character, emphasis or composition of a view.
- Long range views (Views 21 to 28) are generally panoramic views of the Cork Skyline whose composition may be affected by a proposed tall building.

Note that following the Part 8 Preplanning Submission, Cork City Council requested the inclusion and testing of two additional short range views (Views 29 and 30), which have been considered by the VIA.

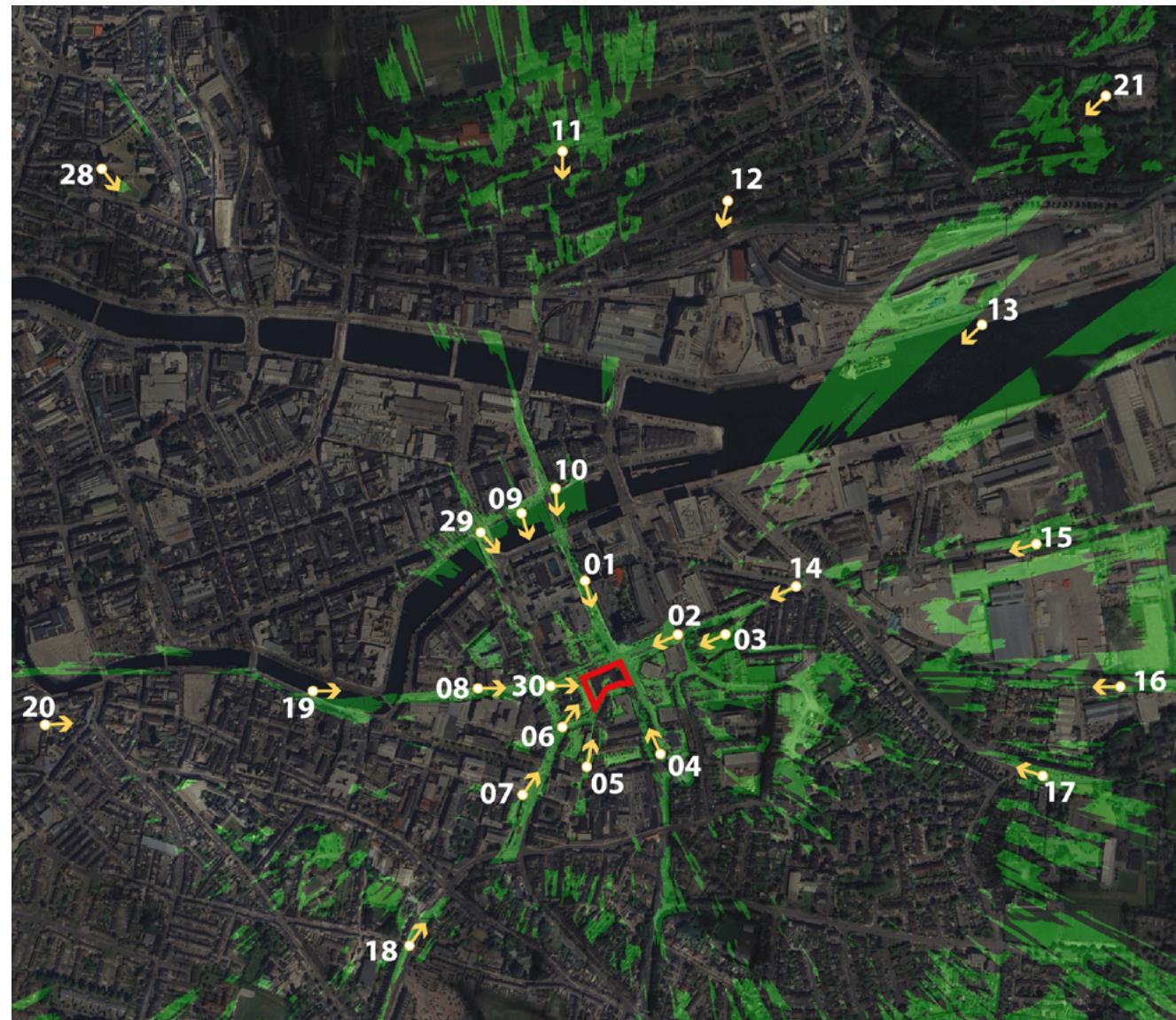


Figure 4.5: Identified view points for the visual impact assessment (site extent)

4.3 Massing Testing

All 28 initial views were set up for in the Google Earth environment for preliminary visual impact testing.

The purpose was to identify the potential impact of building height and the location of tall elements on views and their context. Based on this, guiding height principles were established early in the design development process to inform the architectural design and the development of architectural options.

Initial Height Testing

Four options with varying height parameters were initially tested. These included 12, 15 and 17 storeys for the tower element, 6 and 8 storeys for the mid-rise element and 4 storeys for the lower western building part (the tail).

Testing was undertaken considering a selection of key views, as illustrated in Figure 4.7.



Figure 4.6: Initial massing option testing from key views (note this also includes for reference the Railyard Scheme - marked in red)

The testing highlighted a number of findings and resulted in specific recommendations that guided the subsequent design development:

Element	Findings	Recommendations
Tower	<ul style="list-style-type: none"> at 17 storeys the tower competes with the Elysian in skyline views and is not subservient enough to this landmark, whilst at 15 storeys it is clearly sub-servient the greater its height the more slender and elegant the tower will appear, whilst at 12 storey it appears squat at greater height the tower will be more intrusive on the skyline and may compete with other landmarks 	<ul style="list-style-type: none"> height around 15 storeys tower to have an expressed/ articulated or stepped top to add distinctiveness on the skyline
Old Station Road Wing	<ul style="list-style-type: none"> at 8 storeys the building is dominant in the street scene at 6 storeys it is more contextual to surrounding heights, but lower than the Elysian scheme which sets new datum at 7 storeys 	<ul style="list-style-type: none"> height 6-7 storeys top floor to be differentiated to respond to surrounding roofscapes in views
Tail	<ul style="list-style-type: none"> 4 storey intermediate development towards the protected structure of St Joachims and Anne's and the Houses on Anglesea Terrace helps to mitigate the impact of greater height of the rest of the building and creates appropriate interface with lower rise context 	<ul style="list-style-type: none"> 3-4 storeys, but development should align with buildings on Anglesea Terrace to create a defined street environment

Preliminary testing findings and recommendations

Subsequent Testing of Evolving Design

HJL architects developed different design and massing options during the design development, which all were tested from critical view points. Findings of the testing informed the choice of the preferred option that was then chose for further exploration and detailing.

Figure 4.9 shows six options that were considered and tested in the process. Only Option 4 with heights of 4, 6, 14 and 17 storeys and Option 6 with 5,7 and 12 storeys were recommend to be taken forward.

A process of iterative testing and refinement during subsequent design development helped to crystallise the preferred massing for the proposed scheme:

- 15 storey tower;
- 7 storey mid-rise element and
- 4 storey side wing.

Testing also confirmed the need for the differentiation of the top floor of the mid-rise block and the articulation of the top of the tower itself.



Figure 4.8: Subsequent Options

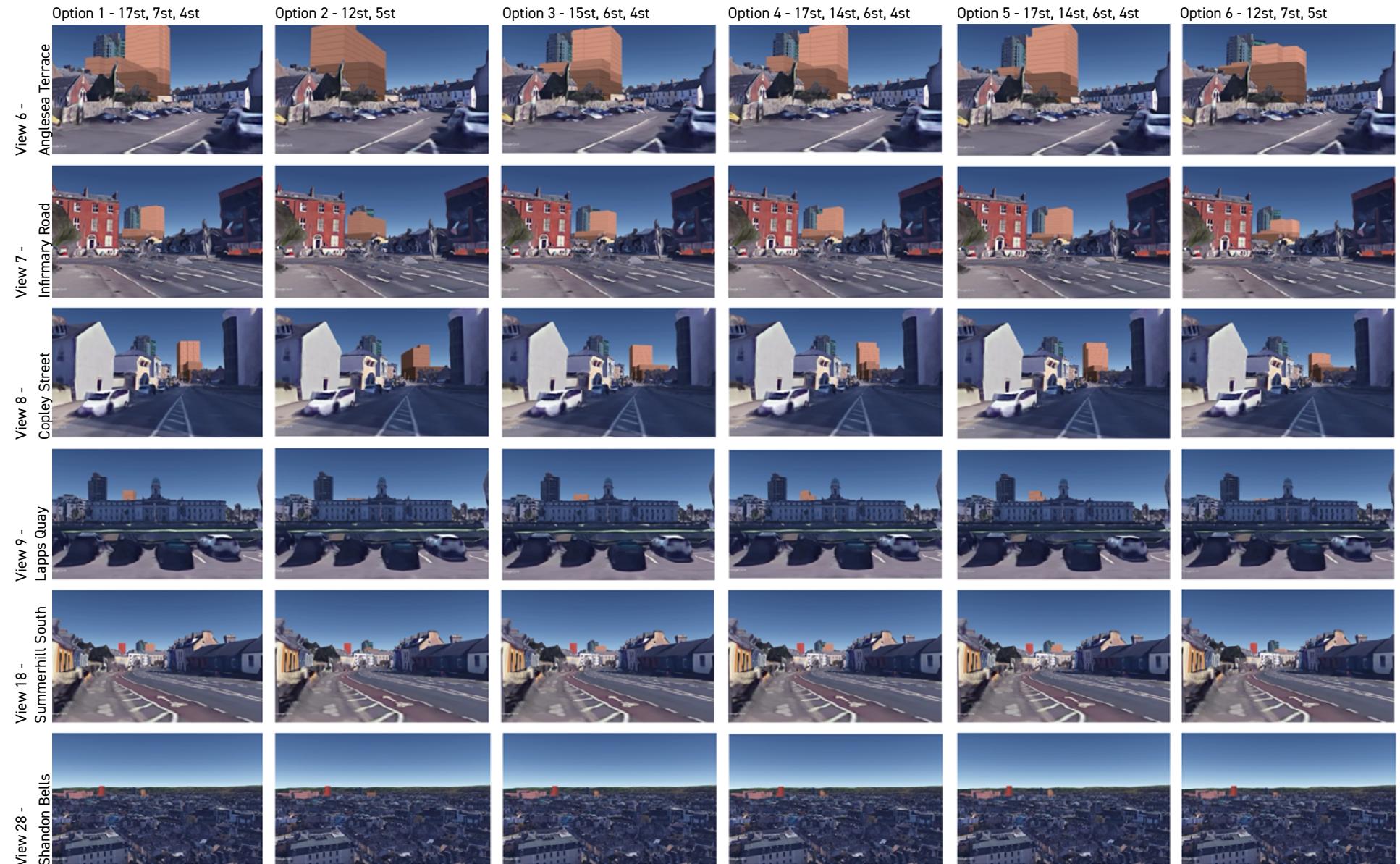


Figure 4.9: Short listed options testing from key views (note this also includes for reference the Railyard Scheme - marked in red)

Refinements to the top of the tower

The top of the tower will be prominently visible on the skyline, and different design options were explored to enhance its articulation and presence. This included the addition of architectural elements to emphasise the top in various positions and configurations, as well as the stepping of parapets and floorplates.

This testing led to the selection of a stepped top (15 and 16 storeys) - Figure 4.14, creating a distinctive resolution to the tower that aligns with its overall architectural approach and expresses its slenderness and elegance.



Figure 4.10: Top of tower Option A - Brick parapet on prominent street corner



Figure 4.12: Top of Tower Option C - Central rooftop element



Figure 4.11: Top of Tower Option B - Facade mesh on prominent street corner



Figure 4.13: Roof top option D - stepped solution with additional storey at prominent street corner

Facade Refinements

The materiality, detailing, and colour of the proposal were assessed through visual impact testing using photographs and photorealistic renders. This process examined the different and often subtle expressions of the building, the relationships of its elements, and its response to their immediate and broader context.

The iterative testing ensured the refinement of the proposal into a well-considered design approach that delivers a viable development proposition, optimises land use, and responds appropriately to its surrounding context and character.

The proposed development presents a distinctive yet modest tower at this important gateway location, enhancing the sense of place without detracting from the area's main landmark, the Elysian.



Figure 4.14: Option testing of different colouration and detailing of the facade (previous option - left, proposal - right)



05 Urban Design Approach

5.1 Introduction

This section of the report outlines the urban design approach for the building, beginning with the development vision and objectives in relation to the site and wider context. These are directly informed by the baseline study and contextual analysis presented in the preceding chapters.

It then provides a description and appraisal of the proposed development's urban design approach, evaluating how it responds to and implements the design objectives, and how it delivers a high-quality, contextually responsive design response.

The urban design vision for the proposed development is to deliver a high-quality residential scheme that:

- 1) RESPONDS APPROPRIATELY TO THE VARIED SURROUNDING URBAN CHARACTER**, including protected structures, heritage assets, and key buildings such as The Elysian, while providing a clearly defined and well-articulated gateway into Cork city centre.
- 2) RESPONDS APPROPRIATELY TO THE EXISTING RESIDENTIAL COMMUNITY**, delivering development that is well integrated within the neighbourhood, provides a good living environment for existing and new residents and strengthens the sense of the local community, whilst supporting placemaking.
- 3) IMPROVES CONNECTIONS AND PERMEABILITY**, where possible given the limited site size, particularly by establishing a link between Anglesea Terrace and South Link Road.
- 4) ADDRESSES ITS INCONGRUOUS CONTEXT THROUGH CONSIDERED MASSING AND HEIGHT**, mediating between height differences, bringing greater coherence and definition to surrounding spaces, and offering a sensitive and appropriate response to The Elysian tower.
- 5) CREATES A HIGH-QUALITY RESIDENTIAL ENVIRONMENT**, featuring well-designed homes, dedicated amenity spaces, overlooked and active frontages, and the benefit of proximity to local facilities.
- 6) DELIVERS A HIGH-QUALITY PUBLIC REALM**, with well-designed, green, and welcoming residential amenity spaces that enhance the attractiveness and walkability of the surrounding street environment.

5.2 OBJECTIVE 01:

Respond appropriately to the varied surrounding urban character

Context

The site is located within a varied urban context at the confluence of areas with distinctly different characteristics. These include smaller-scale residential buildings to the south, and larger-scale infill, institutional, and contemporary mixed-use developments to the north, such as the prominent Elysian tower.

The surroundings of the site are fragmented and dominated by the traffic-oriented infrastructure of South City Link Road and Old Station Road. The residential character of Anglesea Terrace is currently undermined by the site's industrial use and the homeless shelter located opposite. Overall, the area would benefit from stronger spatial definition and a reinforcement of the identity and function of the surrounding streets.

The wider area offers significant opportunities for regeneration, with a number of underused or vacant sites likely to come forward for development as pressure for city-centre intensification grows. The proposed development must therefore respond not only to the current context, but also to the future, more intensified urban character envisioned for this part of Cork.



Figure 5.1: Response to townscape context

	Site boundary
	Building height gradient (low to high)
	Green Buffer / Resident amenity
	Communal courtyard
	Protected structure
	Low rise development
	Active frontage
	Ground floor frontage providing passive surveillance
	Building entrances
	Retail entrance
	Existing and proposed tall buildings
	Proximity to tall building
	Residential Connection
	Public Pedestrian Connection

Proposal Response

The proposed development adopts a U-shaped form, with buildings fronting Old Station Road to the north and South City Link Road to the east. This layout provides strong definition and enclosure to both street corridors, improving their spatial quality. A tall building at the eastern corner of the site responds to the Elysian tower located diagonally across the junction, reinforcing this location as a height node and gateway into Cork city centre.

To the south, the development creates a communal courtyard and a sheltered meeting space for residents, located at the entrance from Anglesea Terrace. The eastern and western wings frame the courtyard and

align with Anglesea Terrace, helping to enclose and define the street space. To the west, the building is set back from St Joachim and Anne's, a protected structure, to preserve its setting and allow for appropriate breathing space. Overall, the development is carefully tailored to respond to its complex urban context, repair the fragmented urban fabric, and contribute to a more coherent and defined character on each side of the building.

The proposal will deliver 147 new homes (affordable and social), helping to meet Cork's urgent housing needs. By matching the scale and density of the nearby Elysian, it supports the sustainable intensification of the city centre,



Figure 5.2: Proposed building's response to Old Station Road



Figure 5.3: Proposed building's response to Anglesea Terrace

placing more people within walking distance of central amenities and public transport—thus contributing to Cork's broader sustainability objectives. Locally, the influx of residents will increase vitality and footfall, helping to create safer, more animated streets and supporting nearby businesses. Three small retail units at ground level will provide opportunities for local shops, services, or cafés that can complement the supermarket in the Elysian and reinforce the neighbourhood hub around the South City Link Road junction.

The development also has the potential to act as a catalyst for further regeneration. It will draw attention to underutilised sites south of Old Station Road and

may stimulate investment in the area. Figure 5.4 presents an illustrative concept showing how these adjacent sites could be brought forward as part of a consolidated, city-centre residential neighbourhood on both sides of the South City Link Road.

Conclusion

The proposed development responds sensitively and strategically to its varied urban context, strengthening street definition, respecting heritage, and enhancing the character of its surroundings. It introduces much-needed affordable housing at a sustainable city-centre density, contributing to Cork's regeneration goals. By activating key frontages and delivering new public and communal spaces, it supports a more vibrant, safe, and liveable neighbourhood. Crucially, it also signals the potential for further transformation in the wider area, positioning this site as a catalyst for future urban renewal.

5.3 WIDER STRATEGIC OPPORTUNITIES

The area surrounding the proposed development comprises many sites with opportunity for regeneration and development. The comprehensive development of this area could help repair the urban fabric, integrate the area better with its surroundings, enhance connectivity and permeability and create a strong identity. It could create a sizable new urban neighbourhood in walking distance to the city centre, that is well served by public transport and existing facilities.

The proposed development at Anglesea Terrace is a first step towards this aspiration, whilst also landmarking the entrance into this new neighbourhood.

This study prepared a high-level concept for the wider area which highlights the following opportunities for improvements and development:

- Transformation of the northern end of South City Link Road (up to pedestrian bridge) into treelined avenue with footways that provide access to development plots on either side and enhance connectivity and permeability
- Completion of street blocks with residential led development that define and provide overlooking to street space
- Provision of a mix of apartments and houses
- Improving the public realm, with shared space design in minor residential streets
- Improving access to Shalom Park
- Enhancing pedestrian and cycling facilities along Eglinton Street and to provide a direct active travel link with the river, Laps Quay and the bus station.

Delivering on the wider strategic opportunity is clearly beyond and outside the Anglesea Terrace project. It requires a comprehensive development approach, which should be guided by an area based framework developed by Cork City Council.

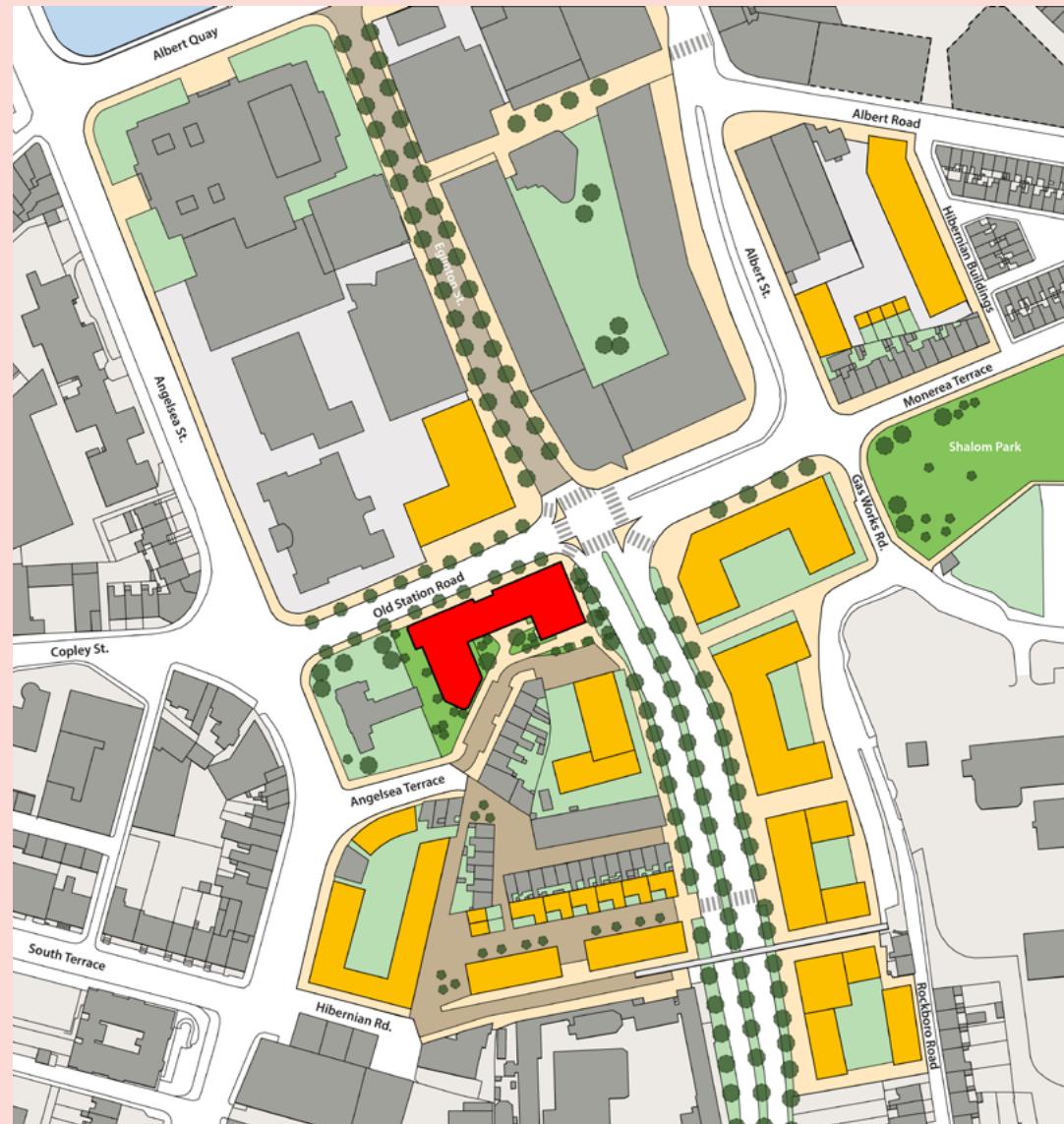


Figure 5.4: Wider strategic opportunity around the site



Existing street scene on Anglesea Terrace

5.4 OBJECTIVE 02:

Respond appropriately to the existing residential community and support placemaking

Context

The residential community to the south of the site, centred on Anglesea Terrace and Railway Cottages, is small and historically shaped by its location on the edge of the city centre alongside the former railway lands. The housing, mainly nineteenth-century terraces with some later infill, provides a human scale and contributes historic character, supported by protected structures such as St Joachim & Anne's House. However, the area is physically constrained by major traffic routes, vacant plots and remaining industrial activity, with limited green space and a challenging public realm. Social pressures, including proximity to homeless services, noise from emergency uses and parking limitations, also affect the community. For further detail, please refer to Section 3.3 of this report.



Enhanced and welcoming street environment delivered on Anglesea Terrace by the proposed scheme contributing to placemaking

Place making - creating a welcoming street environment

The proposed development will radically transform the character of Anglesea Terrace, Old Station Road and the South City Link Road. It removes detracting industrial uses with blank facades, surface car parks and left-over spaces that currently fail to contribute to a safe, welcoming or overlooked environment and which significantly reinforce the fragmented and desolate character of the area.

In their place, the new development introduces active frontages that positively define the northern section of Anglesea Terrace, the western edge of the South City Link Road and the southern section of Old Station Road. The scheme provides clear definition between public and private spaces, including the residents'

courtyard and the pedestrian connection to the rear of St Anne's. Public realm enhancements include a new footway along the northern side of Anglesea Terrace, together with street trees, planting, seating, bicycle parking, lighting and other interventions to create a more attractive and welcoming environment. These improvements will foster a friendly and positive street setting that integrates successfully with the existing terraced housing opposite.



Existing street scene on the corner of South City Link Road and Old Station Road



Proposed development newly defines this key street corner, marked by a landmark building, with a scale of development that reflects the Elysian development opposite and with active ground floor uses that serve the local community and animate and provide passive surveillance of the street space

A Considered Townscape Response

The proposal sits comfortably within the scale of surrounding existing and emerging development, which is urban and dense in nature, and reflects the site's central location and the need for intensification. The massing has been carefully arranged to step down towards Anglesea Terrace and the Railway Cottages, respecting the scale of the established lower-rise context, while bridging to the taller emerging developments around the wider block.

The tall building element is positioned on the street corner, furthest from the existing low-rise homes. This creates a landmark feature marking the departure point from the city along the South City Link Road, while also signifying an emerging local node in important street views. The western wing, aligned perpendicular to Old Station Road, responds to the

finer grain of the block interior, with its southern end angled to reflect the geometry of Anglesea Terrace. This creates a balanced and proportionate street enclosure with the terraced housing opposite, while also providing a respectful setting for St Anne's and a sympathetic foreground to this smaller-scale building.

The broader placemaking strategy establishes a new rim of urban-scale development along the edge of the block, sheltering and embracing finer grain, smaller-scale development in the block interior. This approach is consistent with the wider regeneration trajectory for the area, as further sites along the South City Link Road, Hibernian Road and Anglesea Street are expected to come forward for redevelopment. The scheme contributes to this emerging framework with its 7-storey frontage to Old Station Road, landmark

tower element on the corner of the South City Link Road, and a 4-storey wing along Anglesea Terrace.



Existing street scene on Anglesea Terrace



Extensive landscaping, tree planting and public realm improvements enhance the character along Anglesea Terrace and create a friendly place

Animated Environment

At ground level, the development creates an animated environment that brings life and activity to the street. Mixed-use units on the northern frontage and residential entrances and homes around the courtyard and western edge ensure the building engages directly with its surroundings. Plant and equipment spaces are carefully located in less prominent areas, limiting inactive frontages.

A new pedestrian link connects Anglesea Terrace with the South City Link Road junction, significantly increasing footfall and providing natural surveillance. This in turn brings greater animation and a stronger sense of safety to what is currently an isolated part of the city centre. Enhanced lighting to the streets, connections and communal amenity areas further reinforces this sense of security.

A Green and Friendly Place

The scheme incorporates a strong landscape and greening strategy that transforms the site into a more attractive and environmentally resilient place. Existing mature trees on the South City Link Road are retained and integrated into the new design, while additional planting, street trees and landscaped courtyards add to the overall character. Green roofs contribute to biodiversity, improve outlook, and mitigate noise and heat impacts.

Together, these interventions establish a softer and more welcoming environment, support urban biodiversity, and contribute positively to health and wellbeing by providing calming, green aspects in a central city location.

Contextual Response

The design demonstrates a sensitive response to both the physical and historical context of the site. Building heights are reduced along Anglesea Terrace to respect the adjoining terraced housing and the setting of SS Joachim & Anne's. The geometry of the southern frontage has been shaped by surrounding built form to ensure a balanced relationship with neighbouring streets.

Local materials are celebrated through the reuse of stone boundary walls in the new landscape scheme, while a commemorative plaque is retained and repositioned in a more visually prominent location. The design palette draws from characteristic features of Cork, reinforcing a sense of continuity with the city's built identity and providing opportunities to reference the historic Cornmarket that once occupied this site.



Existing aerial view from the south onto Anglesea Terraces and the site



The proposed development fills the gap and mediates between the lower Anglesea Terrace neighbourhood and the cosmopolitan scale development of the Elysian, amplifying the key gateway into Cork city centre

Positive Benefits for Existing Residents

The proposed redevelopment of Anglesea Terrace will bring significant benefits to the existing residential community. The removal of surface car parks and industrial compounds will eliminate current sources of disturbance and improve the quality and safety of the local environment.

The scheme introduces comprehensive streetscape enhancements, including a new high-quality footway on the northern side of Anglesea Terrace, complemented by street trees, planting bays and seating. Together with landscaped areas within the development itself, these measures will transform the street from a car-dominated cul-de-sac into a people-focused environment and provide valuable amenities for residents.

Connectivity will be greatly improved through the

creation of a new pedestrian link between Anglesea Terrace, Anglesea Street and Gas Works Lane, and the junction of Old Station Road and Eglington Street. This direct route will improve access to local facilities such as the Aldi supermarket, the Elysian and Shalom Park, as well as providing stronger connections to the riverfront and to the Hibernian Quarter community.

The design introduces active ground floor frontages and improved overlooking, delivering animation to the streetscape and enhancing safety through natural surveillance. The three proposed ground floor units will provide opportunities for small shops or services within easy reach of existing homes, enriching local convenience and choice. The building form itself will act as an effective buffer, mitigating traffic noise and pollution from Old Station Road and thereby improving residential amenity.

Conclusion

The redevelopment of the Anglesea Terrace site will bring clear benefits to the existing community by replacing industrial compounds and surface car parks with a safe, attractive and well-overlooked environment. Active frontages, improved pedestrian links and new street green will enhance everyday amenity, strengthen access to local facilities and create a more welcoming and safer street setting. Through a strong placemaking approach, the scheme introduces high-quality public realm and landscape improvements that foster community life and reinforce local identity. Respectfully stepping down in scale the scheme responds to local character and protects neighbouring homes while contributing positively to the wider regeneration of this fragmented edge-of-city centre area.

5.5 OBJECTIVE 03:

Improve Connections and Permeability

Context

The site is located at the junction of Old Station Road and the South City Link Road, just a three-minute walk from the River Lee via Eglinton Street. As such, it is relatively well connected to Cork city centre to the north. However, Old Station Road's car-oriented design and high traffic volumes present both a physical and perceptual barrier to pedestrian movement. Currently, the only safe crossing point is at the junction with the South City Link Road.

To the south, connectivity is stronger. Anglesea Terrace connects to Anglesea Street to the west, while Gas Works Lane links to Hibernian Road and the pedestrian bridge over the South City Link Road. However, Anglesea Terrace currently functions as a cul-de-sac. A high wall between it and the South City Link Road prevents direct pedestrian access to the junction with Old Station Road, requiring a significant detour via Anglesea Street to move between the northern and southern parts of the site.

Proposal Response

The proposed development addresses this by introducing a new pedestrian link between Anglesea Terrace and the junction of Old Station Road and the South City Link Road. This route runs along the eastern boundary of the site, beneath retained mature trees. To facilitate this connection, the wall at the end of Anglesea Terrace will be lowered to 50cm to improve visual permeability, and a new opening will be created to link the new route with a continuous, upgraded footpath along Anglesea Terrace, south of the development.

This new connection represents a significant enhancement to local permeability. It creates a direct pedestrian link from Anglesea Street and Gas Works Lane to Eglinton Street, Monera Terrace, the amenities in the Elysian development, and Shalom Park to the east. It also establishes a more convenient and legible walking route to Cork's main bus and coach station. Increased pedestrian activity along Anglesea Terrace and near the South City Link Road will enhance the perception of safety through greater footfall and passive surveillance.

The building is designed with two main entrances, one on Old Station Road and another on Anglesea Terrace, encouraging access from both directions and reinforcing pedestrian activity on both streets. In addition, small retail units at the corner with South City Link Road will help activate the street, improve natural surveillance, and contribute to a more vibrant and welcoming public realm.

For residents, the development provides a gated, fob-access route along the western side of the building, connecting Anglesea Terrace with Old Station Road. This link offers convenient access to the bicycle storage area at the northern end of the site, as well as to a resident-only amenity space located to the west. The route is intentionally restricted to residents only, as it is unlikely to generate sufficient natural footfall and could otherwise attract antisocial behaviour.



Figure 5.5: Site connectivity

- Site boundary
- Proposed development
- Internal cycle parking
- Building and cycle parking entrances
- ↔ Key pedestrian connections
- Proposed new pedestrian connection
- Connections for residents
- Pedestrian crossing
- Improved pedestrian infrastructure

Conclusion

The proposed development significantly enhances local connectivity by introducing a new, direct pedestrian route between Anglesea Terrace and Old Station Road, transforming a currently disconnected area into a more walkable and accessible part of the city. Improved footpaths, well located building entrances, and active ground-floor uses will increase footfall, improve safety through natural surveillance, and create a more vibrant public realm. For residents, secure access to bicycle storage and amenity space further supports sustainable and convenient urban living.



The site context is diverse, characterised by lower housing to the south and west and a tall building and large scale apartment buildings to the north east

5.6 OBJECTIVE 04:

Address the incongruous context through considered massing and height

Context

The site is located within an area characterised by a diverse urban grain and varying building scales. To the south and southwest, the urban grain is fine, reflecting its mid- to late-19th-century origins. Buildings in this area are primarily terraced, 2 to 3 storeys in height, and typically feature traditional pitched roofs.

In contrast, the urban grain to the west and northwest is coarser, shaped by mid- to late-20th-century and recent developments. These areas are home to larger institutional, office, and mixed-use buildings occupying larger infill plots or significant parts of street blocks. Building heights here range from 4 to 7 storeys, with more recent developments generally reaching the upper end of this scale. Flat roofs are typical, with some buildings incorporating set-back upper floors. The Elysian building—located diagonally opposite the site—is 18 storeys and was Ireland's first completed tall building in 2008. The nearby Railyard Development on Albert Quay will soon introduce a new 25-storey landmark, further increasing the vertical profile of the area.

Immediately to the east of the site is a small industrial estate with larger-scale two-storey sheds and a five-storey office building. Further east lies the Hibernian Quarter, a compact neighbourhood of late-19th-century workers' cottages arranged in a fine-grain terraced form.



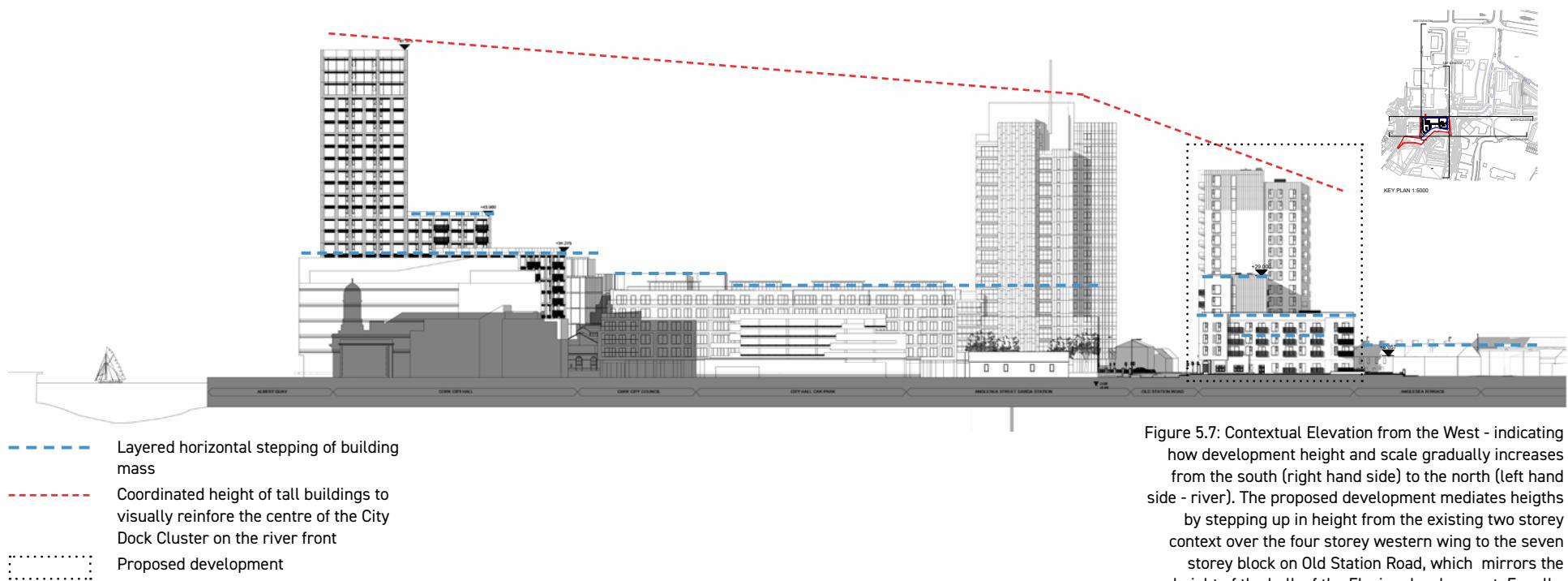
Figure 5.6: Height and massing response of the proposed development

Proposal Response

The proposed development offers a carefully calibrated response to this varied urban context through a massing strategy composed of three distinct volumes:

- A **four-storey** block facing Anglesea Terrace
- A **seven-storey** block along Old Station Road
- A **15-16 storey** tower at the corner with South City Link Road

The four-storey block on Anglesea Terrace ensures an appropriate transition to the smaller-scale residential buildings and protected structures to the south and west, including St Joachim and Anne's. It helps to define a sympathetic, human-scaled street environment, providing a respectful setting for the heritage context while screening the taller building elements to the rear.



In medium-distance views, this element serves as a key transitional volume between the low-rise historic townscape and the taller elements of the scheme.

The seven-storey block on Old Station Road mirrors the scale and height of adjacent developments such as the Elysian. It establishes a proportionate response to the broader street and supports a more urban character appropriate to this edge-of-centre location. Its top floor is expressed in cladding, rather than brickwork, to echo the colours and textures of Cork's roofscape and reduce visual contrast in both medium- and long-distance views.

The 15–16 storey stepped tower at the corner of South City Link Road serves as a vertical counterpoint to the Elysian, marking a clear gateway into Cork city centre. This tower has undergone rigorous testing through the design development process to ensure that it sits comfortably within short-, medium-, and long-range views (see chapter 04). It remains lower than the Elysian and thus reads as a subordinate, complementary landmark within Cork's evolving skyline. A full justification of the tall building element is included in Part 2 of this document.

Figure 5.7: Contextual Elevation from the West - indicating how development height and scale gradually increases from the south (right hand side) to the north (left hand side - river). The proposed development mediates heights by stepping up in height from the existing two storey context over the four storey western wing to the seven storey block on Old Station Road, which mirrors the height of the bulk of the Elysian development. Equally, the elevation shows how the height of the proposed tall building is sub-ordinate to the Elysian tower, which itself is referential to the taller Railyard development on the river. This is consistent with the peripheral location of the proposed development in the City Docks tall building cluster as defined in the Development Plan.

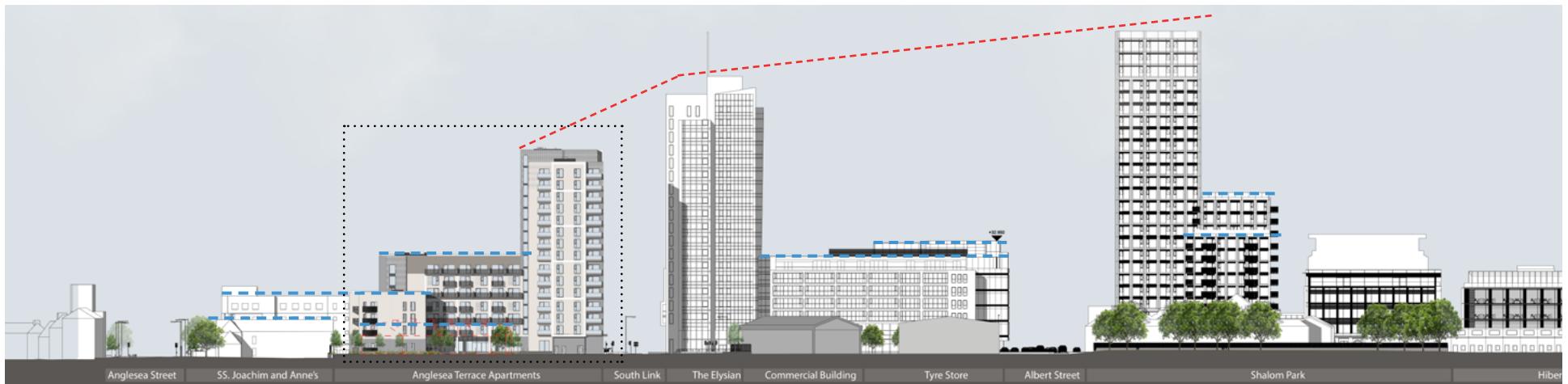


Figure 5.8: South Elevation - the proposed development responds contextually to its surrounding height and massing context. It gradually steps up in height from its 2/3 storey context (Anglesea Terrace and St Joachim and Anne's), over the 4 storey wing up to the 7 storey block on Old Station Road, mirroring the shoulder height of the Elysian development diagonally opposite. Its tower responds in a complimentary and subordinate role to the Elysian tower, itself lower than the Railyard tower on the river front.

- Layered horizontal stepping of building mass
- Coordinated height of tall buildings to visually reinforce the centre of the City Dock Cluster on the river front
- Proposed development

Conclusion

The proposed massing and height strategy responds sensitively and contextually to the surrounding built environment. It delivers a coherent architectural composition that transitions gracefully from low-rise terraces to a mid-rise shoulder and a landmark tower. This approach avoids abrupt contrasts and fosters a more harmonious integration of new development into Cork's evolving city centre fabric.

5.7 OBJECTIVE 05:

Creates a High-Quality Residential Environment

Context

The proposed development is situated in an area that is rapidly intensifying as an inner-city urban neighbourhood. It builds upon the existing residential community of the Hibernian Quarter, the high-density Elysian development opposite the site, and the consented Railyard development, which will further increase the local population once constructed. The immediate surroundings include a small number of homes on Anglesea Terrace and Railway Cottages to the south.

The neighbourhood benefits from existing local infrastructure, including Shalom Park, a small but important green space to the east, and proximity to the River Lee and Cork city centre's urban amenities. A supermarket and local shops within the Elysian development and along Anglesea Street provide everyday convenience, while excellent walkability and public transport links offer residents seamless access to the wider city.

Proposed Development

The development will deliver 147 new affordable homes, contributing to Cork's pressing housing needs. The scheme has been carefully designed to create a high-quality, liveable residential environment that makes optimal use of this well-connected, sustainable city-centre location.

Apartments - A range of one and two-bedroom apartments are distributed across all floors from ground

to level 15. Ground-floor apartments are located around the central courtyard to the south and along the western resident-only lane. These homes are raised slightly above street level to provide privacy and security.

The layout has been optimised to reduce the number of single-aspect units, with 55% of homes designed as dual-aspect apartments. The building has been designed to meet all of the design criteria as outlined in The Sustainable Urban Housing: Design Standards for New Apartments (2023). All apartments include private outdoor space in the form of balconies.

Entrances and Circulation - Two public entrances, one from Old Station Road to the north and one from Anglesea Terrace to the south, lead into a single, shared entrance lobby. This centrally located lobby provides a secure, welcoming arrival point that encourages interaction among residents and offers equal convenience whether approaching from the city centre or quieter southern neighbourhood streets.

Shared Entrance Space - The shared entrance space has been designed not only as a functional circulation route, but as a place for social exchange, incidental meeting and notice boards. A covered outdoor space offers the opportunity to host resident-focused events or meetings, helping foster a sense of community and neighbourliness.

Communal Outdoor Space - The development includes a variety of high-quality, usable outdoor spaces for residents:

- **Southern Courtyard** - A well-enclosed, sunlit space sheltered from road noise, this communal garden

benefits from good passive surveillance from surrounding homes. It features seating and soft landscaping and tree planting.

- **Western Park Route** - A quieter green space designed as a tranquil retreat, offering opportunities for informal recreation, community gardening or planting.
- **Shared Roof Terrace (Level 7)** - A rooftop amenity accessible to all residents via lift and level access. This space includes flexible amenity space, planting beds, trees, seating areas, and views across the city, promoting health, wellbeing, and community interaction.

Bicycle Storage - Secure, internal ground-floor bike parking is provided adjacent to the main lobby, with level access from Old Station Road. Residents can also reach the bike storage via a fob-controlled link along the western side of the building, connecting to Anglesea Terrace and offering a quieter cycling route.

Waste and Servicing - A central refuse and recycling area is easily accessible to all residents from the shared ground floor lobby, enabling convenient and well-managed waste disposal.

Retail Units and Local Services - Three small-scale mixed use units at ground level offer opportunities for new amenities such as a café, convenience store or hairdresser. These services will benefit both residents and the wider neighbourhood. The presence of active ground floor uses will enhance passive surveillance, particularly at the corner with South City Link Road, supporting a safer and more vibrant public realm.



Figure 5.9: Ground floor plan

Conclusion

Through the careful design of high-quality homes, well-integrated communal spaces that encourage social interaction, and the provision of attractive outdoor amenity areas, the proposed development delivers a thoughtfully conceived and inclusive residential environment. It supports urban intensification while ensuring comfort, safety, and quality of life for future residents.

5.8 OBJECTIVE 06:

Deliver a High-Quality Public Realm

Context

The site is located within a traffic-dominated and visually harsh urban environment. Footways along Old Station Road are narrow, bringing pedestrians uncomfortably close to fast-moving traffic. Waiting areas at the pedestrian crossing on South City Link Road are constrained and offer limited refuge from passing vehicles. The absence of a footway on the South City Link Road and the presence of a boundary wall currently block pedestrian access into Anglesea Terrace.

Although Anglesea Terrace itself is a relatively quiet cul-de-sac, it suffers from narrow footways and disproportionate space allocated to parked and moving vehicles. Taken together, these conditions result in a poor-quality public realm that discourages walking and cycling.

Proposed Development

While the site's compact footprint imposes some natural constraints, the proposed development nonetheless seizes every opportunity to enhance the surrounding public realm.

Old Station Road: The building's ground floor is set back to allow for the widening of the footway, significantly improving pedestrian comfort and safety. At the junction with South City Link Road, the waiting area at the pedestrian crossing has been enlarged, providing a more generous and comfortable refuge area away from the kerb.



Figure 5.10: Retail units on Old Station Road and on the corner with South City Link Road provide active frontages and street animation

South City Link Road - As outlined under Objective 02, a new pedestrian route is created along the building's eastern edge. This link connects the pedestrian crossing to the north with Anglesea Terrace and runs under a line of existing mature trees, which are retained. The adjacent green verge enhances the route's comfort and separation from traffic, creating a more attractive and safer pedestrian experience.

Anglesea Terrace - The development introduces substantial public realm improvements to this street. The carriageway is narrowed and the footways to the south of the site are widened. Further a landscaped build-out is provided that includes planting, trees,

and seating. This transforms Anglesea Terrace into a more welcoming, greener, and pedestrian-friendly environment. New façade planting further enhances the street's green character and softens the visual impact of the development.

Communal Courtyard - The U-shaped arrangement of the building frames a new communal courtyard on Anglesea Terrace. While this space is for residents only, its visual permeability allows it to be appreciated from the public realm. Tree planting and landscaping within the courtyard contribute to a greener streetscape and provide visual relief and openness along Anglesea Terrace.



Figure 5.11: The proposed development provides street greening and a quality public realm that transforms the character of Anglesea Terrace into an attractive environment to be and spend time.

St Joachim and Anne's Link - The proposed new garden and pedestrian connection to the west of the building will also feature intensive landscaping and tree planting. This contributes to the overall green character of Anglesea Terrace and improves the quality of the pedestrian environment in the wider neighbourhood.

Safety and Activity - The public realm surrounding the development benefits from high levels of passive surveillance. Residential units at ground and upper floors overlook adjacent streets, while entrances and active retail frontages help generate regular footfall and natural activity. This combination contributes to a greater sense of safety and vitality in the public realm.



Figure 5.12: Active ground floor

Site boundary	Cycle parking
Residential apartments	Green buffer / Resident amenity
Internal circulation and building facilities	Semi-private path
Retail	Building entrances
Building services and bin store	Retail frontage
Residential communal courtyard	Active frontage to animate street space
	Passive surveillance

Conclusion

Despite site constraints, the proposed development delivers a thoughtful and strategic response to its challenging context. By introducing greenery, improving pedestrian infrastructure, and enhancing street character, it significantly improves the quality, legibility, and safety of the public realm around the proposed development that will benefit not just residents but the wider community.

06 Urban Design Statement Conclusion

To conclude, the proposed development successfully meets the key design objectives set out in the vision. It offers a thoughtful and contextually sensitive response to a complex and evolving inner-city environment.

Responding to Context and Character

The design responds sensitively to the site's varied urban fabric, bridging the scale of low-rise terraces to the south with the larger, contemporary developments to the north. Its layout completes the street block and defines a coherent, enclosed edge along Old Station Road, South City Link Road, and Anglesea Terrace. Each street's role is strengthened, and the surrounding character is enhanced in a unified way. The tower element, located on the easternmost edge, creates a strong gateway to the city centre, complementing the Elysian across the junction and reinforcing the identity of this emerging urban node.

Contributing to Cork's Sustainable Growth

The scheme delivers much-needed affordable housing at an appropriate city-centre density, aligning with Cork's regeneration goals. Future residents, alongside active ground-floor units, will help animate the public realm, enhancing vibrancy, safety, and neighbourhood vitality. Moreover, the development highlights the area's wider potential, acting as a catalyst and landmark for further transformation and intensification in this part of the city.

Responding to the existing residential community and supporting placemaking

The redevelopment of the Anglesea Terrace site will bring clear benefits to the existing community by replacing industrial compounds and surface car parks with a safe, attractive and well-overlooked environment. Active frontages, improved pedestrian links and new street green will enhance everyday amenity, strengthen access to local facilities and create a more welcoming and safer street setting. Through a strong placemaking approach, the scheme introduces high-quality public realm and landscape improvements that foster community life and reinforce local identity. Respectfully stepping down in scale the scheme responds to local character and protects neighbouring homes while contributing positively to the wider regeneration of this fragmented edge-of-city centre area.

Improving Connectivity and Permeability

Connectivity is significantly improved through a new pedestrian route linking Anglesea Terrace and Old Station Road, transforming a previously disconnected site into a more walkable, integrated part of the city. Upgraded footpaths, well located entrances, and active frontages will encourage footfall, promote natural surveillance, and create a more vibrant public realm. For residents, secure access to bicycle storage and amenity space further supports sustainable and convenient urban living. The scheme delivers significant connectivity improvements beyond the site, strengthening links between surrounding communities and city-centre amenities.

Responding to Massing and Height

The development's graduated massing strategy ensures a sensitive transition in scale. The low-rise block along Anglesea Terrace respects the fine-grain heritage context and preserves the setting of St Joachim and Anne's protected structure. The mid-rise element to the north aligns with the larger development context to the north, while the tower with its stepped top acts as a well-considered vertical marker that adds legibility to the city skyline, whilst remaining subordinate and complementary to the Elysian tower opposite. This approach avoids abrupt contrasts, resulting in a cohesive composition that harmonises contextual sensitivity with city-centre ambition.

Creating a High-Quality Residential Environment

The scheme provides a diverse mix of affordable, well-designed homes supported by generous communal spaces, secure cycle storage, and clearly defined entrances. Outdoor areas, including a landscaped courtyard, a peaceful garden strip, and a communal roof terrace, offer opportunities for relaxation, play, and social interaction. A shared lobby fosters neighbourliness, while ground-floor retail adds everyday convenience and supports local vibrancy. Collectively, these features create a resilient, inclusive residential environment that supports health, wellbeing, and community life.

Delivering a High-Quality Public Realm

Despite site constraints, the scheme makes a meaningful contribution to the surrounding public realm. New and widened footpaths, planting, and visual permeability into the central courtyard and the garden strip enhance the pedestrian experience. Passive surveillance from homes and active ground-floor uses improve safety, while retained trees and new landscaping soften the streetscape and add ecological value. These interventions create a more welcoming, walkable, and people-focused environment that benefits both residents and the wider neighbourhood.



Figure 5.13: The proposed development creates an attractive residential environment and enhances the street scene

In Summary

The proposed development strikes a careful balance between ambitious city-centre regeneration and a human-scaled, place-sensitive design approach. It repairs fragmented urban fabric, improves

connections, and introduces a vibrant residential community, unlocking wider regeneration potential in this key area of Cork city centre.

PART 2

TALL BUILDING STATEMENT

INTRODUCTION

Part 2 of this document comprises the Tall Building Statement, which provides the justification for the proposed tall building at The Anglesea Terrace site.

It includes the following sections:

07 Tall Building Context – sets out the context of tall buildings in this part of Cork.

08 Tall Building Rationale – sets out a 9-point justification for a tall building on The Anglesea Terrace site.

09 Impact Assessment – assesses the proposed tall building against policy criteria set by the Cork City Development Plan.

10 Conclusion – provides the conclusion of the Tall Buildings Statement.



View from Monera Terrace along Old Station Road towards the proposed development, with the Elysian tower to the right



Figure 6.1: Cumulative view of the proposed building with other permitted tall buildings in Cork from Elizabeth Fort

07 Tall Building Context

7.1 Cork's tall building context

Over the past two decades Cork has evolved considerably with many ambitious new schemes that are reshaping the image and character of the city. With a strong emphasis in the National Planning Guidelines on sustainable development and the intensification of city centres, higher and taller buildings will become more common-place in cities across Ireland including Cork.

The previous development plans' approach to tall buildings was to direct development of greater height into the Docklands. This has resulted in several larger and taller schemes being promoted and delivered in the wider area.

The development of Lapp's Quay and the building of Cork City Centre's first tall building, the Elysian (18 storeys), have led the way in the early 2000s, with building heights of 6 to 18 residential storey. This was followed in the last decade by the development of One Albert Quay, Navigation Square, Penrose Quay and Horgans Quay with heights that range from 6 to 9 office storeys (equivalent of 8 to 12 residential storeys).

In the last decade a number of tall buildings have been granted permission at the interface between the city centre and the docklands. These include the following:

- The Prism, a 16-storey office building, adjacent to the bus station on the city centre island;
- The Custom House Tower, a 34-storey 240-bedroom hotel development and commercial uses on the Custom House site;
- South Link Road 17-storey residential tower (lapsed);
- Railyard Apartments, a 9-25 storey Part 8 development on Albert Quay ;
- Albert Quay Office Development, a 17-storey office building on Albert Quay (alternative scheme on the same site);
- Kennedy Quay Development, mixed use development on Kennedy Quay with buildings up to 12 office storeys;
- Gouldings Fertiliser site mixed office and residential development with buildings of 3- 8 storeys and a tall building of 14 residential storeys; and
- Horgan's Quay, mixed use development with buildings ranging from 7 to 11 storeys.

Apart from Horgan's Quay, none of the above buildings have been built yet, although the Prism and Albert Quay Office have technically started construction on site.

The Cork City Development Plan, 2022-2028, has updated its policy position on building height and tall buildings to respond to this emergence of taller developments.

The Plan identifies four zones that are appropriate for tall buildings in Cork, principally located in the Cork Docklands. One Zone - the Tip of the Island / Warehouse Quarter is described as an existing cluster of tall buildings, comprising of The Elysian and several planning commitments (11.50). The area is indicated in Figure 10.4 of the Development Plan, by a shaded yellow area. The proposed site is situated on the southern perimeter of the identified zoning for tall buildings and as such would be considered as potentially appropriate for tall buildings in policy terms.

Within Cork City a building would only be considered a 'tall building' with a height above 18m (6 residential storeys) and only if significantly higher than those around them.

The plan provides a criteria-based approach to the assessment of tall buildings that covers a wide range of topics (11.54 to 11.60). These will be covered in section 09 of this report. It further makes reference to additional guidance provided by the Cork City Urban Density, Building Height and Tall Building Study (2021).

08 Tall Building Rationale

8.1 Introduction

This section of the report will sets out the rationale for a tall building on the proposed development site. This covers the following aspects:

DEVELOPMENT PLAN OBJECTIVES

Delivering sustainable, high-density urban living to repair and revitalise Cork's city centre in line with Development Plan goals.

SUSTAINABLE LOCATION

Highly accessible location by public transport, walking and cycling

LANDMARK

Proposed development marks a place of significance and supports legibility in the city

HEIGHT

Proposed development height is proportionate and appropriate in its context

CLUSTER

Proposed development integrates with the permitted cluster of tall buildings in this area

TOWNSCAPE IMPACT

Proposed development responds well to its immediate and wider context.

HERITAGE CONSIDERATION

Proposed development mitigates impacts to sensitive historic environments.

VISUAL IMPACT

Proposed development delivers a beneficial visual impact

ARCHITECTURAL AND URBAN DESIGN

Proposed development provides high-quality architecture and urban design features.

A detailed response to the tall building policy criteria of the Cork City Development Plan can be found in Chapter 09.

8.2 DEVELOPMENT PLAN OBJECTIVES

Delivering sustainable, high-density urban living to repair and revitalise Cork's city centre in line with Development Plan goals.

The site is situated in the City Centre, zoned as ZO 05 City Centre. The zoning objective for ZO 05 explicitly encourages consolidation of the central area and promotes its role as a dynamic, mixed-use core supporting residential growth alongside civic, economic, and cultural uses. This establishes a clear policy basis for introducing higher density housing in the city centre.

Further, Section 10.6 of the Plan recognises that the city centre is not currently achieving its full potential, especially as a place to live and spend time. The Plan identifies a strategic shift toward urban living and compact development, targeting under-utilised lands. This policy direction directly supports infill and higher-density schemes as a means to optimise centrally located urban land.

Section 10.8 identifies the city centre as the most environmentally sustainable residential location in Cork, being well-served by transport and other infrastructure. Locating new housing in such areas reduces reliance on private cars, enables better use of public transport and active travel modes, and facilitates lower per-capita carbon emissions, aligning with broader climate and sustainability goals. From a housing delivery perspective, this also means that higher densities can be realistically supported in terms of access to services, amenities, and mobility infrastructure.



Figure 7.1: Areas appropriate for tall buildings; extract from the Cork City Development Plan (2022-2028) City Docks Zones Appropriate for Tall Buildings (p.328)

Section 10.10 stresses the importance of safety, street activation, and the creation of an attractive public realm — objectives that are intrinsic to well-designed high-density development. Residential schemes that incorporate active frontages, well-overlooked streets, and high-quality landscaping can contribute to vibrant, safe, and well-used public spaces. Furthermore, integrating public realm improvements into development proposals enhances the long-term attractiveness of the city centre as a place to live, aligning with regeneration goals.

The subject site's location within the city centre, its zoning under ZO 05, and the identified policy objectives collectively establish a compelling case for high-density residential development. This form of development represents:

- An efficient and sustainable use of land;
- A means to repair and intensify the urban fabric;
- A catalyst for population growth, activity and

vibrancy in the city centre;

- A model for compact, well-designed urban living; and
- A direct response to the Development Plan's spatial, social and environmental objectives.

Therefore, this site offers a timely and strategic opportunity to deliver well-designed, high-density housing that supports Cork's vision for a compact, liveable and resilient urban core.

Furthermore, the proposed development is located on the outer edge of the identified area for tall buildings in Cork City Centre - the Tip of the Island / Warehouse Quarter. The City Development Plan (Section 11.50), describes this area as an existing cluster of tall buildings, comprising the Elysian and several approved developments. As such the site is part of a strategic area in the city centre that is recognised by the plan as suitable for tall buildings.

8.3 SUSTAINABLE LOCATION

Highly accessible location by public transport, walking and cycling

The Anglesea Terrace development is located in an area with high public transport accessibility. It is within close walking distance of the city's main bus station (7 minutes), Kent Railway Station (approximately 13 minutes), and numerous bus routes.

It will directly benefit from the implementation of the Cork Metropolitan Area Transport Strategy 2040 (CMATS), which will significantly enhance accessibility to and within the city centre. CMATS proposes €3.5 billion in transport improvements, supporting a modal shift away from car dependency and greatly improving public transport connectivity across the city.

Anglesea Terrace is located near the proposed bus corridors serving the Docklands/Mahon and South Cork/Airport areas. It is also close to additional cross-city bus routes and the planned light rail line linking Ballincollig and Mahon Point.

As such, the Anglesea Terrace development will benefit from exceptional levels of public transport accessibility in the future, providing rapid connections to much of Cork. There will be minimal need for residents to use a car, and the proposed development is planned as car-free, supporting sustainable lifestyles and contributing to carbon reduction goals.

In addition, the site is within easy walking distance of the city centre's retail, cultural, social and institutional amenities. Planned improvements to the cycling network will further enhance access to other parts of the city. The proposed development includes at-grade

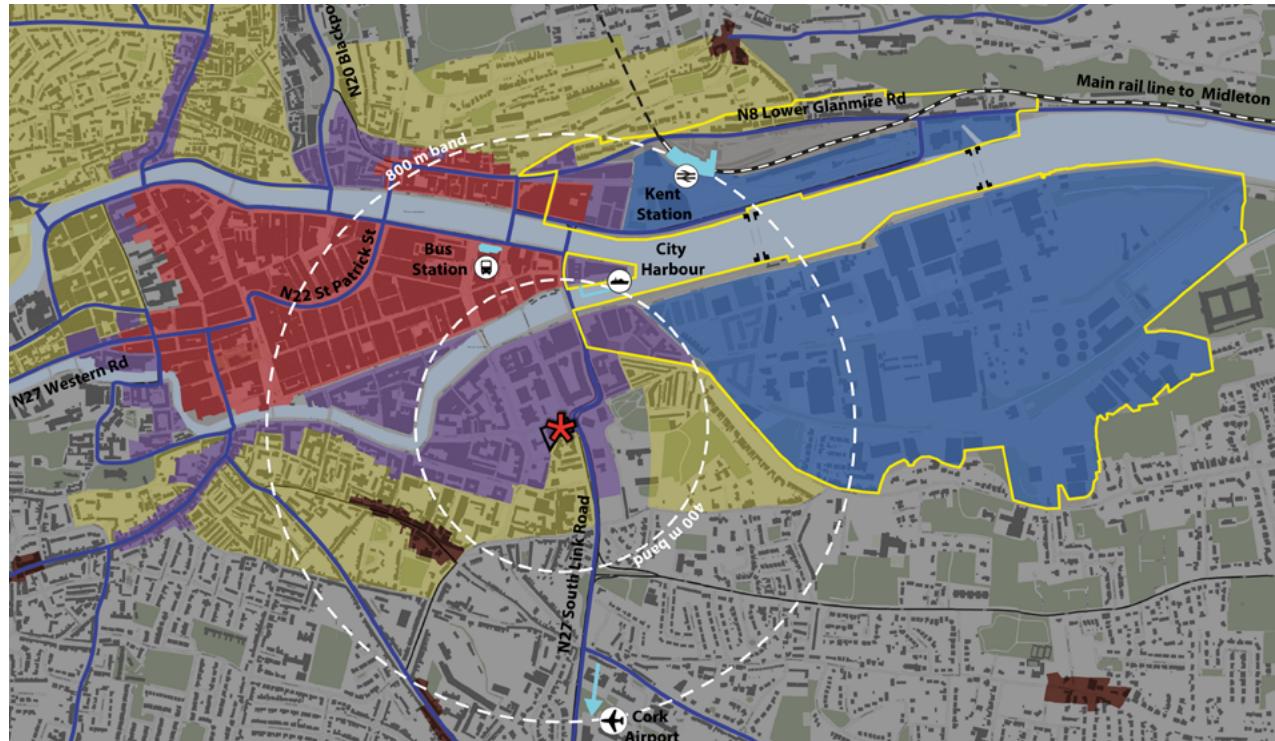


Figure 7.2: The application site is well served by public transport and local facilities

cycle storage for residents and offers quiet, direct access to the city's designated cycle network via Anglesea Terrace.

Overall, the Anglesea Terrace development is located in a highly connected and sustainable area. 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.

8.4 LANDMARK

Proposed development marks a place of significance and supports legibility in the city

The Anglesea Terrace development performs the role of a local landmark within Cork City Centre. It is located in a strategic gateway location where the N27 (South City Link Road) enters the city. This key arrival node is already marked by the Elysian tower, a prominent focal point for drivers approaching northbound along the South City Link Road.

The proposed development complements the Elysian by marking the departure point from the city centre - serving as a clear wayfinding marker where southbound traffic must turn onto the South City Link Road to exit the city. In doing so, it reinforces a critical decision-making point in the road network, enhancing urban legibility and creating a sense of place.

The proposed tall building will also function as a local orientation device, guiding people towards the emerging local centre around the junction of the South City Link Road and Old Station Road. This node already features a supermarket and retail units within the Elysian complex and will be further strengthened by the retail offerings in the new development.

The tower will serve as a visual anchor in views along several key approach routes - most notably:

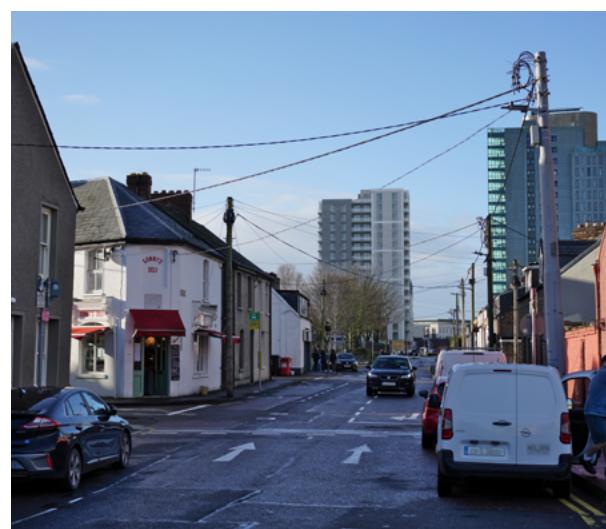
- Eglinton Street - viewed from the city centre island and bus station,
- Copley Street - approach from the city centre/Father Mathew Quay,
- Monera Terrace - approach from the Docklands and Hibernian Quarter, and
- Anglesea Terrace - approach from Anglesea Street and the south.



View along Eglinton Street



View along Copley Street



View along Hibernian Buildings / Monera Terrace



View along Anglesea Terrace

It will also mark the newly created pedestrian link between Old Station Road and Anglesea Terrace, improving navigation and connectivity. Due to the geometry of local streets, the proposed development is more centrally visible within these vistas than the Elysian, which often sits off-centre. This makes the new building particularly effective as a local landmark and wayfinding device.

Importantly, the design has been carefully developed from the outset to complement, rather than compete with, the Elysian - Cork's first tall building and an established city landmark. The proposed building is notably lower in height and features a more subtle architectural expression, ensuring it is read as a subordinate and supporting townscape element.

Architecturally, the tower is articulated into vertical sub-elements, with varied colours and detailing to emphasise its verticality and impart a quiet elegance. It is a modest and respectful landmark, intended as a supporting companion to the Elysian, enhancing the cityscape without over-dominating it with its presence.

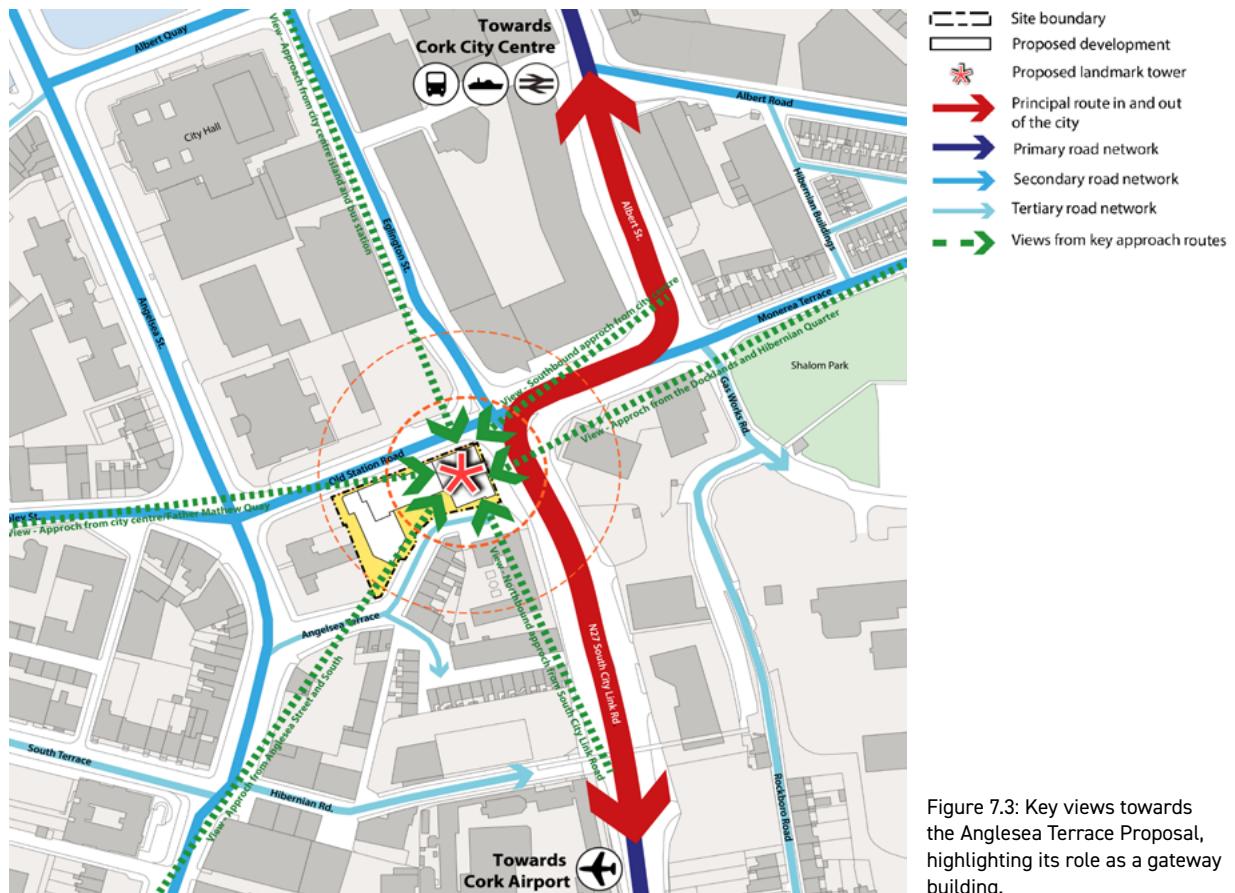


Figure 7.3: Key views towards the Anglesea Terrace Proposal, highlighting its role as a gateway building.

In summary, the proposed development at Anglesea Terrace plays a vital role in reinforcing Cork's urban structure by marking a key city gateway, supporting legibility, and contributing to a coherent and navigable townscape. Through its carefully considered height, form and architectural expression, it complements the established Elysian landmark while asserting

its own identity as a respectful, context-sensitive addition to the skyline. It not only improves wayfinding and orientation but also strengthens the emerging urban centre at a pivotal junction, making a meaningful contribution to the city's evolving character and sense of place.

8.5 HEIGHT

Proposed development height is proportionate and appropriate in its context

A tall building is perceived as 'tall' in relation to the prevailing height of its surrounding context. This tallness can be objectively assessed using the Context Height Ratio (CHR) — the ratio of a building's height to the average height of its immediate surroundings. This metric classifies tall buildings into four categories:

- Large/Higher Building (CHR < 2)
- Local Landmark (CHR 2–3)
- District Landmark (CHR 3–5)
- Metropolitan Landmark (CHR > 5)

Best practice suggests that the impact of a tall building should be both proportionate and contextually meaningful. Its height should reflect the role and significance of its location within the settlement hierarchy. For example, Local Landmarks should mark locations of local importance; District Landmarks should reflect wider district significance; and Metropolitan Landmarks should express a city-wide or metropolitan role.

According to the Cork City Development Plan, the prevailing height in the South Parish Neighbourhood is approximately 3.3 storeys. The Plan further states that the City Centre should generally support developments of 4 to 8 storeys, and is potentially suitable for exceptional tall buildings in appropriate locations.

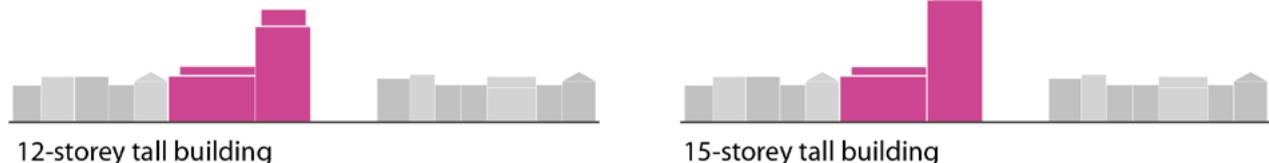


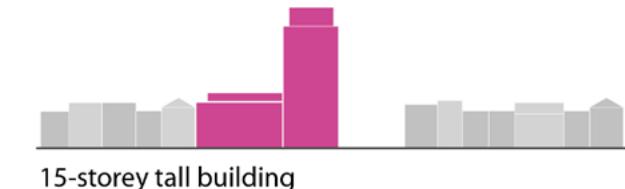
Figure 7.4: Local Landmark classification diagram

Within the immediate context of the Anglesea Terrace site:

- The Elysian development opposite the site ranges from 6 to 7 storeys (with the 18-storey Elysian tower);
- Older developments north of Old Station Road are typically 4–5 storeys;
- To the south, development is generally 2–3 storeys in height.

Given the site's redevelopment potential and surrounding regeneration opportunities, it is reasonable to project an emerging average height of 5.5 storeys in the medium term for the surrounding area.

On this basis, the 16-storey tower proposed at Anglesea Terrace results in a Context Height Ratio (CHR) of 2.9, positioning it within the Local Landmark category. This aligns precisely with its intended role as a local wayfinding marker, as outlined in the previous section, and confirms that the height is proportionate to its evolving context.



Additionally, the proposed building will be notably shorter than the Elysian, which stands at 68.28 metres. The Anglesea Terrace tower will reach 53.5 metres, a full 14.7 metres lower, creating 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.

In summary, the proposed height of the Anglesea Terrace development is both proportionate and justified. It reflects the site's local significance, aligns with the emerging built form context, and demonstrates a respectful relationship with Cork's primary tall building, the Elysian. The development contributes to a coherent, legible and balanced urban skyline, supporting the city's ambitions for compact growth and strategic landmarking.

8.6 CLUSTER

Proposed development integrates with the permitted cluster of tall buildings on the skyline

The Anglesea Terrace development is located within an area characterised by a number of existing and approved tall and mid-rise buildings (see Section 7.1). These include the Elysian (constructed), the Railyard, The Prism, and the Custom House towers (all permitted), as well as mid-rise schemes at Horgan's Quay (constructed), Kennedy Quay, and the Goldings Fertiliser site. The Cork City Development Plan identifies this location as "an existing cluster of tall buildings comprising The Elysian and several planning commitments."

The Cork City Urban Density, Building Height and Tall Building Study (2021) provides further guidance on tall building clusters, recommending that such groupings "be designed with varied heights to provide visual intricacy across the skyline." It also advises that the tallest elements should be located closer to the centre of the cluster, with lower heights stepping down toward the periphery to create a coherent and sculpted silhouette.

The proposed Anglesea Terrace tower is located on the edge of this established cluster, adjacent to the Elysian. While the cluster's visual centre is marked by the Custom House tower and the Railyard scheme, the Elysian already sits at the periphery and is notably lower than the emerging central landmarks. The proposed Anglesea Terrace building is in turn lower than the Elysian, creating a logical step-down in height at the cluster's edge.

This graduated height strategy is clearly visible in



Figure 8.1: Dockland's cluster seen from the south east

key skyline views from all directions, where the taller buildings are concentrated near the cluster's core and heights taper outward. Mid-rise developments further reinforce this pyramidal cluster effect, establishing a balanced and visually cohesive city skyline.

The proposed development at Anglesea Terrace supports and strengthens this existing and planned cluster form, integrating sensitively into its urban setting. The Cumulative Visual Impact Assessment demonstrates how the building contributes positively to the skyline and underscores its complementary relationship with neighbouring tall buildings.

In summary, the Anglesea Terrace development fits naturally within the evolving cluster of tall buildings, reinforcing the urban form through a well-considered height hierarchy and contextual placement. Its role at the periphery, stepping down from the Elysian, helps articulate the outer edge of the cluster and ensures the visual integrity of Cork's developing skyline. The proposal aligns with city policy and best practice, contributing to a legible and architecturally dynamic urban silhouette.

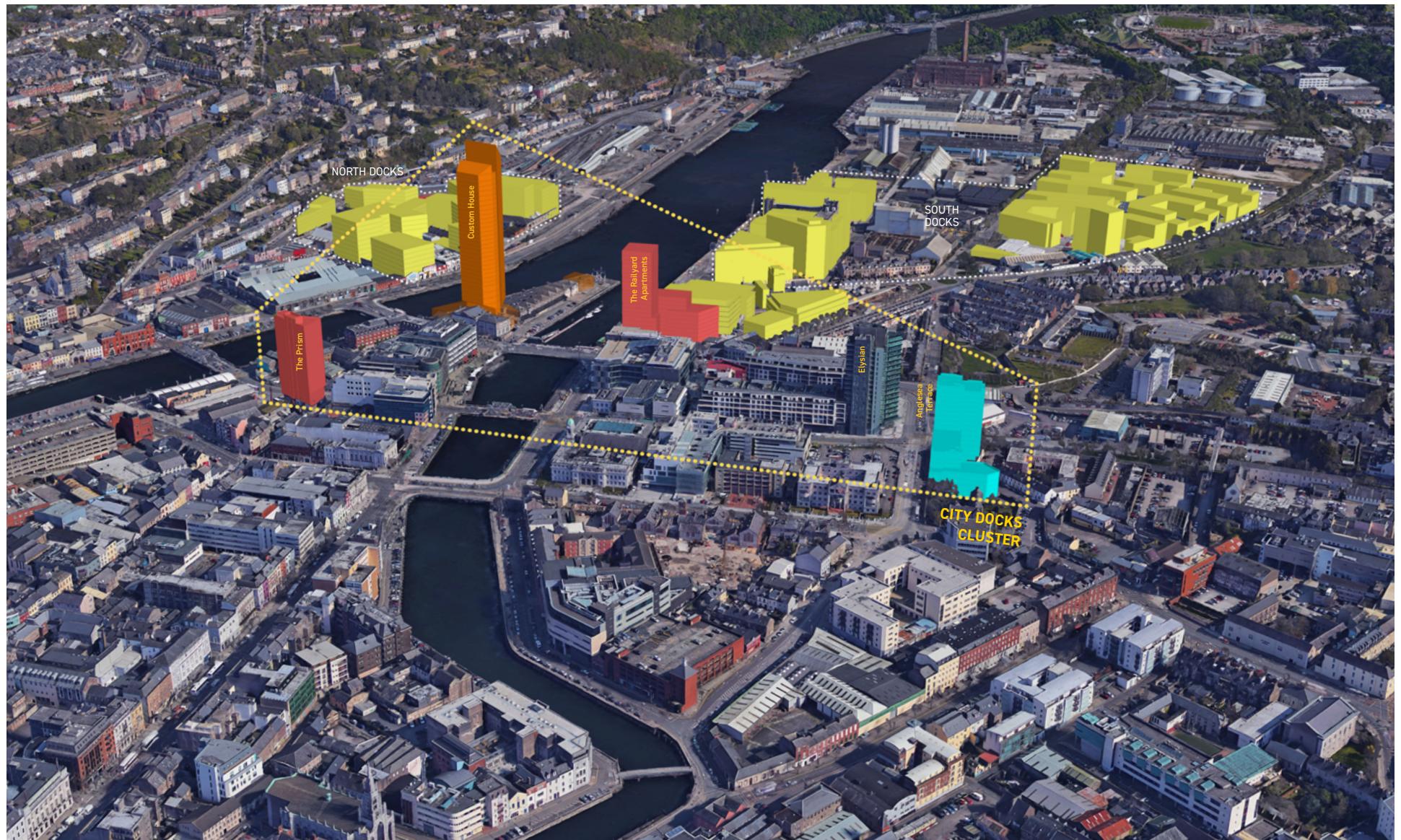


Figure 8.2: Dockland's cluster seen in bird's eye perspective from south west

8.7 TOWNSCAPE IMPACT

Proposed development responds well to its immediate and wider context.

The area surrounding the Anglesea Terrace site presents a varied urban character, as outlined in Section 3.2. To the northeast lies the Elysian development and other contemporary buildings with large floorplates. The northwest is characterised by medium-scale institutional buildings, including Anglesea Street Garda Station directly across the road, and City Hall located approximately 250 metres away on the riverfront.

To the south and west, the site adjoins a fragmented patch of historic urban fabric with a mix of old terraces, now-disused industrial sites, and sporadic later infill developments, including a homeless hostel directly opposite the site. To the east, there are light industrial uses, including sheds and a petrol station. Overall, the immediate context lacks a cohesive identity and defined, continuous urban structure.

As described in Section 5.2, the proposed development will make a significant contribution to the regeneration of this area by stitching together a better-connected urban fabric. It introduces well-defined streets and a massing strategy that responds to the scale and form of both the existing and emerging built environment.

The impact of the proposed development, specifically its tower, on the surrounding character areas is assessed in the Townscape Impact Assessment Table overleaf.

The townscape impact of the proposed development is assessed as minor to moderately beneficial in relation



View from Montera Terrace, showing that the proposed development complements the Elysian development.

to the contemporary, institutional, and industrial character areas. While the height of the development results in a moderate to significant impact on the historic urban fabric of Anglesea Terrace and Anglesea Street, this is offset by substantial benefits to the character, safety, and amenity of the area. As a result, the overall quality of effect is considered neutral.

Similarly, the impact of the tall building on the lower-rise Hibernian Quarter is judged to be moderate to minor and of neutral quality, as the contrasting scale is mitigated by the building's distance, the presence of precedents such as the Elysian already visible over the roofscape, and the positive contribution to local legibility and passive surveillance of Shalom Park.

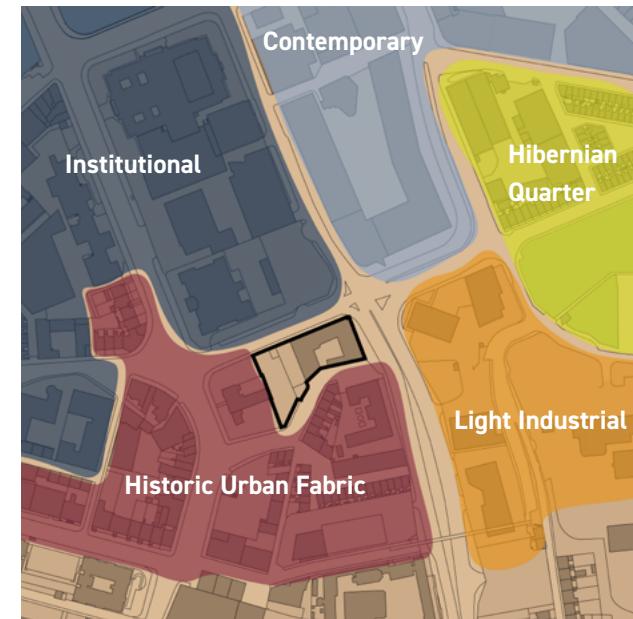


Figure 8.3: Local character areas

In summary, the proposed Anglesea Terrace development will play a key role in repairing and intensifying a fragmented part of Cork City Centre. By defining streets, improving legibility, and establishing a coherent relationship between contrasting character areas, the development, through careful massing, active frontages, and a strategic transition in scale, makes a measured and context-sensitive contribution to the city's evolving urban form.

Townscape Impact Assessment Table

Character Area	Townscape Sensitivity	Townscape magnitude of effect	Townscape significance of impact	Townscape quality of effect	Commentary
Contemporary	Medium	Medium	Moderate	Beneficial	<p>This area already accommodates larger-scale and taller buildings. The proposed development extends this emerging character and enhances the area's coherence.</p> <p>Impact: Moderate beneficial.</p>
Institutional	Low	High	Minor to moderate	Beneficial	<p>Currently poorly defined, with setbacks and weak relationships to the street. The proposed development will introduce better-defined street frontages, continuity, and active overlooking on Old Station Road, while the tower enhances local legibility.</p> <p>Impact: Minor to moderate beneficial.</p>
Historic Urban Fabric	Medium	High	Moderate to significant	Neutral	<p>This area is more cohesive in its southern and western segments but becomes fragmented nearer to the site. The proposed development will deliver substantial townscape improvements through enhanced definition of the street edge, improved connectivity with Old Station Road, active frontages, and greening and improvements to the public realm.</p> <p>While the tower contrasts in scale with the adjacent historic terraces, this impact is mitigated by its strategic placement - opposite a less sensitive, utilitarian building (homeless shelter) - and by the provision of a four-storey street frontage that aligns with the existing terraces. This is further supported by a seven-storey shoulder element, creating a layered massing strategy that transitions effectively between scales. The Elysian tower already was a dominant feature in the area's setting.</p> <p>Impact: Moderate to significant of neutral quality.</p>
Light industrial	Low	Medium	Minor	Beneficial	<p>This area is currently out of character with its surroundings and is likely to be redeveloped in the near to medium term. The proposed development provides stronger definition and overlooking of the South City Link Road, contributing urban character and potentially acting as a catalyst for regeneration.</p> <p>Impact: Minor beneficial.</p>
Hibernian Quarter	High	Low	Minor to moderate	Neutral	<p>This area is characterised by low-rise artisan dwellings arranged in a tight street grid. The proposed development is set far enough from the historic neighbourhood to avoid jarring juxtaposition. Instead, it will become a legible backdrop to the setting, visible in views along Hibernian Buildings and across Shalom Park.</p> <p>It complements the Elysian, which has already introduced a larger-scale built form into this area. Historical precedent exists for larger-scale elements within this visual context, such as the R&H Hall grain silos, which were long visible over the area's roofscape.</p> <p>Impact: Minor to moderate and of neutral quality.</p>

8.8 HERITAGE CONSIDERATION

Proposed development mitigates impacts to sensitive historic environments.

The proposed development at Anglesea Terrace has been the subject of a detailed architectural heritage assessment, recognising the proximity of significant heritage assets and the presence of historic boundary features within the site itself.

While there are no structures within the subject site that are protected under statutory architectural heritage designations, the site is bounded to west by St. Joachim and Anne's, a former asylum designed by Henry Hill and built between 1858–60, which is a Protected Structure. Additionally, immediately west of the site lies Sub-Area C of the South Parish Architectural Conservation Area (ACA), a historically, architecturally, and socially significant area characterised by 19th-century housing and institutional development.

The design team, including conservation architects (JCA Architects), were involved from the outset of the project and undertook extensive historical research and fabric analysis to inform the layout and massing of the proposed scheme. The visual and physical impacts on the architectural heritage assets have been carefully evaluated and measures incorporated into the design to mitigate and minimise potential adverse effects.

Two principal architectural heritage constraints shaped the proposal: the need to show sensitivity to the scale and proximity of the Protected Structure (SS Joachim & Anne's), and an assessment of the historic stone walls on site. It was determined that, to fully realise the site's potential for appropriate residential development, the remaining stone walls would need to be demolished.



View from Anglesea Street, the proposed development steps down and reduces in scale towards the St. Joachim & Anne's House and creates a calm and proportionate setting to this protected structure

The design process incorporated specific mitigation strategies to lessen the impact on SS Joachim & Anne's and the adjacent South Parish ACA. These included lowering the height of the building along the western side of the development, closest to SS Joachim & Anne's, and setting back the building line from the shared boundary. A landscaped buffer zone is proposed between the new development and the Protected Structure, aimed at softening the visual transition and enhancing the degraded setting caused by existing surface car parking.

These mitigation efforts are aimed not just at reducing harm but also at making a positive contribution to

the setting of the Protected Structure. The landscape proposals intend to rehabilitate an area that currently lacks sensitivity to the heritage context, restoring a degree of dignity and coherence to the eastern edge of SS Joachim & Anne's.

In terms of wider visual heritage impacts, the tall building element of the proposed scheme will have a visual impact on views from Cork City Hall (a Protected Structure) and several Architectural Conservation Areas, including the South Parish ACA and others along Albert Quay, Victoria Road, and Albert Street. These impacts are generally assessed as Slight to Moderate negative. However, the context is critical: the presence

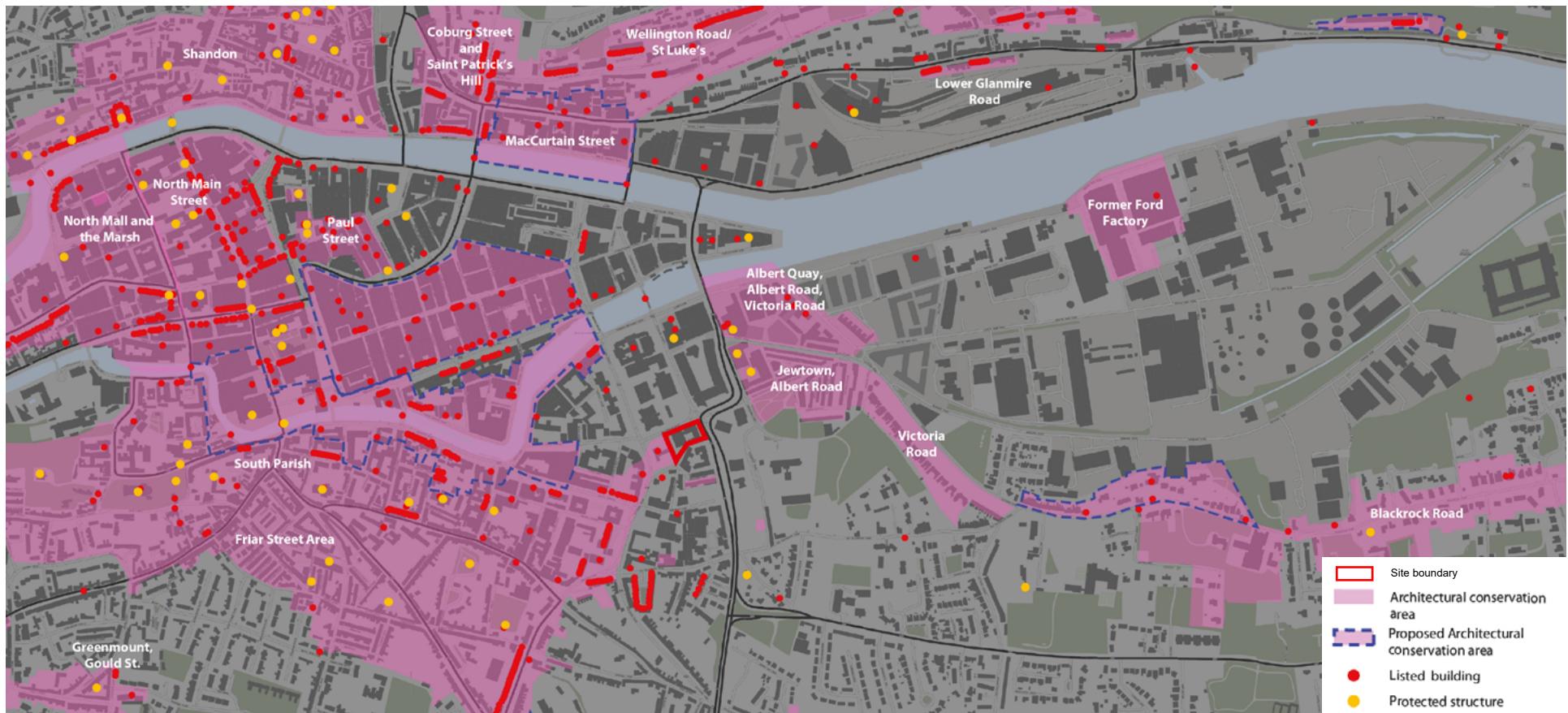


Figure 8.4: Heritage designations

of the Elysian building, a significantly taller development nearby, has already altered the historic skyline and set a contemporary precedent for taller structures in the area. Moreover, the design team considered views from Cork City Hall to be a key constraint, and as a result, the bulk of the development is kept out of the main axial view toward the Hall, with only part of the tall element visible above its roofline.

All physical and visual impacts identified in this assessment are expected to be long-term, with no further residual impacts once the development is completed.

The assessment concludes that while the proposed development will result in some negative impacts on the local architectural heritage, these are mitigated through context-sensitive design decisions. The approach to scale, building placement, and landscaping demonstrates a clear attempt to respect and respond to the site's heritage setting, particularly the Protected Structure and adjacent ACA.

8.9 VISUAL IMPACT

Proposed development delivers a beneficial visual impact

Visual impact was assessed from 30 viewpoints at short, medium and long range, both in the existing context and (where visible) in the cumulative context of other tall buildings already approved. In both cases, the visual impact was assessed as beneficial in 17 views, neutral in 11 views, and adverse in 2 views (view 06 and 07 - neither of which is of strategic or distinctive value).

Definition at a strategic location

The proposed development's tower element is visible from many positions across the city. It marks a key point in Cork's movement network, where the southward route from the city centre turns to join the South City Link Road (View 02). It also lies at the interface between the city centre and the surrounding city fringe to its immediate south (View 05). The current fragmentation of urban fabric in this area is a legacy of the historical land uses—industry, infrastructure and institutions—which shaped it in the early 19th century, and continues to challenge its coherence, legibility and permeability today (View 07). While the proposed development is part of a wider process of land use change and intensification across the south city fringe, which is key to local economic development and housing growth to meet the wider city's current and future needs (View 08), it also contributes to the repair and resolution of the historic fragmentation of this part of the city (View 10).

Consolidation of the hierarchy of building height

The proposed development also consolidates the hierarchy of building height in the city. At 16 storeys, its tower element introduces a height intermediate between the adjacent 18-storey Elysian Building and the 7-storey shoulder of surrounding contemporary mixed-use buildings (View 19). The proposal also establishes a scaled transition of building height stepping down from the 16-storey tower to the 7-storey frontage block and 4-storey wing (View 06). This configuration works effectively to bridge the changes in scale both across the city-wide skyline, where it forms the southern end and lowest level in the hierarchy of tall buildings (View 28), and in its immediate context in the south city fabric of 2-4 storey buildings, a fragmented assortment of warehouses, artisan terraces and institutional buildings (View 07).

Articulation of massing in response to urban context

In addition to the graduated approach to building height, the different elements of the proposed development—tower, frontage and wing—are also articulated to break down their massing and relate it to their respective roles in the urban context. The tower element is expressed as a cluster of intersecting volumes of similar form, though of slightly different height and elevational treatment, which gives the tower a greater impression of slenderness (View 02). The differing heights of these volumes are resolved to create a gentle crown to the tower, whose restraint is an appropriate response to the primacy of the Elysian Building adjacent, whose crown has a more angular and flamboyant expression (View 04). The frontage block is expressed as a series of horizontal layers, with a grand ground floor topped by a projecting string course, a series of five residential floors, and an attic floor, which together provide scale and enclosure to Old Station Road (View 30). The wing block is similarly expressed as two layers, a grand ground floor and a series of three residential floors incorporating a high parapet, which together relate to the scale of the surrounding development at Old Station Road and Anglesea Terrace, and its southern end is chamfered to relate to and mediate between the geometries of the neighbouring buildings (View 06). In addition, the 'L-shaped' ensemble of tower and frontage elements mirrors the configuration of the Elysian building and its adjacent mid-rise block, framing this key gateway at the southern edge of the city centre (View 26-28).



View 01



View 02



View 03



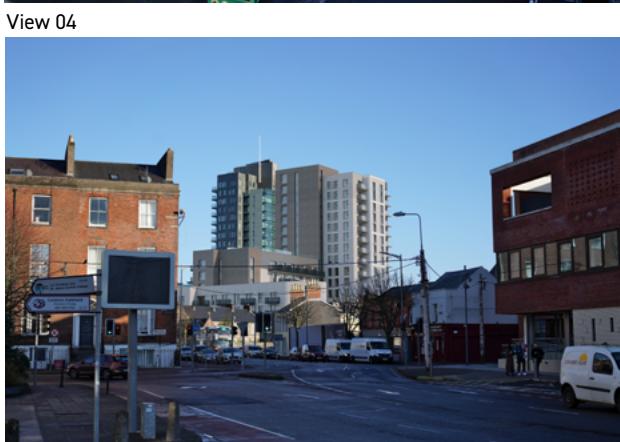
View 04



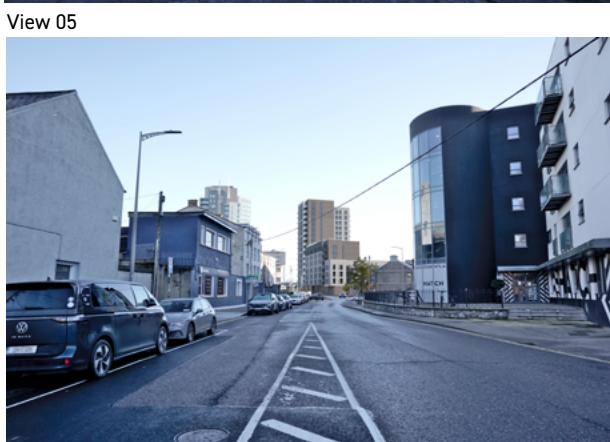
View 05



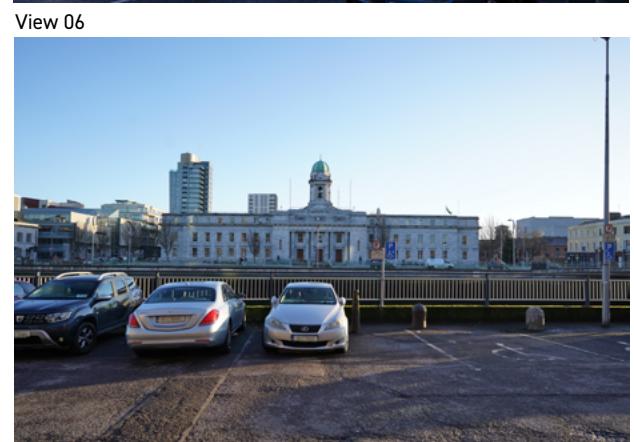
View 06



View 07



View 08



View 09

Figure 8.5: Overview of the VIA views with the rendered proposed development

Expression of elevations in response to context

The articulation of the proposed development's massing is further expressed and refined through the elevational treatments of fenestration and material construction. The intersecting volumes of the tower element have a common pattern of fenestration but different elevational treatments. Fenestration is generally arrayed vertically, enhancing the impression of slenderness in the tower, while the cladding in different tones of brick—variegated and dark—which enables the different volumes to be more clearly perceived and understood (View 02). A super-scaled 'frame' in pale brick is superimposed on some volumes, giving scale and rhythm to the elevation, especially in middle- and long-distance views (View 14, View 28). The tower's top three floors are articulated in ribbed brickwork to reinforce the reading of the building's crown, and ribbed spandrel panels between windows gives an additional vertical emphasis (View 04). While there is some ambiguity in the relationship between the different elevational planes and architectural treatments at some of the intersections of the volumes, the overall effect is one of restraint in architectural expression, with the frame element giving scale and rhythm, and the vertical emphasis of fenestration, frame and brick tone together giving the tower element an impression of slenderness.

In the frontage block, the horizontal layering of the massing is expressed through variations in elevational treatment (View 30). The ground floor is defined by vertically glazed elements. First, second and third

floors are in variegated brick with windows arranged vertically between ribbed spandrel panels, while fourth and fifth floors continue this pattern but without the ribbed brick; these variations are overlaid with a series of pale brick verticals which give a horizontal rhythm that approximates the party wall width of grand Georgian and Victorian frontages. The attic floor is clad with the metal roof finish, which is turned down over the external wall. The block's west end accommodates the vertical circulation, and its elevation reiterates the treatment of the vertical circulation of the tower element, with a continuous vertical glazed slot rising to the top floor, matched with a wide vertical panel of brickwork, here in ribbed form, which is without fenestration.

The wing block continues this approach in simplified form, with the ground floor clad in dark brick with no fenestration, corresponding to the stone curtilage wall of Saints Jerome and Anne's adjacent. Its upper floors are clad in variegated brick, with fenestration arrayed in a regular pattern throughout, and in places with ribbed brick jambs. Again the overall effect is one of restraint in architectural expression, if with some ambiguity in the relationship between the different elevational planes and architectural treatments at the intersection of the different volumes. The differentiated elements break down and articulate the massing of the proposed development allowing it to better integrate with the smaller size and finer scale of the historic urban fabric directly adjacent.

Visual Impact Assessment in the cumulative context

The overall findings of the visual impact assessment of the proposed development in the cumulative context are the same as those in the existing context. However the benefits are also somewhat enhanced in terms of the consolidation of the hierarchy of building height in the city centre, in that the approved tall buildings modelled extend the range of building height in the city centre to which the proposed development responds, from 20 to 34 storeys (View 20). Across this wider spectrum of building height, the effectiveness of the proposed development in bridging the changes in scale across the city-wide skyline is even more pronounced, where it forms the southern end and lowest level in the tall building hierarchy (View 28).



View 10



View 11



View 12



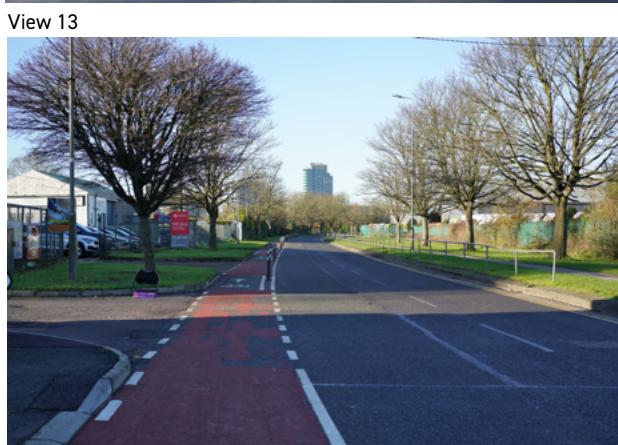
View 13



View 14



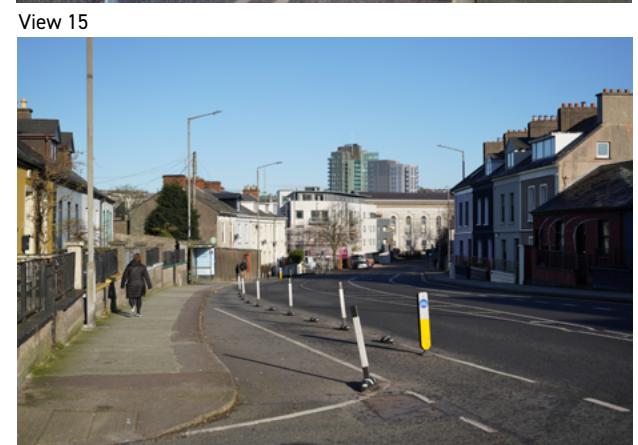
View 15



View 16



View 17



View 18



View 19



View 20



View 21



View 22



View 23



View 24



View 25



View 26



View 27



View 28



View 29



View 30



Figure 8.8: Historic Map (1845)

Mitigation of adverse effects in Views 06 and 07

The adverse visual effects identified in View 06 Anglesea Terrace and View 07 Infirmary Road should be considered in the context of this area's legacy of fragmented urban fabric and ongoing process of urban transformation. Ever since its reclamation and incorporation into the city in the early 19th century, the urban fabric between Old Station Road, Infirmary Road and Rockboro Road has been an unresolved edge of the city. For almost two centuries, the coherence of the urban fabric effectively ended at the east gable end of South Terrace, built in the 1830s, visible in View 07 (See Figures 8.10 and 8.11).

The land uses in this area were infrastructural, industrial and institutional: railways, lime and salt works, gas works, lunatic and orphan asylums, infirmary, dissenter churches, markets, sawmills, abattoir-cum-morgue, etc. This legacy is still evident in some street names: Infirmary Road, Gas Works Lane, Sawmill Street.

This fragmentation persists to the current day. The proposed development should be properly considered



Figure 8.9: Historic Map (1957)

in the context of the likely future configuration of urban form indicated on p.54 of the Urban Design and Tall Building Statement. Outputs of the high level massing model of this configuration (within Google Earth) are included for reference on page 82 (Figures 8.12- 8.17).

The envisaged future development on opportunity sites would frame the proposed development within a larger urban block formed by Old Station Road, South City Link Road, Hibernian Road and Anglesea Street, whose perimeter would be formed of mid-rise development.

Should the corner of Anglesea Street and Hibernian Road be developed to the corresponding height of South Terrace and Infirmary Road frontage, then a significant part of the Anglesea Terrace development would be screened from view from View 07 (see Figure 8.14). In its existing form, View 07 can therefore be understood as a view into the block interior that ordinarily and properly would never be seen.

Similarly, in the context of a future mid-rise perimeter block, one could also understand the jump in scale

in View 06 as reasonable and contextual given its viewpoint at the boundary of the block interior (Figure 8.13). This would repeat a pattern seen nearby at the interface between the artisan housing and the port operations.

The historical lack of coherence, and the potential work in repair and resolution of the urban fabric of this city of which the proposed development forms a part, together build a strong argument for reducing the weighting of the adverse effects found in Views 06 and 07 in the context of future development of the area.

The proposed development is the first step in repairing and resolving the urban form of the perimeter block formed by Old Station Road, South City Link Road, Hibernian Road and Anglesea Street. This could largely obscure the development from view in View 07, leaving little residual visual impact, and could transform the context of View 06, leaving a neutral visual impact.

Conclusion

The assessment concludes that the visual effects associated with the proposed development both individually and cumulatively are predominantly of beneficial impact. The design achieves this by the following means: definition of the urban fabric at a strategic location; consolidation of the hierarchy of building height in the city centre; and articulation of massing and expression of elevations in response to the urban context.

The assessment further concludes that the adverse qualitative effects of views 06 and 07 should be considered in the context of the future development of the area which resolves the fragmented nature of this area and would leave little residual impact of neutral quality.



Figure 8.10: Indicative Massing Model of future development opportunities around the site together with other (permitted) developments (Google Earth)



Figure 8.13: Future opportunities seen from Monera Terrace (approx. View 02) (Google Earth)



Figure 8.14: Future opportunities seen from Hibernian Road Footbridge (approx. View 04) (Google Earth)



Figure 8.11: Future opportunities seen from Anglesea Street (approx. View 06) (Google Earth)



Figure 8.12: Future opportunities seen from Infirmary Road (approx. View 07) (Google Earth)



Figure 8.15: Future opportunities seen from Shalom Park (approx. View 03) (Google Earth)

8.10 ARCHITECTURAL AND URBAN DESIGN

Proposed development provides high-quality architecture and urban design features.

As outlined in the Urban Design Statement (Part One, Chapter Six), the proposed development represents a thoughtful and contextually sensitive design response to a complex and evolving inner-city environment.

Located in an area of fragmented character, the Anglesea Terrace development reflects the emerging trend toward contemporary, higher-density urban living. It serves as a unifying structure, bridging the surrounding urban fabric with the nearby Elysian development—both in terms of massing, height, and architectural language, and through the introduction of new facilities and services that will benefit the local community.

It achieves this through the following key design strategies:

- Stepped massing and height transitions, responding sensitively to surrounding context and ensuring a gradual scale shift from historic buildings to the south to larger-scale contemporary forms to the north;
- Complementing the Elysian to create a distinctive and legible gateway into Cork, marking a location of local significance;
- Delivering much-needed affordable housing and an appropriate level of density in a central urban location, contributing to Cork's sustainable growth objectives;

- Introducing a new pedestrian link between Anglesea Terrace and Old Station Road along South City Link Road, significantly improving local connectivity;
- Respectfully stepping down in scale toward the adjacent protected structure and lower-rise development to the west and south;
- Establishing a well-defined street edge, with active frontage and appropriate street enclosure at key corners such as South City Link Road and Old Station Road;
- Providing high-quality residential accommodation, with well-designed homes and thoughtfully considered private and communal amenity spaces;
- Enhancing the public realm, through active frontages, improved animation, and increased passive surveillance, contributing to a safer and more welcoming streetscape for the wider community.

Overall, the proposed development strikes a careful balance between ambitious city-centre regeneration and a human-scaled, place-sensitive design approach. It delivers a high-quality urban design response that respects its context while optimising the regeneration potential of this site for Cork and its community.

The Architectural Design Statement sets out in detail the carefully crafted design of the proposed building. It states that the architecture is intended to be timeless, creating a quality urban building which complements

yet brings calm to a complex urban setting. The facade design focuses on a strong and simplistic form, high quality materials and carefully considered detailing.

The use of varied brick colours throughout the apartment blocks seeks to give a tonal quality to the facades, while also breaking down the massing to a more human scale, and giving a common link to all elements.

The dark and light brick palette is used to differentiate between different elements, and optimise the visual impact of the building in the urban context. On the tower, the light brick palette is applied to the primary facade elements. The secondary and recessed panels of brickwork are finished in the dark brick palette.

The application of the two brick tones was carefully visually tested in the short-, medium- and long-distance views to ensure that building performs appropriately and complements [rather than overwhelms] adjacent buildings.

Facade cladding, appropriately proportioned window openings, an active street level and planting on and around the building soften the brick form. The balcony articulation and detailing adds interest and facade engagement.

The quality of its architectural design is further detailed and demonstrated by the architectural design statement by HJL.

In summary, the proposed Anglesea Terrace development delivers strongly on key urban design and architectural objectives, successfully balancing ambitious city-centre regeneration with a sensitive, context-driven approach. It responds thoughtfully to its fragmented surroundings through carefully modulated massing, height transitions, and a facade strategy that softens its visual impact while enhancing legibility and coherence within the urban fabric. By complementing the adjacent Elysian development, introducing improved pedestrian connections, and providing high-quality, affordable housing in a central location, the scheme promotes sustainable urban living. Its restrained, timeless architecture—emphasising high-quality materials, tonal variation, and well-considered detailing—ensures the building contributes positively to the streetscape, reinforcing a strong sense of place while respecting and enhancing its evolving city context.



Figure 8.16: Proposed building seen in birds eye perspective from the north west

09 Impact Assessment

The Cork City Development Plan (2022-2028) provides criteria to assess the impact of tall buildings in the city. This chapter assesses the proposed development and provides responses to the assessment criteria together with reference to other relevant documents submitted as part of the planning application.

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.54	Visual Impact	
11.54 / 1	The views of buildings from long-range, medium-range and the immediate context should not be adversely affected by the building.	<p>Visual impact was assessed from 30 viewpoints at short, medium and long range, both in the existing context and (where visible) in the cumulative context of other tall buildings already approved. In both cases, the visual impact was assessed as beneficial in 17 views, neutral in 11 views, and adverse in 2 views (neither of which is of strategic or distinctive value). The assessment concludes that the visual effects associated with the proposed development are predominantly of beneficial impact. The design achieves by the following means: definition of the urban fabric at a strategic location; consolidation of the hierarchy of building height in the city centre; and articulation of massing and expression of elevations in response to the urban context.</p>
11.54 / 2	Whether part of a group or stand-alone, tall buildings should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding.	<p>The proposed development is located on the outer edge of an identified area for tall buildings in Cork City Centre - the Tip of the Island / Warehouse Quarter. According to the City Development Plan (Section 11.50), this area is described as an existing cluster of tall buildings, comprising the Elysian and several approved developments. It is therefore recognised as a strategic regeneration zone where tall buildings are appropriate and can reinforce the spatial hierarchy of the city.</p> <p>Within this emerging cluster, the proposed development adopts a contextual and proportionate approach to height and design. Positioned at the periphery of the cluster, it steps down notably from the neighbouring Elysian tower, expressing a subtle and respectful architectural character. Its quiet elegance ensures it acts as a supporting companion to the Elysian- enhancing the cityscape without overwhelming it.</p> <p>Strategically sited along National Road 27, at the northern end of the South City Link Road connecting to the N40 and Cork Airport, the proposed development - together with the Elysian - helps define a key gateway into the city centre. While the Elysian acts as the prominent visual landmark for northbound traffic arriving in the city centre, the proposed building marks the critical turning point for southbound vehicles entering the South City Link Road and marking the departure point. In this way, it reinforces a major urban decision-making node, improving legibility and creating a distinctive sense of place.</p> <p>Additionally, the building will serve as a local orientation device, helping to guide people toward the junction of the South City Link Road and Old Station Road, which is an emerging local centre node already home to a supermarket and other retail uses. As a visual anchor along key approach streets, it will enhance wayfinding and contribute to a more legible and navigable city environment.</p> <p>See also Sections 8.4, 8.5 and 8.6 of the Tall Building Statement for more information.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.54 / 3	Architectural quality and materials should be of an exemplary standard to ensure that the appearance and architectural integrity of the building is maintained through its lifespan.	<p>The building massing has been developed through a rigorous visual impact analysis to ensure that its form responds appropriately to the surrounding city context. The façade design complements this massing through carefully considered texture and colouration, drawing inspiration from the local material and colour palette.</p> <p>The façade is primarily finished in face brick, with the brick quality, porosity, and colour meticulously selected to ensure both a high-quality aesthetic and long-term durability appropriate to the urban setting. A neutral brick palette, applied in both dark and light tones, enhances the articulation and proportional clarity of the overall building mass.</p> <p>In addition, approximately 30–35% of the façade will incorporate high-quality framed glazing systems, paired with limited areas of powder-coated metal cladding, to provide further visual contrast, refinement, and performance.</p> <p>Please refer to the HJL Design Statement for further information.</p>
11.54 / 4	Proposals should take account of, and avoid detrimental impact to, the significance of Cork City's heritage assets and their settings. The buildings should positively contribute to the character of the area.	<p>The proposed development has been carefully designed to avoid detrimental impacts on the significance and setting of Cork City's heritage assets. Informed by conservation expertise from the outset, the scheme responds sensitively to the adjacent Protected Structure (St. Joachim and Anne's) and the South Parish ACA through appropriate massing, setbacks, and a landscaped buffer that enhances the setting. While some visual impacts are identified, they are slight to moderate and mitigated through design strategies that respect key view corridors and the established context of taller buildings, such as the nearby Elysian. Overall, the proposal makes a considered and positive contribution to the character of the area.</p> <p>For more information refer to section 8.8 and JCA's Heritage Impact Assessment.</p>
11.54 / 5	Buildings should protect and enhance the open quality of the River Lee and the riverside public realm, including views, and not contribute to a canyon effect along the river.	<p>The proposed development is located approximately 250 metres from the River Lee. As such, it is positioned behind existing and emerging riverfront development, which significantly minimises its visual impact in views from and along the river now and in the future. Due to this separation, the development does not affect the open character of the river corridor, does not directly impact the riverside public realm, and does not contribute to any canyoning effect along the riverfront.</p>
11.54 / 6	Buildings should not cause adverse reflected glare.	<p>Approximately 30–35% glazing is provided, primarily in window openings set back 100mm from the predominant brick façade. The limited proportion of glazed and reflective surfaces, combined with the nonreflective nature of the brick, ensures that the development does not generate adverse reflected glare onto adjacent properties.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.54 / 7	Buildings should be designed to minimise light pollution from internal and external lighting.	External lighting is provided at street level and terrace levels utilising lighting poles and feature lighting within landscaped areas. Lighting is designed to meet the minimum requirements from a lux level and be sympathetic to the surrounding environs. No excessive lighting will be utilised and all lighting would be standard to the receiving urban environment.
11.55	Functional Impact	
11.55 / 1	The internal and external design, including construction detailing, the building's materials and its emergency exit routes must ensure the safety of all occupants.	The building is designed to meet all relevant technical and regulatory requirements for a development of this scale and nature. Materials have been carefully selected for their durability, suitability to the urban context, and contribution to the overall design aesthetic. All emergency access routes are designed to provide safe, legible, and compliant means of egress for all occupants.
11.55 / 2	Buildings should be serviced, maintained and managed in a manner that will preserve their safety and quality, and not cause disturbance or inconvenience to the surrounding public realm. Servicing, maintenance and building management arrangements should be considered at the start of the design process.	Servicing and maintenance requirements have been carefully considered throughout the design process. A dedicated set-down bay has been incorporated to minimise disruption to both building users and the surrounding public realm. Periodic cleaning of the building has also been addressed, with appropriate access provisions integrated into the façade design. Cleaning will be carried out using a combination of abseiling techniques and mobile elevating work platforms (MEWPs) for the lower levels.

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.55 / 3	Entrances, access routes, and ground floor uses should be designed and placed to allow for peak time use and to ensure there is no unacceptable overcrowding or isolation in the surrounding areas.	<p>The proposed development caters for the upgrade works to the existing footpath along Old Station Road along the northern boundary of the development site. The upgraded footpath shall have a width of 2.4m. In addition, to upgrade works, it is also proposed to provide a new 1.8m footpath along the eastern boundary of the development site along South Link Road. It is envisaged that a total of 35no. residents shall choose walking as their primary mode of transport during the peak hour periods. These upgrade works to the existing footpaths and the addition walkway along the eastern boundary will ensure that there is no overcrowding or isolation in the surrounding area.</p> <p>Entrances, building access and circulation have been designed as per the Part M and DAC requirements, see the Architectural Design Statement for more detail.</p>
11.55 / 4	It must be demonstrated that the capacity of the area and its transport network is capable of accommodating the quantum of development in terms of access to facilities, services, walking and cycling networks, and public transport for people living or working in the building.	<p>Existing pedestrian facilities along Old Station Road, Anglesea Street and all other streets in the vicinity of the development site are in good conditions. Raised footpaths and public lighting are in place on all roads in the vicinity of the subject development. The proposed development site is located within 5 minutes walking distance from 4no. high-frequency bus stops and within 10 minutes walking distance of Cork City Centre. In addition, the development site is located within 7-minute walking distance of Parnell Place Bus Station and within 13-minute walking distance of Cork Railway Station.</p>
11.55 / 5	Buildings, including their construction, should not interfere with aviation, navigation or telecommunications, and should avoid a significant detrimental effect on solar energy generation on adjoining buildings.	<p>The building exceeds 45m and is on the flight path to Cork City Airport. It is assumed that aviation lighting will be required.</p> <p>The building is designed to respond to the receiving urban environment and has been designed to not interfere with aviation, navigation or telecommunications, and avoids any significant detrimental effect on solar energy generation on adjoining buildings.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.56	Environmental Impact and Impacts on Microclimate	
11.56 / 1	Wind, daylight, sunlight penetration and temperature conditions around the building and neighbourhood must be carefully considered and not compromise comfort and the enjoyment of open spaces including water spaces around the building.	<p>Wind Assessment: The proposed development is designed to provide a high-quality environment that supports the intended use of each area and building, ensuring a comfortable and pleasant experience for pedestrians.</p> <p>An evaluation of the proposed scenario confirms that the development complies with the Lawson Comfort Criteria. No areas are deemed unsafe, and the proposed design does not create wind conditions that would cause discomfort or distress. All ground-level amenities can be used as intended.</p> <p>Furthermore, the development does not introduce any significant wind-related impacts on surrounding buildings or adjacent roadways.</p> <p>Further detail is provided in the Wind Microclimate Assessment prepared by B-Fluid.</p> <p>Day and Sun Light Assessment: Sunlight analysis has shown that excellent levels of amenity sunlight will be achieved within the proposed development. At least 2 hours of sunlight are achieved on March 21st on the majority of the amenity spaces provided - thus complying with BRE Guidelines.</p> <p>The overshadowing images have shown that there is a negligible impact to the surrounding units when the proposed schemes are assessed on the 21st March test day.</p> <p>More detail can be found in the OCSCA Daylight, Sunlight and Overshadowing Assessment.</p>
11.56 / 2	Air movement affected by the building should support the effective dispersion of pollutants, but not adversely affect street-level conditions.	<p>Wind Assessment: See answer to 11.56 / 1;</p> <p>Further detail is provided in the Wind Microclimate Assessment prepared by B-Fluid.</p>
11.56 / 3	Noise created by air movements around the building, servicing machinery, or building uses, should not detract from the comfort and enjoyment of open spaces around the building.	<p>Operational noise from building services plant will be designed in line with best practice guidance to control noise at external amenity areas and within internal noise sensitive areas.</p> <p>Noise from building uses within the building to noise sensitive spaces will form part of the building sound insulation design to comply with Part E Sound of the building Regulations.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.57	Cumulative Impacts with other Tall Buildings	
11.57 / 1	The cumulative visual, functional and environmental impacts of proposed, consented and planned tall buildings in an area must be considered when assessing tall building proposals and when developing plans for an area. Mitigation measures	<p>Visual Impact</p> <p>The overall findings of the visual impact assessment of the proposed development in the cumulative context are the same as those in the existing context. However the benefits are also somewhat enhanced in terms of the consolidation of the hierarchy of building height in the city centre, in that the approved tall buildings modelled extend the range of building height in the city centre to which the proposed development responds, from 20 to 34 storeys. Across this wider spectrum of building height, the effectiveness of the proposed development in bridging the changes in scale across the city-wide skyline is even more pronounced, where it forms the southern end and lowest level in the tall building hierarchy.</p> <p>For more information refer to the Visual Impact Assessment prepared by Urban Initiatives.</p>
11.57 / 2	should be identified and designed into the building as integral features from the outset to avoid retrofitting.	<p>Functional Impact</p> <p>More detail can be found in the Transport Statement.</p>
11.57 / 3		<p>Environmental Impact and Impacts on Microclimate</p> <p>Day and Sun Light Assessment: See answer to 11.56 / 1;</p> <p>More detail can be found in the OCSCA Daylight, Sunlight and Overshadowing Assessment.</p> <p>Wind Assessment: See answer to 11.56 / 1;</p> <p>Further detail is provided in the Wind Microclimate Assessment prepared by B-Fluid.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.58	Public Access	<p>11.58 / 1 Consideration should be given to incorporating publicly-accessible areas into tall buildings where appropriate. The incorporation of publicly accessible areas in tall buildings should be considered where appropriate particularly in more prominent tall buildings, where they should normally be located at the top of the building to afford wider views across Cork.</p> <p>The ground floor includes a mixed-use tenancy at the north-eastern corner of the building, providing a publicly accessible space and contributing to an active street frontage.</p> <p>The residents' courtyard to the south is intended to offer daytime public access, enhancing local amenity and permeability. This area would be secured at night to ensure the safety and privacy of residents.</p> <p>To further promote public connectivity and passive surveillance, the existing stone wall at the end of the Anglesea Terrace cul-de-sac is proposed to be removed. In its place, a new eastern public footpath will be provided, linking to the north and improving neighbourhood permeability.</p> <p>As the upper floors of the building are dedicated to private residential use, public access will not be permitted in order to safeguard resident privacy and security. Temporary access to upper-floor terraces could be facilitated during special events, subject to agreement with the Approved Housing Body.</p>
11.59	Application Process	<p>11.59 / 1 Proposals for individual tall buildings must be supported by a strategic design process for the relevant character area to provide the basis for a coherent design strategy for the tall building. Detailed design for a tall building will respond to the principles established.</p> <p>The design of proposed development has been guided by a coherent design strategy, that is set out in detail in the Urban Design and Tall Building Statement in Part 1 of this document. Based on an urban design analysis of the wider and surrounding site context, a vision was established, supported by clear urban design principles that will ensure that development responds well, integrates and positively contributes to its context. The proposed development responds to these principles, which is demonstrated in Section 05 and 06 of this Urban Design Statement. To establish an appropriate massing and heights strategy the evolving design was iteratively tested from key view points. The design development process is set out in Chapter 04 of this statement.</p> <p>Urban Initiatives, the authors of the Urban Design and Tall Building Statement, have been integral part of the design process, and informed and critically reviewed design decisions all the way through from inception to application submission. Consistent design review has ensured a coherent urban design strategy has been applied by the Anglesea Terrace development.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.59 / 2	Cork City Council is committed to achieving excellence in the design of all developments and exemplary standards in the design of tall buildings given their visual prominence and civic and city-scape status. Cork City Council may utilise a Design Review process for the design of tall buildings and major developments.	<p>The proposed development underwent a rigorous design review process led by Urban Initiatives throughout the design development phase. Their ongoing input helped ensure a robust and contextually appropriate design approach.</p> <p>While no formal design review was undertaken by Cork City Council during this period, the design team engaged proactively with the relevant planning guidance and policy frameworks to align the proposal with the city's strategic objectives.</p>
11.60	Development Guidance	
	Tall buildings should be designed to ensure that:	
11.60 / 1	<ul style="list-style-type: none"> They are of exemplary design quality and benefit from a positive design review process; 	An extensive, iterative design review process was carried out between members of the design team and the Land Development Agency. Visual testing of the building mass, across short-, medium-, and long-range views, played a central role in shaping the final form of the development. In addition, key engagements with Cork City Council and other stakeholders informed a design that aspires to deliver an exemplary affordable cost-rental and social housing scheme that integrates sensitively with the surrounding urban context.

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.60 / 2	<ul style="list-style-type: none"> The design process analyses the nearby urban morphology and, where possible, adopts a finer grain of building footprint and slender form; 	<p>The proposed massing and height strategy reflects a contextual analysis of the varied urban morphology surrounding the site. The design acts as an intermediary between the fine-grain, low-rise terraces to the south and the larger-scale, contemporary buildings to the north, most notably the Elysian. To mediate this contrast, the building form is broken into three distinct volumes, enabling a more nuanced and sensitive response to the scale and character of the surrounding context.</p> <p>This stepped composition transitions from a lower-rise element adjacent to the historic terraces, through a mid-rise shoulder block along Old Station Road, culminating in a slender landmark tower at the north-eastern corner of the site. This siting responds directly to the larger scale of the Elysian and anchors a key junction on South City Link Road. The overall approach avoids abrupt shifts in scale and promotes a cohesive integration of the development within Cork's evolving city centre.</p> <p>Architecturally, the tower is articulated into slender vertical elements, with varied tones and detailing to enhance its vertical expression and deliver a sense of refinement. Rather than seeking dominance, the tower plays a complementary role to the Elysian—assertive yet modest—contributing positively to the skyline without overwhelming its surroundings.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.60 / 3	<ul style="list-style-type: none"> 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 	<p>The Anglesea Terrace development positively integrates into Cork's cityscape at different scales.</p> <p>At a strategic scale the development is located in an area planned for regeneration and intensification in the city and with a recognised opportunity for tall buildings in the Local Development Plan.</p> <p>At district scale the tall building has been carefully designed with its massing and height strategy to respond appropriately to Cork's emerging skyline. As a peripheral building in the Tip of the Island / Warehouse Quarter tall building cluster it steps down notably from the neighbouring Elysian tower and taking sub-ordinate and respectful role on the skyline, rein-forcing the characteristic conic cluster shape of the permitted emerging cluster. The pro-posed building with its height and form is proportionate and appropriate to its setting. It performs the role of a local landmark to mark together with the Elysian in important city gateway and emerging local centre on the skyline.</p> <p>Locally the landmark is prominently visible in approach streets and enhances the sense of place, wayfinding and legibility.</p> <p>The visual impact of the development is assessed in sensitive views and from strategic view-points and has been found as having a beneficial or neutral impact in long and medium range views.</p> <p>The proposed development has been developed to respond respectfully and sensitive to its immediate surrounding context. The building steps down towards the more sensitive con-text of St Johannes and Ann Protected Structures and the low-rise terraced development to the south to create an appropriate setting and human scale street environment. It establish-es good urban street frontages with appropriate street enclosure to surrounding streets.</p> <p>The proposed development establishes a strong and positive relationship with the surrounding street and public realm. Active frontages along Old Station Road provide overlooking and contribute to a sense of movement and engagement at street level on this important thoroughfare. Ground-floor uses will help to increase footfall in the area, while the courtyard to the south draws people into the site, fostering a lively and welcoming atmosphere. The public realm is further enhanced through the presence of building entrances, active ground-floor uses, residential units, and communal spaces, all of which provide natural surveillance and encourage interaction.</p> <p>Overall, the Anglesea Terrace development is considerate of the cityscape at all scales.</p> <p>More detail can be found in the urban design statement in chapters 05 and 06, the tall building statement in chapter 08, and the separate Visual Impact Assessment by Urban Initiatives.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.60 / 4	<ul style="list-style-type: none"> Their architectural strategy effectively provides a top, middle and bottom to the building; 	<p>The design of the tower remains consistent with three main elements making up the base, middle and top of the tower. The design aims to combine distinctive yet complimentary components to create a cohesive composition which is elegant and balanced.</p> <p>The top three floors of the tower are articulated with larger glazed openings and textured brickwork to create interest and articulation. The top floor of the tower has a reduced footprint to create slenderness and emphasise the crown.</p> <p>Brick colouration, articulation and banding creates differentiation on the façade.</p> <p>It also ties the body of the tower together visually and unifies it with both base and top. Different colour in the brickwork is used both to unify and set apart different sections of the building mass.</p> <p>The base of the tower has active ground floor edges with larger proportions of glazing to create interest and kerb appeal.</p>
11.60 / 5	<ul style="list-style-type: none"> They are energy efficient in terms of: 	
	a) longevity (designed to last a long time)	<p>The development is designed in accordance with best practice principles to ensure that long-term fire safety, durability, and the ease of maintenance of materials are integral to the overall design and specification of the proposed scheme.</p> <p>High-quality face brick is proposed for the external façade. This material is highly durable and requires no ongoing maintenance beyond periodic cleaning, resulting in minimal lifecycle costs. Similarly, the use of robust, factory-finished and fitted windows and doors, glass balustrade Juliette balconies, and powder-coated aluminium balconies has been carefully specified to minimise ongoing maintenance requirements and ensure long-term performance.</p>
	b) embodied energy	<p>The building has been designed to utilise Modern Methods of Construction to reduce both embodied carbon and carbon emissions from deliveries to the construction site. Manufacturing in a controlled environment reduces waste, and it can enable the use of lower-carbon materials. The use of volumetric modular construction (MMC Category 1) for balconies, bathroom and utility pods etc – can cut the number of deliveries required for a typical city centre residential apartment building.</p>
	c) energy consumption	<p>The scheme has been designed to be exemplary in its operational energy requirements. Each individual apartment is to be provided with best in class mechanical and electrical solutions providing heating and lighting from renewable sources minimising the long term carbon impact of the building.</p>

Cork City Development Plan (2022-2028) Assessment Criteria	Response
d) glazing ratio	<p>Glazing ratios have been designed to meet the day lighting requirements for residential properties of this nature. Quality naturally lit spaces are achieved throughout the development. Please refer to the Sunlight/Daylight report for further information.</p> <p>Within the glazed elements there are a selection of modules. One type will accommodate a swinging/sliding door to the external balcony and the other will have an inward tilting opening section. Vents for the apartment mechanical ventilation system will be integrated discretely within the facade.</p>
e) amenity space provision for the enjoyment of occupiers	<p>The building has been designed to meet all of the design criteria as outlined in The Sustainable Urban Housing: Design Standards for New Apartments.</p> <p>The front of house zone of the scheme begins with the public realm around the building and in particular the courtyard within the scheme. The courtyard is designed to be welcoming and calm a place of refuge from the surrounding busy streets. There are a number of mixed use facilities located on the ground floor that are publicly accessible catering for retail, cafes and more.</p> <p>The entrance and reception are located prominently at the middle of the building footprint with access from both a Northern and Southern approach. The reception area is designed to have a light and welcoming ambiance allowing visual and physical connection from the adjacent mixed use and sidewalks.</p> <p>A roof terrace for residents use is located at the 7th floor. It provides expansive outdoor area for socialising, recreation and relaxing.</p> <p>Carefully selected planting, hard landscaping and furniture will provide a mix of spaces and will harness the views offered while offering shade and shelter from the elements. Both terraces, due to their elevated positions, will benefit from sunshine throughout the day.</p> <p>For more information refer to Section 5.7 in Part 1 of this statement and the HJL Design Statement.</p>
f) nature of micro-climate impacts	As above, under 11.56.
g) impacts on the amenities enjoyed by neighbouring properties	<p>The amenities, public realm upgrades and mixed-use offering are intended to improve and enhance access to amenities for the surrounding neighbourhood. The conversion of a largely under-utilised poor quality brownfield site into a quality residential and mixed use development will introduce necessary footfall and activation into the neighbourhood, with the potential to act as catalyst for regeneration in that part of the city.</p> <p>The development has been designed to positively contribute to its receiving environment, through the provision of high quality public accessible spaces and uses. There is no impact on existing amenity spaces with the nature of the receiving environment being in the majority private residential.</p>

	Cork City Development Plan (2022-2028) Assessment Criteria	Response
11.60 / 6	<p>Additional guidance can be found in the Cork City Urban density, Building Height and Tall Building Study (2021).</p>	<p>This Urban Design and Tall Building Statement responds to the Tall Building Assessment Criteria set out in the Cork City Urban density, Building Height and Tall Building Study (2021).</p> <p>Responses to the following topics can be found in the respective sections of this report:</p> <ul style="list-style-type: none"> - Contextual Criteria: Sections 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7 and 8.8 - Cluster Criteria: Section 8.6 - Visual Impact Criteria: Section 8.9 - Community Impact Criteria: Section 5.4, 5.7 and 5.8 - Urban Design Criteria: Sections 5.2, 5.3, 5.4, 5.5, 5.6, 5.7 and 5.8 - Architectural Design Criteria: Section 8.10, and HJL Design Statement - Other Criteria: Captured with references in Chapter 09 Impact Assessment

10 Tall Building Statement Conclusion

The Tall Buildings Statement establishes that the proposed Anglesea Terrace scheme with its height is appropriate. It sets out the rationale for the proposed tall building, and provides an assessment against tall building criteria from the Cork City Development Plan.

The tall building rationale and assessment establishes the following points:

- 1 The proposed development, zoned Z0 05 (City Centre), is explicitly supported by the Cork City Development Plan for consolidation and intensification of the urban core through high-density, mixed-use development. Policy objectives set out in Sections 10.6, 10.8, and 10.10 promote compact growth, urban regeneration, and sustainable urban living, identifying the city centre as the most appropriate location for higher-density housing. The proposed development responds directly to this policy direction by delivering a higher-density affordable housing scheme that optimises

under-utilised land, supports population growth, and contributes to a vibrant, well-connected city centre, and aligns with Plan's social, spatial, and environmental objectives.

- 2 The proposed development is located on the outer edge of an identified area for tall buildings in Cork City Centre - the Tip of the Island / Warehouse Quarter. As such the site is associated with a strategic regeneration zone where tall buildings are appropriate.
- 3 The Anglesea Terrace development is located in a highly connected and sustainable area. 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.

4 At a district scale, the proposed tall building performs the role of a landmark by marking a key urban gateway. Strategically located along the South City Link Road (N27), it complements the Elysian to define a major arrival and departure point into the city centre. For southbound traffic, it signals a critical turning point, reinforcing a significant decision-making node and enhancing legibility and sense of place within the city's urban structure.

5 At a local scale, the proposed tall building functions as a visual anchor and wayfinding device to the junction of the South City Link Road and Old Station Road, which is an emerging local centre with retail activity. Its prominence along key approach streets enhances legibility, aids orientation and guides movement through the area.

- 6 The proposed height of the Anglesea Terrace development is situated in an area with an emerging average height of 5.5 storeys. A 16 storey tower will have a context height ratio of 2.9, which means it is a local landmark and as such both proportionate and justified in respect of its role in the urban fabric.
- 7 The proposed development sits at the periphery of the evolving tall building cluster and integrates within its hierarchy of heights, stepping down from the Elysian by 14.7 m and as such having an appropriate subordinate height relationship with this city landmark.
- 8 The proposed development will play a key role in repairing and intensifying the townscape in a fragmented part of Cork City Centre. By defining streets, improving legibility, and establishing a coherent relationship between contrasting character areas, the development, through careful massing, active frontages, and a strategic transition in scale, makes a measured and context-sensitive contribution to the city's evolving urban form and brings greater coherence and sense of place.
- 9 The proposed development has been carefully designed to avoid detrimental impacts on the significance and setting of Cork City's heritage assets. Informed by conservation expertise from

the outset, the scheme responds sensitively to the adjacent Protected Structure (St. Joachim and Anne's) and the South Parish ACA through appropriate massing, setbacks, and a landscaped buffer that enhances the setting. While some visual impacts are identified, they are slight to moderate and mitigated through design strategies that respect key view corridors and the established context of taller buildings, such as the nearby Elysian.

- 10 The Visual Impact Assessment concludes that the visual effects associated with the proposed development both individually and cumulatively are predominantly of beneficial impact. The two local views (06 and 07) that have adverse effects are neither of strategic or distinctive value, and the visual impact should be considered in the context of the future development of the area which resolves the fragmented nature of this area and would leave little residual impact of neutral quality.
- 11 The proposed development will deliver significant regeneration benefits for the local community. This includes 147 affordable inner-city housing units, three new retail units to provide local facilities, significant connectivity improvements, better defined, animated and safer streets, improved public realm and greening of the environment, and a strengthened sense of place and identity, which directly and indirectly are linked to the delivery of the proposed tall building.

12 The proposed development is of high quality urban and architectural design. It strikes a careful balance between ambitious city-centre regeneration and a human-scaled, place-sensitive design approach. The quality of the its architectural design is further detailed and demonstrated by the architectural design statement by HJL.

As such, the proposed development successfully responds to the tall building criteria contained within the Cork City Development Plan, which is evidenced in Section 09, Tall Building Assessment.

Further, the proposed development has followed the guidance contained in the Cork City Urban Density, Building Height and Tall Building Study (2021), which is demonstrated in Part 1, Urban Design Statement, and Section 08, Tall Building Rationale.

Concluding from the above, the Anglesea Terrace development delivers successfully against Cork City tall building policy criteria and guidance, and as such is justified and should be permitted.