



h w p l a n n i n g

## Statement of Consistency

Proposed Strategic Housing Development at the Former  
Tedcastles Site, Centre Park Road, Cork

Tiznow Property Company Limited (Comer Group Ireland)

April 2022

Connecting people.  
Connecting places.

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# 01 Introduction

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## 01.1 Purpose of Statement

This statement of consistency has been prepared in accordance with the provisions of Section 5(2) of the Planning and Development Act, 2000 (as amended) and accompanies a Strategic Housing Development (SHD) application. The adopted SHD legislation specifies that all SHD applications must be accompanied by a statement which demonstrates that they are consistent with the relevant National, Regional and Local policies as pertaining to the proposed development. The proposed development site, c. 4.86 ha in area, is bound to the north by the Marina and to the south and south-east by Centre Park Road. Buildings and lands to the west were formerly occupied by the ESB. The site of the former Ford Distribution Site is located on the southern side of Centre Park Road (which was recently permitted permission for 1,002 no. residential units, 5 no. retail units, childcare facilities and community resource spaces (ABP Ref: APB-309059-20 refers).

The proposed development will comprise the demolition of the existing structures on site and the construction of a strategic housing development of 823 no. apartments, resident amenity and ancillary commercial areas including childcare facilities. The development will comprise 6 no. buildings ranging in height from part 1 no. to part 35 no. storeys over lower ground floor level. The proposed development also comprises hard and soft landscaping, pedestrian bridges, car parking, bicycle stores and shelters, bin stores, ESB substations, plant rooms and all ancillary site development works. Vehicular access to the proposed development will be provided via Centre Park Road.

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

# 02 National Policy

This section will examine the relevant National Planning Policies pertaining to the proposed mixed-use scheme contained within Housing for All - A New Housing Plan for Ireland, Rebuilding Ireland Action Plan for Housing and Homelessness, 2016 and Project Ireland 2040: National Planning Framework.

## 02.1 Housing for All - A New Housing Plan for Ireland

Housing for all – A new Housing Plan was published by the Department of Housing, Local Government and Heritage in September 2021 as an overarching housing plan to 2030. It is estimated that 33,000 no. new dwelling units will need to be delivered per year between 2021 to 2030 to meet need.

The government guidance identifies 4 no. key pathways for achieving housing for all:

- *Supporting home ownership and increasing affordability;*
- *Eradicating homelessness, increasing social housing delivery and supporting social inclusion;*
- *Increasing new housing supply; and*
- *Addressing vacancy and efficient use of existing stock.*

The proposed development of 823 no. residential units will contribute to increasing the supply of new housing to meet the needs of people in a wide variety of circumstances. A Part V proposal has been prepared by HW Planning to satisfy the Part V requirement for the scheme.

## 02.2 Rebuilding Ireland Action Plan for Housing and Homelessness, 2016

The action plan for housing and homelessness is based around 5 no. pillars, including the aim of building more homes as well as improving the rental sector. The plan includes a number of action points relating to the 5 key pillars.

| Policy   | Consistency of scheme   |
|--|---|
| Pillar 3 – Build More Homes aims to support the building of new homes and outlines the Government objective “to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs”. This Plan sets ambitious targets to double the annual level of residential construction to 25,000 homes and | The sustainable location and proposed mix of dwellings, including a social housing component, ensures that the subject proposal will contribute positively to meeting the pillar three objective of doubling the completion level of additional homes in the next four years to deliver over 25,000 homes on average per annum. |

deliver 47,000 units of social housing in the period to 2021.

The plan outlines a number of key steps that should be taken to deliver on the pillar three objective including:

- Planning reforms
- Putting in place a National Planning Framework and land management actions
- Efficient design and delivery methods to lower housing delivery costs
- Measures to support construction innovation and skills.

The proposed development falls under the Strategic Housing Development planning process aimed at fast tracking the delivery of much needed housing. In addition, as outlined at Section 02.2, the proposal is consistent with the National Planning Framework and its stated aim of consolidating new population and housing growth within the footprint of the main towns and cities.

The action plan notes “there is an acute shortage of apartment developments in the centre of Cork, despite a growing demand from new FDI-type employers establishing adjacent to the city centre, because of the gap between delivery costs and prices of second-hand homes in the wider Cork city area. Therefore, closing the supply gap, particularly in the right locations, is critically dependent on ensuring viability of housing provision, taking account of the prices that are affordable to potential buyers and renters.

The south docklands have been identified for strategic mixed-use development that will support and enhance the growth of the city centre by providing a mix of high-quality units that are easily accessible by sustainable means of travel from the city centre. In addition to existing pedestrian, cycle and public transport infrastructure, Centre Park Road is also identified as part of the future route of the planned Light Rail Transit System.

The proposed development of 823 no. high quality apartments units in this location will positively contribute to alleviating the acute shortage of suitable residential units which is accelerating the lack of affordable housing in the wider Cork City area.

### 02.3 Project Ireland 2040: National Planning Framework

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

| Policy   | Consistency of scheme   |
|--|---|
| <p><i>National policy Objective 2A</i> - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.</p> <p><i>National Policy Objective 3B</i> - Deliver at least half (50%) of all new homes that are targeted in the five Cities and</p> | <p>The proposed development is consistent with all strategic aims and objectives contained in the NPF. In particular, the development is in accordance with National Policy Objectives 2a, 3b, 4, 8 and 11 which aim to increase Cork City and its suburbs to a</p> |

suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.

*National Policy Objective 4* - Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

*National Policy Objective 8* - Ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1.

Table 4.1 | Ireland 2040: Targeted Pattern of City Population Growth

| City                         | Population 2016 | Population Growth to 2040 <sup>27</sup> |                   | Minimum Target Population 2040 |
|------------------------------|-----------------|---|-------------------|--------------------------------|
|                              |                 | % Range                                 | People            |                                |
| Dublin - City and Suburbs    | 1,173,000       | 20-25%                                  | 235,000 - 293,000 | 1,408,000                      |
| Cork - City and Suburbs      | 209,000         | 50-60%                                  | 105,000 - 125,000 | 314,000                        |
| Limerick - City and Suburbs  | 94,000          | 50-60%                                  | 47,000 - 56,000   | 141,000                        |
| Galway - City and Suburbs    | 80,000          | 50-60%                                  | 40,000 - 48,000   | 120,000                        |
| Waterford - City and Suburbs | 54,000          | 50-60%                                  | 27,000 - 32,000   | 81,000                         |

*National Policy Objective 11* - In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

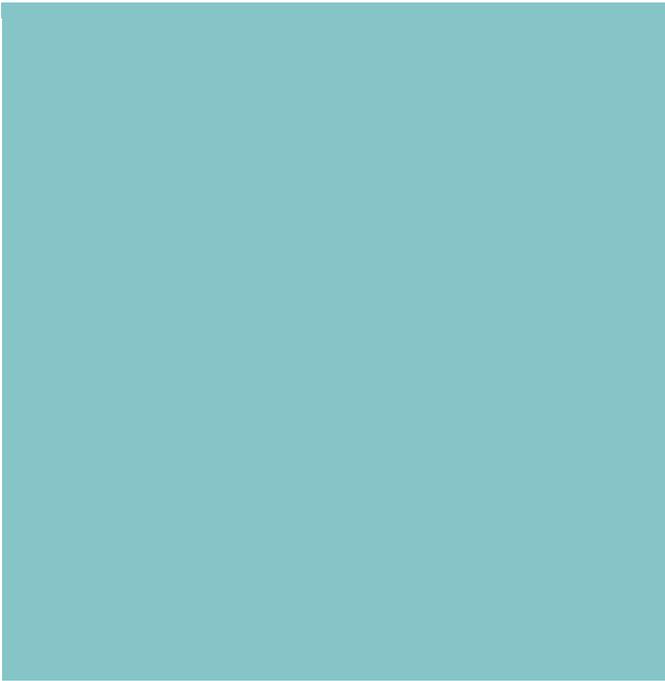
*National Policy Objective 13* – In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

minimum population of 314,000 by 2040 and which will require a growth rate of 50-60%.

The proposed scheme will provide the opportunity for an uplift in population in this area by 2,942 no. people (based on the number of bedspaces provided). The proposed development will provide a mix of unit sizes and typologies to meet the needs of a range of household formations. The architecture and landscape architecture proposals will ensure the creation of a well-designed urban environment for future residents.

The Design Team have carefully considered the integration of the proposed development as part of a wider masterplan for adjacent lands, in addition to the recently permitted mixed-use scheme on the Former Ford Site (ABP Ref: APB-309059-20). In combination with the neighbouring permitted scheme, we submit that proposed mixed-use development will act as a catalyst for the delivery of further residential development in the south docklands therefore supporting the viability of Cork City Centre, by providing a choice in tenure for employees to live.

The proposed development is part one to part thirty-five storeys in height. The tallest element of the scheme is located at the eastern corner of the site acting as key landmark building. The proposed heights have been designed having regard to the assessment of the permitted part 4 to part 14 no. storey scheme on the Former Ford Site (ABP Ref: APB-309059-20) where the Inspector was of the opinion that “*Having regard to the setting and context of the site, the proposed building heights do not impact on surrounding lands or sensitive uses and I do not consider that the proposed heights would impact on the quality of residential amenity...I regard the proposed building heights as acceptable for this location*”. A



Daylight and Sunlight Analysis for the proposed scheme has been prepared by Arup and is enclosed as part of the application stage.

Some 278 No. car parking spaces (including 10 no. visitor spaces) are provided which represents a 0.33 car parking ratio per residential unit. The adjacent scheme (ABP Ref: APB-309059-20) was permitted with a similar parking ratio of 0.39 car parking spaces per unit. The Inspector in their assessment of the scheme was of the opinion that *“Reduced levels of car parking are provided in line with emerging policy for the area, as a measure to encourage modal shift”*.

*National Policy Objective 27* - Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritizing walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

The proposed scheme will provide 2,130 no. cycle parking spaces comprising 1,718 no. secure resident cycle spaces and 412 no. visitor cycle spaces. The enclosed Traffic and Transport Assessment prepared by Arup identifies the sustainable transport modes available from the subject site and details a proposed access strategy. An Outline Mobility Management Plan has also been prepared as part of the proposed application.

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

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

*Key Future Growth Enablers for Cork Include;*

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

The proposed development has a density of 294 no. units per hectare on an excellently accessible brownfield site. We note that the adjacent scheme recently permitted to the north (ABP Ref: APB-309059-20) has a density of 275 no. units per hectare. The proposed density will support the consolidation of development along key transport corridors as set out in Cork Metropolitan Area Transport Strategy. This includes an east-west corridor from Mahon through the city centre to Ballincollig via Centre Park Road where the subject lands are situated.

*National Policy Objective 35* - Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill

The proposed development represents the proper planning and sustainable development of appropriately zoned brownfield lands in the south docklands. The

development schemes, area or site-based regeneration and increased building heights.

South Docklands Local Area Plan is discussed at Section 05.3 of this document.

*National Policy Objectives 64:*

Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

The proposed development is located within close proximity of Marina Park (within c. 5 no. minute walk) which provide direct access to the Passage West Greenway. The proposed development aspires to encourage future residents to use walking, cycling and public transport as their dominant modes of travelling given the accessible location of the subject lands.

# 03 S.28 Ministerial Guidelines

This section provides an outline of the relevant Guidelines issued by the Minister in accordance with Section 28 of the Planning and Development Act 2000 (as amended), namely the Design Standards for New Apartments: Guidelines for Planning Authorities, 2020 and the Urban Development and Building Height Guidelines for Planning Authorities, 2018.

Section 28(1)(c) of the Planning and Development Act 2000 (as amended), specifies that these guidelines “*may contain specific planning policy requirements that, notwithstanding subsection (1), are required to be applied by planning authorities and the Board in the performance of their functions*”.

## 03.1 Sustainable Urban Housing Design Standards for New Apartments: Guidelines for Planning Authorities, 2020

The updated 2020 Guidelines refer to the need to significantly increase supply as a key pillar of the overarching Rebuilding Ireland Housing Action Plan. Urban Areas are identified as the most suitable locations for apartments and are divided into 3 categories: 1. Central and/or Accessible Urban Locations, 2. Intermediate Urban Locations, 3. Peripheral and/ or Less Accessible Urban Locations.

| Policy   | Consistency  |
|--|--|
| <p>Section 2.4 of the Guidelines define Central and/or Accessible Urban Locations’ as:</p> <p>Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;</p> <p>Sites within reasonable walking distance (i.e. up to 10 minutes or 800- 1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and</p> | <p>We consider that the proposed development site can be defined as a Central and/or Accessible Urban Location that is suitable for high-density, large-scale development comprising wholly of apartments.</p> <p>The site is located within walking distance of significant employment locations including established commercial and industrial uses in the south docklands including Southern Milling, Culture Co-Working, and Goulding Chemicals. The edge of the city centre including Navigation Square office development is located c.1.5 from the subject site. Albeit north of the river, it is noted that Tivoli Docks, Kent Station, Penrose Wharf and Horgan’s Quay are located less than 1.5 km from the subject site (as the crow flies).</p> |

Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10-minute peak hour frequency) urban bus services.

These definitions are meant to be interpreted as typical rather than 'exhaustive' and the Guidelines indicate that the full range of locations 'will require local assessment that further considers these and other relevant planning factors'.

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

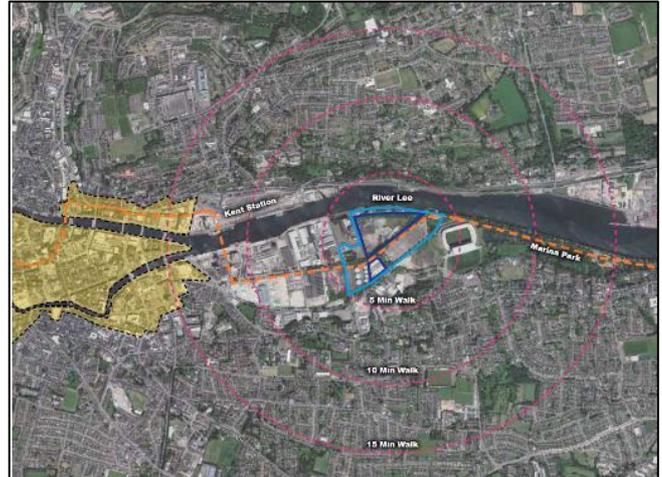


Figure 03.1 Walking Distance from the Subject Site in 5 no. minute intervals (C + W O'Brien Architects).

The subject site is served by an existing hourly bus service on Centre Park Road (less than 300m from the subject site) from Horgan's Quay to Mahon Point shopping centre (Route no. 212). In the assessment of the Former Ford Site, the Inspector noted the more frequent bus services available along Blackrock Road (Route no. 202 and 202A Hollyhill (Apple) to Mahon which operates a c. 20 no. minute frequency. The Blackrock bus stop is located c. 800 m to the south-west, a 10 no. minute walk.

The high capacity light rail public transport corridor from Mahon to Ballincollig via Centre Park Road will further enhance the suitability of the docklands for high density development.

### Specific Planning Policy Requirement 3

#### Minimum Apartment Floor Areas

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

The Housing Quality Assessment prepared by C+W O'Brien Architects demonstrates that the 823 no. apartments (282 no. one bed, 414 no. two bed and 127 no. three bed units) are in accordance with the space standards set out in SPPR 3. There are 4 % two bed three person units proposed therefore the unit mix is in accordance with the guidelines.

#### Specific Planning Policy Requirement 4

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.

As outlined in the accompanying Housing Quality Assessment, are dual aspect 46.5% of the proposed units therefore in excess of the 33% minimum for central/ accessible locations as outlined in the Apartment Guidelines.

#### Specific Planning Policy Requirement 5

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

The proposed floor to ceiling height at ground floor level are 2.7 m and 2.4 m at upper levels therefore the development is fully in accordance with SPPR 5.

#### Specific Planning Policy Requirement 6

A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , subject to overall design quality and compliance with building regulations.

The proposed development does not exceed the maximum of 12 no. apartments per floor per core.

Section 4.13 of the Guidelines state:

Children's play needs around the apartment building should be catered for:

- within the private open space associated with individual apartments (see chapter 3);
- within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a

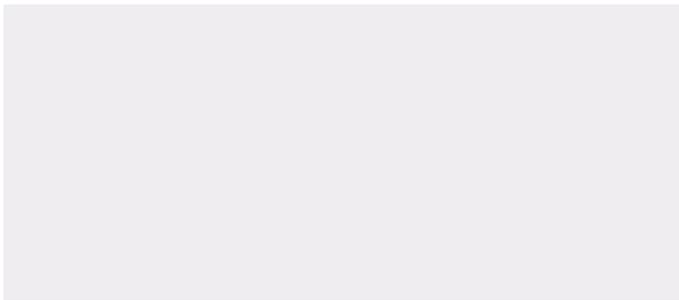
The Landscape Design Strategy prepared by Park Hood Landscape Architects provides details on the play area (1,233 sq m) provided throughout the development. In addition, natural play has been incorporated into the design through the use of logs and boulders. Table tennis has been included for older children with larger 'kickabout' play areas accessible within a 5 no. minute walking distance of the subject site. A Play area approximately 133m2 has been provided on the 1st and 6th floor of Block E for young children with equipment for toddlers up to the age of six as per the Design Standards for New Apartments & Cork City Development Plan.

scheme that includes 25 or more units with two or more bedrooms; and

- within play areas (200–400 sq. metres) for older children and young teenagers, in a scheme that includes 100 or more apartments with two or more bedrooms.

Section 4.17:

A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.



The Apartment Guidelines require bicycle parking spaces as set out below.

| Type         | No Units   | Bike Space Required |
|--------------|------------|---------------------|
| 1 bed        | 282        | 282                 |
| 2 bed        | 414        | 828                 |
| 3 bed        | 127        | 381                 |
| Visitor      |            | 412                 |
| <b>Total</b> | <b>823</b> | <b>431</b>          |

The proposed scheme provides for 2,130 no. bicycle spaces including 1,718 no. secure resident spaces and 412 no. visitor spaces which is significantly in excess of the general minimum standard.

Appendix 1:

Minimum Apartment Floor Areas, minimum aggregate floor areas, minimum bedroom floor areas/widths, minimum aggregate bedroom floor areas, minimum storage space requirements and minimum floor areas for private amenity space.

A Housing Quality Assessment has been prepared by C+W O'Brien Architects to demonstrate that the proposed development meets and in certain instances exceeds the standards set out in the guidelines.

Minimum floor areas for communal amenity space:

One bedroom - 5 sq m

Two bedroom (3 person) - 6 sq m

Two bedroom (4 person) - 7 sq m

Three bedroom - 9 sq m

The development has a requirement to provide 5,420 sq m of communal space based on the proposed unit mix. The proposed scheme provides for 5,452 sq m of communal open space at podium and roof terrace levels, in addition to 2,760 sq m internal community amenity area therefore exceeding the minimum quantum set out in the guidelines.

It should also be noted that a Daylight and Sunlight Assessment has been carried out by Arup and a Childcare Needs Assessment has been prepared by HW Planning and are enclosed as part of this SHD application.

## 03.2 Building Height Guidelines for Planning Authorities, 2018

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

| Policy   | Consistency   |
|--|---|
| <p>The guidelines refer to locations that would be considered City and town centres, such as within the ring in Dublin and other analogous areas in other cities. In such areas, the guidance suggests that building heights of at least 6 storeys should be supported at street level, particularly where there are concentrations of enabling infrastructure to cater for such development and where architectural, urban design and public realm outcomes would be of very high quality.</p>  | <p>The South Docks Local Area Plan, 2008 indicates a general building height of 5-6 no. storeys for the area. It should however be noted that 4 to 14 no. storeys were recently permitted on the site to the north by An Bord Pleanála (APB-309059-20).</p> <p>We consider that the existing and proposed infrastructure including the planned public transport upgrade for a light Rail Transit corridor (LRT) from Mahon to Ballincollig as outlined in the CMATS demonstrate that the subject lands are capable of accommodating the proposed development.</p> <p>The proposed development will provide for a high quality architectural, urban design and public realm response in this location as outlined in the various supporting documentation submitted as part of this application, including a Tall Building Statement prepared by Urban Strategies.</p> |
| <p>SPPR1 - In accordance with Government policy to support increased building height in locations with good public transport accessibility, particularly town/City cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.</p> | <p>The proposed development site is considered ideally located adjacent to a future high frequency public transport corridor which will provide strong connectivity to the wider Cork metropolitan.</p>   |
| <p>At the scale of the relevant city/town</p>  | <p>The subject site is served by an hourly bus service on Centre Park Road (less than 300m from the subject site) from Horgan's Quay to Mahon Point</p>   |

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

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

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

shopping centre (Route no. 212). In addition to more frequent bus services available along Blackrock Road (Route no. 202 and 202A Hollyhill (Apple) to Mahon which operates a c. 20 no. minute frequency. The Blackrock bus stop is located c. 800 m to the south-west, a 10 no. minute walk.

The high capacity light rail public transport corridor from Mahon to Ballincollig via Centre Park Road will further enhance the frequency of public transport from the docklands (c. 5 no. minute frequency).

The Inspector in the assessment of the scheme at the adjacent Former Ford Site (APB-309059-20) was of the opinion that it was *“located in an area which is less sensitive in terms of its visual amenity context. The proposed development will improve the urban character of this area and integrate and address public realm improvements occurring at Marina Park.*

A Landscape and Visual Impact Assessment by Park Hood Landscape Architects is enclosed as part of the EIAR.

The 1 – 35 no. storey development will provide an appropriate higher density development on a strategically located brownfield site that will integrate with adjoining sites as demonstrated in the masterplan document prepared by C+W O'Brien Architects.

At the scale of district/ neighbourhood/ street

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

- The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.

- The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a

The proposed development appropriately responds to its receiving environment by providing a vertical and lateral mix of uses that will address the surrounding streetscape.

The quality materials and finishes proposed are detailed in the accompanying Design Statement and CGIs and demonstrate that the redevelopment of this brownfield site will significantly improve the urban landscape.

A Flood Risk Assessment prepared by Arup is enclosed concluding that the sensitive elements of the development are appropriately situated.

sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

- The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.
- The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

At the scale of the site/building

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

Specific Assessments

To support proposals at some or all of these scales, specific assessments may be required and these may include:

- Specific impact assessment of the micro-climatic effects such as downdraft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.
- In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.
- An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.
- An assessment that the proposal maintains safe air navigation.

The proposed scale, height and massing of the proposed development will create keyway finding measures in the locale particularly along Marquee Road.

The proposed mix of units has been designed having regard to the Apartment Guidelines and will provide a range of unit sizes (as detailed on the accompanying HQA) to meet the housing needs for a range of people.

The Design Team have developed the current proposed scheme having regard to natural daylight, ventilation and views and to minimise overshadowing and loss of light. We note that 45.6% of units are dual aspect providing greater daylight, views, and ventilation. A detailed Daylight and Sunlight Analysis has been prepared by Arup and is submitted as part of the application documentation.

An Appropriate Assessment Screening and Natura Impact Statement have been prepared by Dixon Brosnan and are enclosed with this application. A Daylight and Sunlight Assessment and Wind Study were also be carried out.

O'Dwyer & Jones Design Partnership Aviation Planning & Architecture Consultants have carried out an Aeronautical Assessment of the proposed scheme and conclude that the proposed development complies with all aviation and aeronautical requirements affecting the site.

An Environmental Impact Assessment Report has been carried for the proposed project and is submitted as part of the application.

- An urban design statement including, as appropriate, impact on the historic built environment.
- Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.

### 03.3 Guidelines for Planning Authorities: Sustainable Residential Development in Urban Areas (Cities, Towns and Villages), 2009

The Sustainable Residential Development in Urban Areas, 2009 provides statutory guidelines which will assist planning authorities, developers, architects and designers in delivering high quality residential development. The objective of the document is to produce high quality and crucially sustainable developments. The guidelines mentioned in the table below are aimed at assisting planning authorities, developers, architects and designers to create quality homes and neighbourhoods at places where people want to live, work and raise families.

| Policy   | Consistency   |
|--|---|
| <p>The guidelines outline the common goods of housing developers, their design teams, the planning system and the community as follows:</p> <ul style="list-style-type: none"> <li>▪ Prioritise walking, cycling and public transport, and minimise the need to use cars;</li> <li>▪ Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</li> <li>▪ Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</li> <li>▪ Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</li> <li>▪ Are easy to access for all and to find one's way around;</li> <li>▪ Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;</li> <li>▪ Provide a mix of land uses to minimise transport demand;</li> <li>▪ Promote social integration and provide accommodation for a diverse range of household types and age groups;</li> </ul> | <p>A Design Statement prepared by C+W O'Brien Architects and a Planning Statement prepared by HW Planning accompany this application and address the best practice design principles outlined in the guidelines to create a sustainable neighbourhood where people want to live and work.</p> <p>The proposed development is located on appropriately zoned mixed use lands and will represent the appropriate sequential development of lands having regard to the scheme permitted at the Former Ford Distribution Site to the north (APB-309059-20).</p> <p>In addition to the Design Statement, C+W O'Brien Architects have prepared a proposed masterplan for the wider area which included an examination of the wider surrounding context, including the future development of schools in the South Docklands. A Statement on Rational for Childcare Provision has been prepared by HW Planning as part of this application.</p> |

- Enhance and protect the green infrastructure and biodiversity; and
- Enhance and protect the built and natural heritage.

### 03.4 Urban Design Manual: A Best Practice Guide, 2009

The proposed mixed-use development has been designed in accordance with best practice as outlined in the 2009 Urban Design Manual. The Manual outlines 12 criteria that should guide urban residential development in the context of the individual homes, the site on which they are located and the wider neighborhood. The Design Statement prepared by C+W O'Brien Architects provides a comprehensive response to the each of the criteria set out in the guidelines and demonstrates that the proposed development represents the proper planning and sustainable development of the subject site.

### 03.5 Design Urban Manual for Urban Roads and Streets, 2013

The Design Manual for Urban Roads and Streets provides guidance relating to the design of urban roads and streets. The document presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. The relevant principles, approaches and standards listed in the table below are intended for use by suitably qualified and experienced designers who work within the built environment professions in order to create attractive streets and roads which facilitates a broad range of users.

| Relevant Principles and Guidelines   | Consistency   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Integrated Street Networks</li> <li>2. Movement and Place</li> <li>3. Permeability and Legibility</li> <li>4. Management</li> <li>5. Movement, Place and Speed</li> <li>6. Streetscape</li> <li>7. Pedestrian and Cyclist Movement</li> <li>8. Carriageway Conditions</li> </ol> | <p>This application is accompanied by a DMURS Compliance prepared by Arup. The statement addresses the relevant policies and principles listed in the Design Manual for Urban Roads and Streets, 2013 in order to create a balanced and attractive street and road network for the proposed development. A Traffic and Transportation Assessment prepared by Arup is also enclosed as part of this application.</p> |

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

The National Childcare Guidelines for Planning Authorities provide a framework to guide both local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals.

| Policy  | Consistency   |
|---|---|
| <p>Appendix 2:</p> <p>In new communities/ new housing areas, planning authorities should require the provision of at least one childcare facility for new housing areas and other areas of residential development unless there are significant reasons to the contrary.</p> <p>An indicative standard of one childcare facility per 75 dwellings is recommended. One facility providing a minimum of 20 childcare facilities is considered to be a reasonable starting point</p> <p>The threshold for provision should be established having had regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas</p>  | <p>The proposed mixed-use development comprises 823 no. residential units. However, the requirement for a childcare facility is calculated based on the number of 2+ bed units proposed in accordance with the guidelines.</p> <p>A standalone Statement on the Rationale for Childcare Provision has been prepared by HW Planning and is enclosed as part of this application.</p> <p>The childcare facility will have the capacity for c. 130 no. child spaces (662 sq m internal and 247 sq m external). This amount of provision is in accordance with the indicative standard recommended in the 2001 childcare guidelines for Planning Authorities.</p> |
| <p>Circular PL 3/2016:</p> <p>In March 2016, the Department of the Environment, Community and Local Government issued a circular in relation to childcare facilities under the early Childhood Care and Education (ECCE) Scheme. Planning Authorities are requested to exclude matters relating to childcare facility standards outlined in Appendix 1 of the Childcare Facilities Planning Guidelines 2001 – including the minimum floor area requirements per child- from their consideration of planning applications relating to childcare facilities and to solely focus on planning related considerations that fall within the remit of the Planning and Development Act 2000, as amended, in the determination of such planning applications.</p> | <p>The proposed development has taken cognisance of this letter in relation to development of the creche on the site.</p>   |

### 03.7 Universal Design Guidelines for Early Learning and Care Settings, 2019

In 2019, the Minister for Children and Youth Affairs launched the Universal Design Guidelines for Early Learning and Care Settings. These guidelines are an important step in making all Early Learning and Care services accessible to all children. This publication

offers guidance on the refurbishment, renovation and building of centres for Early Learning and Care in Ireland. The guidelines apply to both new-build and retrofit projects and provide a flexible Universal Design framework to ensure that settings are accessible, understandable and easy to use for all children, staff, families and visitors.

| Policy  | Consistency   |
|---|---|
| <p>An ELC setting should be well integrated with the local community and set within a high-quality public realm where the adjacent footpaths, streets and roads are accessible, understandable and easy to use for all families and ELC practitioners. The approach to the site should create a positive relationship between the setting and the community. The site design should provide a safe, comfortable and stimulating environment with high-quality pedestrian, cycling, parking, and pick-up and drop-off facilities</p> | <p>The proposed creche is situated in a well-integrated location within a high-quality public realm and complies fully with this requirement.</p> |

### 03.1 Planning System and Flood Risk Management Guidelines 2009

Planning Authorities must implement these Guidelines in ensuring that, where relevant, flood risk is a key consideration in preparing development plans and local area plans and in the assessment of planning applications. The Guidelines will also assist regional authorities in preparing regional planning guidelines and should be utilised by developers and the wider public in addressing flood risk in preparing development proposals.

| Policy   | Consistency   |
|--|---|
| <p>Among the core objectives of the Guidelines are to:</p> <ul style="list-style-type: none"> <li>▪ Avoid inappropriate development in areas at risk of flooding.</li> <li>▪ Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off.</li> <li>▪ Avoid unnecessary restriction of national, regional or local economic and social growth.</li> </ul> <p>There are three types or levels of flood zones defined for the purposes of these Guidelines:</p> <ul style="list-style-type: none"> <li>▪ Flood Zone A – where the probability of flooding from rivers and the sea is highest</li> </ul> | <p>A site-specific Flood Risk Assessment (FRA) has been prepared by Arup for the proposed application.</p> <p>In summary, the FRA outlines that:</p> <ul style="list-style-type: none"> <li>• The site benefits from flood defences against fluvial and tidal flooding</li> <li>• The risk of pluvial and groundwater flooding is considered low.</li> <li>• The site is located in Flood Zone A.</li> <li>• To mitigate the residual risk to the development, the development will incorporate appropriate flood resistant and resilient construction, measures and finishes.</li> </ul> |

(greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding);

- Flood Zone B – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
- Flood Zone C– where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all areas of the plan which are not in zones A or B.

Key Messages of Flooding and Development Management are:

- Planning authorities should apply the sequential approach in aiming to avoid development in areas at risk of flooding, through the development management process.
- Planning applications will, where appropriate, need to be accompanied by a detailed flood risk assessment to be considered by planning authorities in determining applications.
- Development within flood risk areas, that would be defined as inappropriate as set out in chapter 3, but which are considered to be necessary to meet the objectives of proper planning and sustainable development, will be subject to the Justification Test.
- Most flood risk issues should be raised within strategic assessments undertaken by local authorities at the plan-making stage. Therefore, as more plans are reviewed and zoning reconsidered, there should be less need for development management processes to require detailed flood risk assessment.

- A justification Test has been carried out and demonstrates that the proposed development satisfies the criteria of the Development Management Justification Test.

## 03.2 Appropriate Assessment Plans and Projects in Ireland – Guidelines for Planning Authorities

Appropriate Assessment is a focused and detailed impact assessment of the implications of the plan or project, alone and in combination with other plans and projects, on the integrity of a Natura 2000 site in view of its conservation objectives.

| Policy   | Consistency   |
|--|---|
| <p>Stage 2. Appropriate Assessment</p> <p>This stage considers whether the plan or project, alone or in combination with other projects or plans, will have adverse effects on the integrity of a Natura 2000 site, and includes any mitigation measures necessary to avoid, reduce or offset negative effects. The proponent of the plan or project will be required to submit a Natura Impact Statement, i.e. the report of a targeted professional scientific examination of the plan or project and the relevant Natura 2000 sites, to identify and characterise any possible implications for the site in view of the site’s conservation objectives, taking account of in combination effects. This should provide information to enable the competent authority to carry out the appropriate assessment. If the assessment is negative, i.e. adverse effects on the integrity of a site cannot be excluded, then the process must proceed to Stage 4, or the plan or project should be abandoned. The AA is carried out by the competent authority and is supported by the NIS.</p> | <p>The application is accompanied by an Appropriate Assessment Screening and a Natura Impact Statement prepared by Dixon Brosnan Environmental Consultants.</p> <p>The application site is potentially hydrologically connected to two Natura 2000 sites i.e. Cork Harbour SPA and Great Island Channel SAC. The application site is not directly connected with or necessary to the management of these or any other European site.</p> <p>The Appropriate Assessment Screening report concluded that although the likelihood of effects on the Cork Harbour SPA is low, applying the precautionary principle, potential impact pathways have been identified and a NIS should be prepared for the proposed development. No significant impacts were identified for Great Island Channel SAC.</p> <p>The NIS concludes that:</p> <p><i>“the construction and operation of the proposed development will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects. There is no reasonable scientific doubt in relation to this conclusion.”</i></p> |

# 04 Regional Planning Policy

This section will provide an overview of the relevant Regional Planning Guidelines including the Southern Regional Assembly: Regional Spatial and Economic Strategy Cork Area Strategic Plan, 2020 (CASP), CASP Update 2008 and Cork Metropolitan Area Transport Strategy (CMATS), 2040

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

The Regional Spatial and Economic Strategy (RSES) sets out a 12 year strategic development framework for the Southern Region. The purpose of the Regional Spatial and Economic Strategies (RSES) is to support the implementation of the National Planning Framework while facilitating choices that reflect the differing needs of the regions. The strategies are proposed in the context of a renewed focus on “Regional Parity” in the NPF, being promoted to address anti-competitive pressures on Dublin by offering more sustainable choices and options for people, businesses and communities that can positively influence more sustainable patterns of living and working which benefit our entire society and make our economy more equitable and resilient.

The vision for the Southern Region is outlined in the RSES as follows:

- *Nurture all our places to realise their full potential;*
- *Protect and enhance our environment;*
- *Successfully combat climate change;*
- *Achieve economic prosperity and improved quality of life for all our citizens;*
- *Accommodate expanded growth and development in suitable locations; and*
- *Make the Southern Region one of Europe’s most creative, innovative, greenest and liveable regions.*

| Policy   | Consistency  |
|--|--|
| <p>RPO 5 – Population Growth and Environmental Criteria</p> <p>Increased population growth should be planned with regard to environmental criteria including:</p> <p>The assimilative capacity of the receiving environment.</p> | <p>As previously iterated in respect of National Planning Policy, the proposed development will result in the uplift in population in this area by 2,942 no. persons.</p> <p>This application is accompanied by an AA Screening, Natura Impact Assessment and Environmental Impact Screening assessing the impacts of the development on European Sites.</p> |

The proximity of Natura 2000 Sites and the potential for adverse effects on these sites and their conservation objectives.

Areas that have potential to flood.

A Site-Specific Flood Risk Assessment has also been prepared by Arup and recognises that residential development has been located at first floor level as a flood risk mitigation measure.

#### RPO 9 - Holistic Approach to Delivering Infrastructure

It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives.

The proposed development will provide for increased population growth in an area that is well connected by pedestrian and cycle linkages and will hence promote non-car modes of transport. The proposed Light Rail Tram Corridor from Ballincollig to Mahon will significantly increase the connectivity of the subject site to wider surrounding areas in Cork.

The proposed public realm improvements will provide an enhanced level of amenity in the area and will improve the overall pedestrian and cyclist experience.

#### RPO 10 – Compact Growth in Metropolitan Areas

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

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

The brownfield site subject is appropriately zoned for mixed-use development where residential uses are permitted in principle. Our client's currently vacant and significantly underutilised site presents an opportunity for suitable infill development within an area envisaged for significant regeneration. The site is excellently located within reasonable distance of a range of employment nodes by walking, cycling and public transport.

#### Section 5.0: Housing and Regeneration

Section 5.0 identifies strategic housing and regeneration locations within the Cork Metropolitan area. Achieving NPF growth targets will require in depth consideration for new locations.

The RSES specifies the following objectives and infrastructure priorities for the South Docklands:

- Potential Residential Yield: 9,500 residential units, 9,500 jobs based on 920,000 sq m

The proposed development at this brownfield site will assist in achieving the targets set out by the RSES through the delivery of 823 no. residential units, café/restaurant units, retail and commercial units, creches and supporting tenant amenity facilities. The proposed development and associated masterplan have been cognisant of the objectives and infrastructure priorities for the south dock lands throughout the design process. The proposed application has the capacity to deliver a significant uplift in population (c. 2,942) in the South Docklands Area. We submit that the

|  |   |
|--|---|
| <p>office space and additional jobs from services, retail, restaurants etc.</p> <ul style="list-style-type: none"> <li>▪ Delivery of a Light Rail system to unlock the potential for high-density development.</li> <li>▪ River Crossings.</li> <li>▪ Upgrades to Monahan Road, Centre Park Road, and bridge approach roads.</li> <li>▪ Flood Relief Measures.</li> <li>▪ Brownfield site remediation.</li> <li>▪ Cross-river watermain to serve South Docklands.</li> </ul> | <p>currently proposed development and future delivery of the masterplan lands will contribute to the viability and delivery of the infrastructure priorities set out in the RSES for this area.</p> |
|--|---|

04.2 Cork Area Strategic Plan, 2020 (CASP) and CASP Update 2008

The Cork Area Strategic Plan sought to provide a framework for the development of Cork over a 20-year period from 2000 – 2020 and outlined a number of key concepts including the following:

| Policy  | Consistency   |
|---|---|
| <p>To move towards a more sustainable form of development for the Cork Area.</p> <p>To improve access and accessibility.</p> <p>To promote integrated land use /public transport strategy.</p> <p>To match the location of new housing as closely as possible with the location of employment growth centres.</p> <p>To require an overall rise in housing densities and development that is concentrated rather than dispersed</p> | <p>The subject lands are located in a strategically accessible location in the Cork Metropolitan Area. The proposed development has been designed in accordance with the concept of improving access and accessibility for all and will promote the integration of public transport and land-use planning.</p> <p>The development of the subject lands represents the sequential development of lands to the south of a recently permitted mixed-use scheme on the Former Ford Site and will create consolidated development. We submit the proposed development in addition to the permitted scheme to the north will act as a catalyst for further development of the docklands and support the city centre as a key employment node.</p> <p>The proposed scheme has been designed having regard to the principles of compact growth and as such proposes a net density of 294 no. units per hectare on the currently vacant brownfield site.</p> |

04.3 Cork Metropolitan Area Transport Strategy (CMATS), 2040

The Cork Metropolitan Transport strategy (CMATS) has been published in the context of the National Planning Framework which envisages that Cork will become the fastest growing city region in Ireland in the coming years. This projected population and

associated economic growth will result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully to safeguard and enhance Cork's attractiveness to live, work, visit and invest in.

| Policy  | Consistency  |
|---|--|
| <p>Key outcomes for walking in the strategy include:</p> <p>An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);</p> <ul style="list-style-type: none"> <li>• Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;</li> <li>• Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;</li> <li>• Facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and</li> </ul> <p>Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.</p> | <p>Park Hood Landscape Architects have prepared a detailed Landscape Masterplan and Design Strategy for the proposed development which includes a pedestrian movement strategy.</p> <p>The Landscape Design Strategy outlines that the proposed development has been designed to encourage walking and cycling as a primary mode of travel to and from the proposed development by providing pedestrian and cycle linkages along strong desire lines, providing multiple building access points on all boundaries, and providing break off amenity/seating areas for rest.</p> <p>The proposed design will allow for residents and visitors to utilise existing and proposed public transport services from Centre Park Road and the wider surrounding area.</p> |
| <p>The provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040. The LRT system is a key enabler in CMATS. The LRT is required to:</p> <ul style="list-style-type: none"> <li>• Unlock strategic development areas in its catchment area including the Cork City Docks, Curraheen, Ballincollig and Mahon;</li> <li>• Maximise the development potential of windfall sites;</li> <li>• Provide greater certainty for future Planning and development, to pursue higher densities required to meet NPF population and employment targets for Cork City.</li> </ul>  | <p>Based on CMATS, the LRT will serve the south docklands via Centre Park Road with a number of indicative stops identified. The planned development of the LRT therefore underpins the development of a high density scheme on the subject lands. In order to maximise its sustainable location adjacent to the infrastructural investment in the LRT minimal parking is provided within the development (0.33 car parking ratio) to encourage residents to avail of other modes of transport.</p>  |

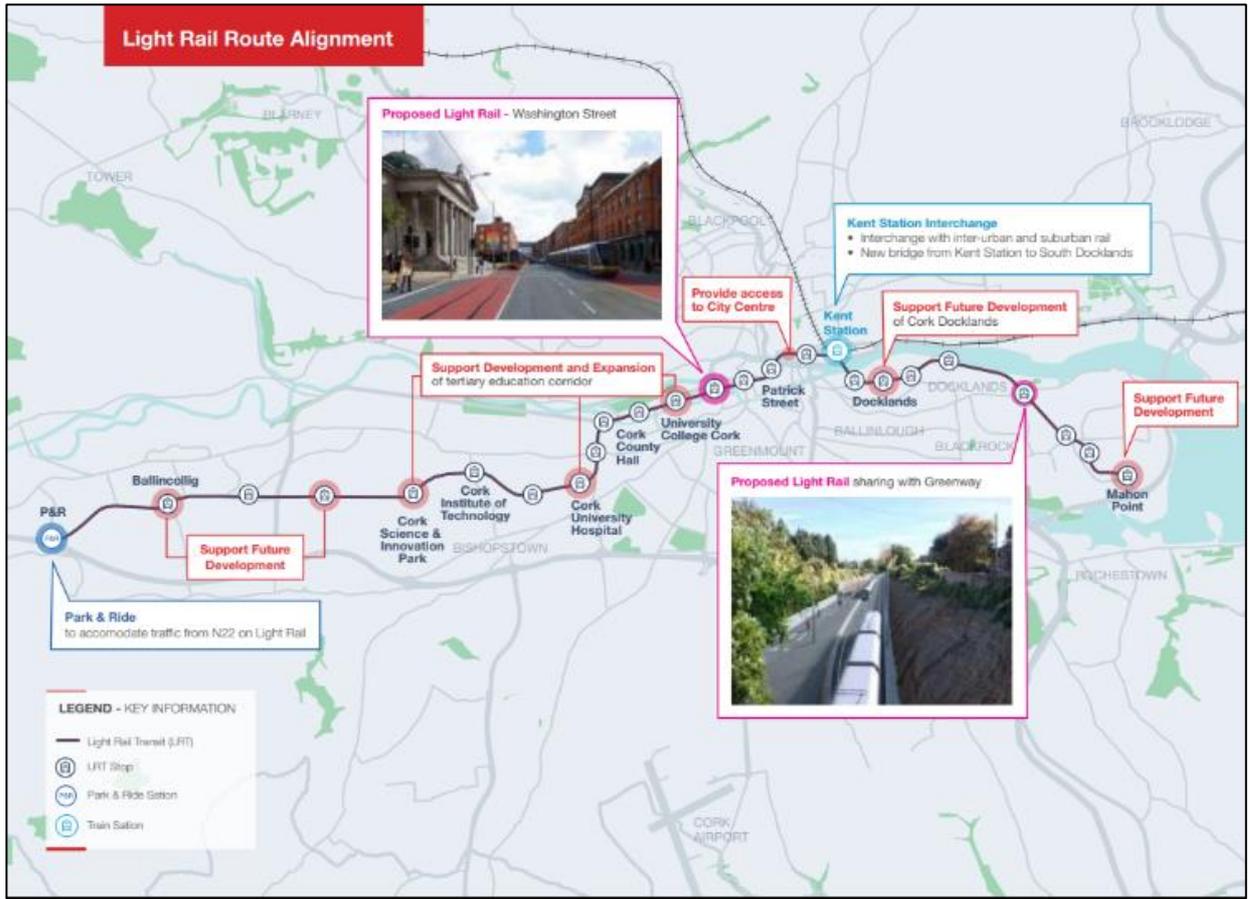


Figure 04.1 Proposed LRT route (CMATS 2020)

# 05 Local Planning Policy

## 05.1 Joint Housing Strategy: Cork Planning Authorities

The Joint Housing Strategy was produced in accordance with the adopted County and City Development Plans for the respective planning authorities in 2014-2015. The purpose of the housing strategy is to ensure that the proper planning and sustainable development of Cork City and County provides for the housing of the existing and future population of the area in an appropriate manner. The housing strategy sets out an overall framework for the supply of land to meet the housing needs arising in the county. Four key principles underpin the strategy with the relevant principles applicable to the proposed development illustrated in the table below:

| Policy  | Consistency   |
|---|---|
| Principle 1:<br>To provide for a diverse range of housing needs to suit varying income levels and social circumstances  | The proposed development has been designed to cater for a range of household sizes by providing a mix of different units including 1, 2 and 3 bed apartments.   |
| Principle 2:<br>To promote a socially balanced and inclusive society in all housing areas within Cork City and County   | The proposed layout has been designed to enable easy access by all and complies with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach. The design of the proposed development is in accordance with the 12 criteria for residential development as outlined in the 2009 Urban Design Manual: A best practice guide. |
| Principle 3:<br>To promote high quality and sustainable communities in the Urban and Rural Environment, though the implementation of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas published in May 2009. |   |

## 05.2 Cork City Development Plan 2015 -2021

The City Development Plan is Cork City Council's main strategic planning policy document intended to guide the development of the city up to 2022. The Plan outlines the vision for Cork over the lifetime of the Plan and beyond to *"be a successful, sustainable regional capital and to achieve a high quality of life for its citizens and a robust local economy"*

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

- *Increase population and households to create a compact sustainable city;*

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

Table 2.3 of the Development Plan provides the 'indicative capacity of key development areas...' and states that the Docklands has capacity to accommodate an estimated 8,227 no. residential units. The proposed delivery of 823 no. residential units is consistent with the core strategy. The vision for the Docklands set out in the Development Plan is provided below:

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

Chapter 16 of the development plan outlines the various development management standards that will need to be adhered to when assessing a planning application including zoning objectives.

| Zoning Objective   | Consistency  |
|--|--|
| <p>Z0 16: Mixed Use Development - To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.</p>  | <p>The proposed development will provide 823 no. apartments in 6 no. buildings containing 282 no. 1 bedroom apartments, 414 no. 2 bedroom apartments and 127 no. 3 bedroom apartments. Ancillary commercial uses will be provided at the lower levels of the development to deliver active and vibrant frontages, particularly fronting Centre Park Road. The mix of commercial uses proposed comprise food and beverage, local retail and neighbourhood centre uses including 2. no café/restaurants, 2 no. public houses, 7 no. retail units, a convenience retail store, a library, medical centre, pharmacy, post office, dentist and 2 no. creches.</p> |
| <p>Zo 9: Neighbourhood Centre - To protect, provide for and/or improve the retail function of neighbourhood centres and provide a focus for local services.</p>  | <p>The lands zoned public open space (15,000 sq m) are not counted as part of the provision of public open space serving the development and are located outside the net developable area. It should also be noted that the delivery of development is not dependent on the zoned public open space but is included within the site boundary as a planning gain serving the wider South Docklands.</p>   |
| <p>Zo 14: Public Open Space -To protect, retain and provide for recreational uses, open space and amenity facilities, with a presumption against developing land zoned public open space areas for alternative purposes, including public open space within housing estates.</p>   | <p>The Area of High Landscape Value has been included to provide sustainable pedestrian connections and facilitate anticipated desire lines towards the Marina, Marina Park and Passage West Greenway. The proposed development will not negatively impact on the character and visual amenity of the Area of High Landscape Value.</p>  |
| <p><b>Area of High Landscape Value</b></p> <p>To conserve and enhance the character and visual amenity of Areas of High Landscape Value (AHLV) through the appropriate management of development, in order to retain the existing characteristics of the landscape, and its primary landscape assets. Development will be considered only where it safeguards to the value and sensitivity of the particular landscape. There will be a presumption against development where it causes significant harm or injury to the intrinsic character of the Area of High Landscape Value and its primary landscape assets, the visual amenity of the landscape; protected views; breaks the existing ridge silhouette; the character and setting of buildings, structures and landmarks; and the ecological and habitat value of the landscape.</p> | <p>The Area of High Landscape Value has been included to provide sustainable pedestrian connections and facilitate anticipated desire lines towards the Marina, Marina Park and Passage West Greenway. The proposed development will not negatively impact on the character and visual amenity of the Area of High Landscape Value.</p>  |

The table below lists all of the relevant standards and assesses the proposed scheme against them.

| Policy   | Consistency   |
|--|---|
| <p>Objective 4.5: To support and facilitate the development of district centres at Ballyvolane, Hollyhill and South Docklands in order to meet the day to day needs of their existing and/ or planned catchment populations.</p>   | <p>The proposed development will contribute to the acute demand for residential development and will support the viability of a district centre in the south docklands.</p>   |
| <p>Objective 5.1: Strategic Transport Objectives:<br/>Provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of land use and transport planning, investment and service provision;<br/>To reduce the percentage of persons who drive to work to 60% by 2021;<br/>To encourage and facilitate cycling and walking for short/local trips by providing appropriate infrastructure, promoting “soft-measures” that influence change in transport behaviour, and by encouraging proximate, compact land uses;<br/>To encourage increased use of rail services, bus, and carpooling/ car sharing for longer journeys by providing local access infrastructure to key transport nodes, by using information, pricing mechanisms and other “soft-measures” to influence change in transport behaviour, and by encouraging public transport orientated development;<br/>To encourage the use of innovative measures to reduce the requirement for car parking;<br/>To support actions aimed at improving the fuel efficiency of motorised transport;<br/>To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region.</p> | <p>The proposed scheme has been designed with due regard of best practice guidance and through encouraging sustainable means of travel to and from the site by residents and visitors. In order to achieve the objectives of the Development Plan, a surplus of cycle parking spaces and reduced car parking spaces are provided.<br/>The Light Rail Transit (LRT) east-west corridor from Mahon to Ballincollig via Centre Park Road provides a significant opportunity for high density development on a future high frequency public transport corridor.</p> <p>The combination of sustainable design principles implemented in the scheme in addition to the investment in public transport in the south docklands will contribute to changing transport behaviours, where the predominant means of travel are walking, cycling and public transport.</p> |
| <p>Objective 5.2: Transport Assessment</p>   | <p>A Traffic and Transport Assessment prepared by Arup accompanies this submission highlighting how the proposed</p>  |

|   |   |
|---|---|
| <p>Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate how sustainable transport patterns can be achieved by the development.</p>  | <p>development would address traffic and transportation issues, traffic generation, pedestrian and cycle linkages and safety and public transport availability and capacity.</p>  |
| <p>Objective 5.6: To develop land use strategies that provide for the consolidation of development at higher densities along key public transport corridors.</p>  | <p>The proposed development will provide a high density development along the future high frequency public transport corridor on Centre Park Road.</p>  |
| <p>Objective 5.10: The design of pedestrian and cycling infrastructure will be in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.</p>  | <p>The proposed development has been designed having regard to the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice. A Traffic and Transport Assessment and DMURS Statement of Consistency have been prepared by Arup and are enclosed with this application.</p>   |
| <p>Objective 6.1: Residential Strategic Objectives</p> <ul style="list-style-type: none"> <li>a. To encourage the development of sustainable residential neighbourhoods;</li> <li>b. To provide a variety of sites for housing to meet the various needs of different sections of the population;</li> <li>c. To continue to work with the Approved Housing Bodies and to actively engage with all key stakeholders in the provision of housing;</li> <li>d. To continue to regenerate and maintain existing housing;</li> <li>e. To encourage the use of derelict or underused land and buildings to assist in their regeneration;</li> <li>f. To promote high standards of design, energy efficiency, estate layout and landscaping in all new housing developments;</li> <li>g. To protect and, where necessary, enhance the amenities and the environment of existing residential areas.</li> </ul> | <p>The proposed development will provide a mix of residential unit sizes to cater for a range of household formations that will encourage a sustainable residential neighbourhood.</p> <p>Albeit the surrounding area is currently industrial and commercial in nature, it should be highlighted that 1,002 no. residential units have been granted on lands to the north (APB-309059-20).</p> <p>The regeneration of the underutilised lands in the south docklands will provide much needed housing to meet population demands.</p> |
| <p>Objective 6.3: Objective 6.3 Social Housing under Part V</p> <p>To require that 14% of units on all land zoned for residential uses (or for a mix of residential and other uses) to be reserved for the purpose of social housing and specialised housing needs. Each application subject to Part V requirements will be considered on an individual basis to the prior agreement of the Local Authority.</p>  | <p>In accordance with the Planning and Development Regulations, 2021(as amended), and Part V, Section 96 of the Planning and Development Act 2000 (as amended), the relevant social housing allocation is 10%. Please see the enclosed Part V Proposal prepared by HW Planning and the Part V drawings prepared by C+W O'Brien Architects.</p>  |

Objective 6.8: Housing Mix

To encourage the establishment of sustainable residential communities by ensuring a mix of housing and apartment types, sizes and tenures is provided. Planning applications for multiple housing units shall submit a Statement of Housing Mix detailing the proposed mix and why it is considered appropriate. The needs of special groups such as the elderly and disabled shall also be considered as part of this process.

The proposed development provides for a mix of 1, 2 and 3 bed apartments to cater for a variety of household formations including singles, couples, and small families across the full age spectrum. A Housing Quality Assessment prepared by C+W O'Brien Architects is enclosed as part of this application.

Objective 7.18: Safe City

- a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas;
- b. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.

The architectural design approach ensures that that public and communal areas are subject to passive surveillance and will not encourage anti-social behaviour by creating undesirable or secluded areas. A Building Lifecycle Report has been prepared and is submitted to demonstrate how it is intended to maintain and manage the public and communal areas.

Objective 7.7: Childcare Facilities

Cork City Council will support the provision of high-quality childcare facilities throughout the city suited to the needs of a given area and will:

- Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered;
- Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed.

The proposal will deliver 2 no. childcare facilities (662 sq m internal and 247 sq m external) with capacity for 130 no. child spaces. The provision is in accordance with the indicative standard recommended in the 2001 Childcare Guidelines for Planning Authorities.

Objective 10.6: Views and Prospects

To protect and enhance views and prospects of special amenity value or special interest and contribute to the character of the City's landscape from inappropriate development, in particular those listed in the development plan. There will be a presumption against development that would harm, obstruct or compromise the quality or setting of linear views of landmark buildings, panoramic views, rivers prospects, townscape and landscape views and approach road views.

A Landscape and Visual Impact Assessment has also been prepared by Park Hood Landscape Architects and is enclosed as part of the EIAR. Having regard to the recently permitted 4 to 14 no. storey scheme to the south, the LVIA notes:

*"...there are cumulative effects with the consented Ford Site but these are rated as positive and in line with the objectives for the South Docks as set out in the CCDP."*

To identify and protect views of local significance through the preparation of local area plans, site development briefs and the assessment of development proposals on a case-by-case basis

Objective 10.10: Trees and Urban Woodland

- a. To protect and enhance the city's tree and urban woodlands
- b. To protect, survey and maintain existing important individual and groups of trees
- d. To ensure that new development benefits from adequate landscape structure / tree coverage, particularly in areas of the city with inadequate tree coverage

A Tree Survey (May 2021) was undertaken by Arboriculture Consultant Andy Boe Independent Arboricultural Consultant and incorporated into the Development Impact Plan prepared by Park Hood Landscape Architects.

There are 229 no. trees proposed on the site in addition to the retention of 13 no. trees and woodland groups in lieu of the 9 no. trees and woodland groups required to be felled to facilitate the development.

Objective 11.7: Public Open Space

- a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned public open space for alternative purposes;
- c. To promote public open space standards generally in accordance with national guidance contained in Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities (DEHLG, 2009) and the accompanying Urban Design Manual – A Best Practice Guide;
- d. The development of open spaces should aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community;
- e. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities;

Park Hood Landscape Architects have prepared a detailed Landscape Masterplan and Design Strategy for the proposed development demonstrating that both qualitative and quantitative level of functional open space is provided within the scheme.

Objective 11.13: Amenity Routes

To pursue the development of a network of high-quality amenity routes, particularly along waterways, and linking existing and proposed parks and public open spaces, and to work with Cork County Council and other stakeholders to achieve and improve external linkages subject to Ecological Assessment and Appropriate Assessment Screening.

The proposed development will provide direct pedestrian links from the subject site to Marina Walk to the north. In addition, Marina Park is located within close walking distance. The proximity to the greenway and public park will provide excellent amenities for future residents of the scheme to utilise.

An Appropriate Assessment Screening and Natura Impact Statement has been prepared by Dixon Brosnan and is enclosed as part of this application.

### 11.15 Children's Play Facilities

To seek the provision of children's play facilities in new developments and particularly in new larger residential developments of 75 units and over. Facilities for young children aged 0-5 should be provided within easy walking distance of homes or within the cartilage of apartment blocks. Older children should have access to larger equipped play areas within 5 minutes walk of home.

Designated creche play areas (247 sq m) will be provided as part of the proposed scheme. Play facilities catering for both young and older children are provided as part of the proposed scheme and detailed within the Landscape Design Strategy prepared by Park Hood. It should be noted that the subject site is eminently situated near Marina Park which when completed will provide a range of play opportunities for people of all ages and abilities.

### Objective 13.1 Strategic Objectives – City Centre and Docklands

It is a strategic objective of Cork City Council to:

- a. Sustain and enhance the vitality and attractiveness of Cork City Centre as the 'Healthy Heart' of the region and as a quality place to live, work and visit;
- b. Facilitate the orderly expansion of the City Centre eastwards into Docklands and support the progressive development of Docklands as a sustainable urban quarter to complement the continued vibrancy and primacy of the City Centre;
- c. Implement the appropriate recommendations of the City Centre Strategy report (2014);
- e. Continue to develop Cork City Centre as a high quality, vibrant and adaptable location for the growth of indigenous and international business;
- f. To develop the City Centre as a desirable place to live for all by providing a quality, sustainable and socially inclusive housing stock in proximity to quality services and amenities;
- i. To facilitate the safe, efficient and sustainable movement of people to, from and within the City Centre

The Design Statement enclosed as part of this application demonstrates how the proposed development will successfully integrate into its receiving environment. The development in combination with the permitted scheme on the Former Ford Site will contribute to the supply of residential units and the delivery of the dockland as a sustainable urban city quarter.

The scheme has been designed having regard to the relevant quantitative standards as outlined throughout this document and will deliver a high quality development on an excellently located site that easily accessible from Cork City Centre.

### Objective 16. 1 Design Statement

All significant planning applications shall submit an accompanying design statement which provides a framework explaining how a proposed development is a suitable response to the site and its setting.

A Design Statement and Masterplan Design Statement prepared by C+W O'Brien Architects accompany this application to demonstrate how the proposed development is a suitable response to the site and its setting.

### Objective 16.2: Visual Impact Assessments

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

A Landscape and Visual Summary Statement prepared by Park Hood Landscape Architects accompanies this application as part of the EIAR.

Objective 16.3 Urban Design

- To deliver high quality built environments through good place making;
- To ensure that development is designed to high qualitative standard and is cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.

The proposed development has been designed to all relevant Urban Design criteria as set out throughout this document.

Objective 16.4 Skyline and roofscapes

The City Council will seek new buildings to be designed to:

- enhance the roofscape in terms of their bulk, massing, materials and aesthetics;
- where appropriate, divide building mass into smaller elements which respect the existing cityscape and the setting and views and prospects of landmark buildings and the other special amenity views;
- where appropriate locate plant housing for buildings in basements to avoid impact on views of cityscape.

The Design Statement and Masterplan Design Statement prepared by C+W O'Brien Architects provide a robust justification for the scale and massing of the proposed development at this location. The CGIs enclosed as part of the Design Statement illustrate the contemporary architectural concept which will be delivered through the use of high quality building materials.

Objective 16.6 Creating Adaptable Buildings

The City Council will seek to ensure that new buildings are designed to be flexible and adaptable throughout the city.

The scheme has been designed to be flexible and adaptable with 2.7 m floor to ceiling heights at ground floor level and 2.4 m heights at upper levels.

Objective 16.7 Tall Building Locations

The City Council will aim to protect the special character of Cork City which have been identified as having potential for tall buildings. These are South Docklands & South Mahon. (Locations are indicated on Zoning and Objectives Maps in Volume 2).

There is a 'tall building designations' located to the east of Centre Park Road. Block A proposes heights of up to 35 no. storeys in the vicinity of this location. In addition to a comprehensive Design Statement prepared by C+W O'Brien Architects, a Tall Building Statement has been prepared by Urban strategies and is enclosed as part of this application.

#### Objective 16.9 Sustainable Residential Development

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

- a. Deliver a quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience;
- b. Provide adequate open space which are practical in terms of scale and layout and naturally supervised by the aspect of the dwellings it serves;
- c. Provide a good range of suitable facilities;
- d. Prioritise walking, cycling and public transport and minimise the need to use cars
- e. Present an attractive appearance with a distinct sense of place;
- f. Are easy to access and navigate;
- g. Promote the efficient use of land in terms of density and plot ratio;
- h. Promote social integration and provides accommodation for a diverse range of household types and age groups;
- i. Enhance and protect the built and natural heritage

The objective of the proposed scheme is to deliver a high quality environment for future residents that will integrate with the surrounding masterplan plan area and permitted developments. The delivery of the public transport corridor along Centre Park Road will further increase the attractiveness of the south docklands as a place to live and work.

The application documentation submitted demonstrate that the scheme comprising 823 no. residential units, café/restaurant units, retail and commercial units, creches and supporting tenant amenity facilities is consistent with objective 16.9.

### 05.3 South Docks Local Area Plan, 2008

Although the South Dock Local Area Plan, 2008 expired in 2018 and is largely outdated it has been included as part of this Statement of Consistency for completeness. The vision of the South Docklands Local Area Plan, 2008 is to deliver the development of:

- A new identity for the docklands
- Places for people Places that are inclusive
- Places that have a mix of uses
- Places for learning
- New places for work
- New places for play
- A sustainable place

| Policy   | Consistency  |
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| <p>Zoning Objective SD 01: Mixed Use Development<br/>To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.</p> <p>SD 04 Neighbourhood Centre<br/>To protect, provide for and or/improve the local retail and services function of the South Docks area</p> <p>SD02 Public Open Space<br/>To protect and provide for recreational uses, open space, natural heritage and amenity features</p> | <p>The proposed mixed-use development provides a vertical and horizontal mix of complementary uses that will achieve a vibrant neighbourhood area for future residents and visitors.</p>   |
| <p>Objective SD 14: Infrastructure Led Development<br/>It is an objective of the City Council to ensure that the development of the South Docks is infrastructure-led. The City Council will seek that critical infrastructure and services be in place and operational prior to the completion of significant developments within the South Docks.</p>  | <p>Notwithstanding the significant future investment in infrastructure in the south docklands, a Traffic and Transport Assessment prepared by Arup to demonstrate capacity in the surrounding road network.</p>  |
| <p>Objective SD16: Block Sizes<br/>The City Council shall ensure the length of a block shall not generally exceed 60-80m between any streets or through site links, to promote accessibility and permeability of new developments.</p>   | <p>The proposed development has been designed having regard to the site specific characteristics including the length and width of the plot which facilitates blocks greater than envisaged in the LAP. The proposed block does not hinder the accessibility or permeability of the proposed scheme.</p> |
| <p>Objective SD 18: Pedestrian and Cycle Provision<br/>The creation of a pedestrian and cycle-friendly environment will be a priority in the detailed design of roads and the public realm.</p>  | <p>The proposed development has been designed in accordance with best practice guidelines and will provide 1,718 no. resident cycle parking spaces and 412 no. visitor cycle parking spaces to encourage walking and cycling from the subject site.</p>  |
| <p>Objective SD 19: Mobility Management Plans (MMP)<br/>Cork City Council will require commercial and residential developments to prepare and implement Car Parking Strategies and Mobility Management Plans. Each will be assessed on a case-by-case basis.</p>   | <p>An Outline Mobility Management Plan has been prepared by Arup and is enclosed with the application.</p>   |

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| <p>Objective SD 21: Residential Design</p> <p>The City Council requires a ‘confetti’ type design approach, which avoids repetition and delivers architectural diversity through a mix of housing type for large land holdings and precincts.</p>   | <p>The proposed scheme will provide 282 no. one bed units (34%), 414 no. two bed units (51%) and 127 no. three bed units (15%) including a number of own door units (accessed from the podium level) that will cater for the needs of a range of household formations.</p> |
| <p>Objective SD 22: Gated Communities</p> <p>Gated communities will not be encouraged in the South Docks where they inhibit the development of a permeable, accessible urban quarter.</p>  | <p>The proposed development will not be gated.</p>   |
| <p>Objective SD 23: Residential Guidelines</p> <p>In order to facilitate sustainable communities in Cork Docklands, the City Council will require all new residential development within the South Docks to comply with the minimum sizes set out in Table 4.2. Adequate storage space will be made available for each residential unit.</p>   | <p>The proposed residential units have been designed in accordance with the Sustainable Urban Housing Design Standards for New Apartments: Guidelines for Planning Authorities, 2020 which supersedes the LAP.</p>   |
| <p>Objective SD 24: Residential Unit Mix Targets</p> <p>In order to promote balanced development within the South Docks area, the City Council will promote the development of family-sized residential units to encourage a mixed population within the area. The provision of high quality services, ample private open space (see Section 4.9.2), generous recreational areas and facilities will support this objective.</p>   | <p>The proposed residential units have been designed in accordance with the guidance on unit mix set out Sustainable Urban Housing Design Standards for New Apartments: Guidelines for Planning Authorities, 2020 which supersedes the LAP.</p>                            |
| <p>Objective SD 25: Mixed Tenure Housing</p> <p>The City Council will require that 20% of land zoned for Mixed Use Development or Inner City Residential Neighbourhood be reserved for social and affordable housing under Part 5 of the Planning and Development Act, 2000 (as amended). The City Council’s preferred option for compliance with Part 5 will be the provision of units on the site. Consideration may be given to the acceptance of 20% of the subject land, or to the provision of equivalent zoned lands elsewhere within the South Docks Area.</p> | <p>In accordance with the Planning and Development Regulations, 2021 (as amended) and Part V, Section 96 of the Planning and Development Act 2000 (as amended), the relevant social housing allocation is 10%.</p>   |
| <p>Objective SD 33: Educational Facilities</p> <p>The City Council will seek to pursue the development of educational facilities to serve the requirements of</p>  | <p>The proposed childcare facility will have the capacity for c. 130 no. child spaces (662 sq m internal and 247 sq m external). This amount of provision is in accordance with the indicative standard</p>  |

the South Docks, including pre-school childcare services. The provision of educational facilities will be required in tandem with the pace of residential and other development in the South Docks.

Objective SD 34: Childcare Provision

It is an objective of the City Council to work in partnership with the Cork City Childcare Company to ensure the provision of high quality childcare facilities within the South Docks area in accordance with Policy H28 of the Cork City Development Plan.

recommended in the 2001 childcare guidelines for Planning Authorities.

A standalone Statement on the Rationale for Childcare Provision has been prepared by HW Planning and is enclosed as part of this application.

Objective SD 35: Conservation

Cork City Council will seek to conserve and protect buildings of architectural, historical, archaeological, artistic, cultural, scientific, technical and social interest in the South Docks in the following manner.

There are no buildings of architectural, historical, archaeological, artistic, cultural, scientific, technical and social interest located on the subject site.

Objective SD 36: Natural Heritage

Cork City Council will endeavour to promote natural heritage and biodiversity in the South Docks.

Park Hood Landscape Architects have prepared a detailed Landscape Masterplan and Design Strategy for the proposed development which designed to include specimen trees and herbaceous planting that will support biodiversity on site.

Objective SD 37: High Quality Design Principles

It is an objective of the City Council to ensure that the following key principles (in addition to Policy BE 30 of the CCDP 2004 and Sections 4.8.2. and 4.9 of this Plan as well as the Public Realm Strategy) apply to the urban design and architectural design of the South Docks and be reflected in the Urban Design and Architectural Statements submitted with planning applications to ensure a high quality environment:

C+W O'Brien Architects have designed an architecturally interesting building that avoids monotonous facades through the variety of materials and treatments proposed as detailed in the accompanying Design Statement.

Objective SD 38: High Density Development

The provision of high density residential units within the South Docks should provide for:

- The development of defined new urban/transport nodes, extending from the City;
- Vibrant, mixed community areas which can support the local economy, transport and community facilities and foster social inclusion;

The proposed high density scheme and associated masterplan is in accordance with the principles set out in Objective SD 38. The development will support the delivery of a vibrant city quarter and the creation of a 'sense of place' in the south docklands.

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| <ul style="list-style-type: none"> <li>• High quality architectural proposals which provide a combination of designs to create a distinct identity and 'sense of place' within the South Docks;</li> <li>• High quality public realm environment to define neighbourhoods and provide linkages to the waterfront location of the South Docks.</li> </ul>  |   |
| <p>Objective SD 39: Protection of Views and Vistas</p> <p>It is an objective of the City Council to promote new developments which protect and enhance the protected views of Cork City centre. All applications for high buildings must have regard to the Cork City Views and Prospects Variation to the CCDP (Variation No. 3), to Table 4.4 and Figure 4.10 of this LAP and to the Public Realm Strategy.</p> | <p>Landscape and visual impacts are described and assessed in Chapter 12 of the EIAR.</p>   |
| <p>Objective SD 41: Design Statements</p> <p>The City Council will request the principles of Safer-By-Design methods to be addressed as part of the Design Statement, which will accompany an application for new development. All applications for significant development shall address the key principles of Safer-by-Design.</p>  | <p>A Design Statement has been prepared by C+W O'Brien Architects and is enclosed with this application. The proposed site plan will ensure that both public and communal areas are subject to active surveillance.</p>                                     |
| <p>Objective SD 42: Landscape Design Strategy</p> <p>A detailed Landscape Plan/Design Strategy should be submitted with all major applications for development. In order to encourage design that is of the highest quality, a clear rationale for the selected design choices needs to be demonstrated.</p>  | <p>Park Hood Landscape Architects have prepared a detailed Landscape Masterplan and Design Strategy for the proposed development.</p>   |
| <p>Objective SD 44: Public Open Space</p> <p>The City Council will require the development of the South Docks to demonstrate adequate levels of public open space provision. Public open space will comprise 10-14% of the South Docks area net of the lands of Marina Park and will be developed to a high standard.</p>   | <p>The proposed residential units have been designed in accordance with the Sustainable Urban Housing Design Standards for New Apartments: Guidelines for Planning Authorities, 2020 and Cork City Development Plan 2015 -2022 which supersede the LAP.</p> |
| <p>Objective SD 45: Open Space Principles</p> <p>The Council will seek to establish the following key principles for new developments within the South Docks area:</p>  | <p>The Landscape Masterplan and Design Strategy for the proposed development prepared by Park Hood addresses the open space principles set out in Objective SD 45.</p>  |

- Require the achievement of high quality urban design and public open space in all developments.
- Improve, enhance and encourage biodiversity.
- Promote the development of high quality, well designed pocket parks, whether as improvement of existing spaces or as new schemes in development areas.
- Seek to ensure that usable, high quality, well designed private or semi-private open spaces are incorporated into the new development, especially in residential areas.
- Develop the play area facilities which will include the provision of a range of play areas for differing age profiles and abilities.
- Promote access to open space by maximizing linkages, particularly pedestrian and cyclist, throughout the area and by developing continuous circuits for walking, running and cycling.
- Require the design of developments that front onto streets and public open space to ensure that passive surveillance of the spaces.
- Seek a detailed Landscape Plan/Design Strategy with all major applications for development. In order to encourage design that is of the highest quality, a clear rationale for the design choices made needs to be demonstrated. This process can be documented via a Design Statement.
- Seek that the landscape and public realm be well-maintained and managed.

We submit that the proposed development will provide high quality and functional open spaces that will cater for a range of ages and abilities. In addition, the landscape design will promote biodiversity and provide green linkages to the permitted scheme to the north on the Former Ford Site (APB-309059-20). Marina Park and the Passage West Greenway.

Objective SD 46: Flood Protection and Surface Water Drainage

The City Council will require that key flood protection infrastructure be developed on a phased basis within the South Docks. Flood protection measures as outlined in the Infrastructure Strategy include the raising of ground levels with perimeter protection of the site.

A site specific Flood Risk Assessment has been prepared by Arup and is enclosed as part of this application.

Objective SD 47: Foul Drainage and Water Infrastructure

The City Council will require that key drainage infrastructure elements be developed and in operation prior to the opening of major development within the South Docks.

A Site Infrastructure Report prepared by Arup has been prepared and is enclosed as part of this application.

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| <p>Objective SD 51: Sustainable Legacy of South Docks</p> <p>Cork City Council will encourage developers to leave a legacy of high quality developments, which are sustainable, conservation-conscious, aesthetically pleasing and user friendly and which have high standards of amenity, safety and convenience in the design of new developments within the South Docks</p>  | <p>We submit that the proposed development will deliver an efficient, high quality and contemporary development for future residents of the scheme. As previously noted, the development of the subject lands in combination with the permitted scheme to the north will act as a catalyst for further redevelopment of the south docklands.</p> |
| <p>Objective SD 52: Energy Efficiency and Renewable Measures</p> <p>Cork City Council will require new developments to demonstrate energy saving measures and sustainable/renewable energy technologies where possible.</p>   | <p>A Building Lifecycle Report has been prepared by C+W O'Brien Architects and is enclosed as part of this application.</p>  |
| <p>Objective SD 53: Precinct Development</p> <p>The City Council will require that large planning applications in precinct areas must be accompanied by a Delivery and Implementation/Phasing Strategy to demonstrate how the development and objectives of the precinct will be achieved.</p>  | <p>The proposed application will be delivered in phase one of the overall masterplan. A detailed phasing strategy in respect of the construction phase will be submitted at application stage.</p>   |
| <p>Objective SD 60: ESB Power Station Precinct Cork City Council will engage with the ESB and developers</p>  | <p>The site subject to this application is situated to the east of the former ESB site therefore Objective SD 60 will be addressed as part of the future application pertaining to those lands.</p>  |
| <p>Objective SD 62: Parkside Cork City Council will seek to ensure the provision of the following elements to promote the sustainable development of the Parkside Precinct within the South Docks:</p> <ul style="list-style-type: none"> <li>▪ Flood protection measures as identified in the Infrastructure Strategy. Retention and improvement of the Shandon boat club and slipway. Provision of additional moorings in accordance with the Public Realm Strategy.</li> <li>▪ Retention of landscape elements along the Marina and upgrading of public realm, including Quayside Amenity and Area and Sculpture Trail.</li> <li>▪ Relocation of Seveso activities and undergrounding of power lines where possible.</li> <li>▪ Development of part of the post-primary school.</li> </ul> | <p>Objective SD 62 of the LAP has been duly considered as part of the proposed development and have been implemented where relevant in the scheme.</p>   |