

Statement of Consistency

For Development at the Former Ford Distribution Site,
Centre Park Road, Ballintemple, Cork

on behalf of Marina Quarter Ltd.

November 2024



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Marina Quarter Ltd.	
Project Title	Ford LRD	
Document Title	Statement of Consistency	
Document Comprises	Volumes	1
	Pages (Including Cover)	111
	Appendices	N/A
Prepared by	Schalk van Heerden	
Checked by	Cora Savage	
Office of Issue	Cork	
Document Information	Revision	A
	Status	Final
	Issue Date	November 2024

CORK	DUBLIN
6 Joyce House	Kreston House
Barrack Square	Arran Court
Ballincollig	Arran Quay
Cork	Dublin 7
P31 YX97	D07 K271
T. +353 (0)21 420 8710	T. +353 (0)1 804 4477

www.mhplanning.ie

Contents

1.	Introduction	3
1.1	Summary Statement of Consistency	5
1.1.2	Context	5
1.1.3	Density & Housing Mix	6
1.1.4	Layout	7
1.1.5	Landscape & Amenity	9
1.1.6	Sustainability	10
2.	National and Regional Planning Policy	0
2.1	Project Ireland 2040: National Planning Framework, 2018	1
2.2	Housing for All – A New Housing plan for Ireland 2021	9
2.3	Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024	10
2.4	Urban Design Manual – A Best Practice Guide, 2009	29
2.5	Design Manual for Urban Roads and Streets, 2013	36
2.6	Sustainable Urban Housing Design Standards for New Apartments, 2022	39
2.7	Urban Development and Building Heights Guidelines for Planning Authorities, 2018	44
2.8	Childcare Facilities Guidelines, 2001	49
2.9	The Planning System and Flood Risk Management, 2009	50
2.10	Regional Spatial and Economic Strategy – Southern Regional Assembly	51
3.	Local Planning Policy	57
3.1	Cork Metropolitan Area Transport Strategy (CMATS) 2040	57
3.2	Cork Metropolitan Area Strategic Plan	60
3.3	Cork City Development Plan 2022-2028	61

1. Introduction

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in collaboration with JFA Architects, DBFL Consulting Engineers (DBFL), Áit Urbanism + Landscape and Enviroguide on behalf of Marina Quarter Ltd. to accompany a Large-Scale Residential Development (LRD) application at the Former Ford Distribution Site, Centre Park Road, Ballintemple, Cork.

The proposed development consists of the following:

- the construction of 176 no. 1, 2 and 3 bed apartment units in 2 no. blocks,
- 1 no. creche,
- 1 no. gym, a retail/café space and all associated ancillary development works.

This report provides a statement of consistency with the relevant planning policy documents at national and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form. The Planning Report considers compliance with policies based on relevant themes which emerge from relevant guidelines and policy documents.

Section 2 of this report reviews the following national and regional planning policy documents:

- 2.1 Project Ireland 2040: National Planning Framework (2018);
- 2.2 Housing for All – A New Housing Plan for Ireland;
- 2.3 Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024;
- 2.4 Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- 2.5 Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- 2.6 Sustainable Urban Housing Design Standards for New Apartments, 2022;
- 2.7 Urban Development and Building Heights: Guidelines for Planning Authorities, 2018;
- 2.8 Childcare Facilities Guidelines, June 2001;
- 2.9 The Planning System and Flood Risk Management, 2009;
- 2.10 Southern Regional Assembly: Regional Spatial and Economic Strategy (2019)

Section 3 of this report addresses the following Local Planning Policy documents

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040

3.2 Cork Metropolitan Area Strategic Plan

3.3 Cork City Development Plan (CCDP) 2022-2028;

1.1 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at the Former Ford Distribution Site, Centre Park Road, Ballintemple, Co. Cork with reference to the relevant national, regional, and local planning policy documents, as detailed in Section 1.

The layout has been informed by detailed site investigation works and assessment of the requirements of national, regional, and local planning policy to ensure that it is aligned with policy objectives. Furthermore, the layout has had full regard to the outcomes of the Section 247 and 32B meetings held with Cork City Council.

This section summarises compliance with planning policy on the following themes.

1.1.2 Context

The proposed site, known as the Former Ford Distribution Site, is situated approximately 2km from Cork City Centre. It is situated on the south bank of the River Lee in the South Docks of Cork City. The proposed development falls within the Polder Quarter character area of the City Docks as defined in the CCDP 2022-2028. The site is not bordered by any substantial existing residential developments. To the west, the site is bordered by the Centre Park Road which links to the city centre and Marina Promenade. To the north, is the River Lee which provides a serene backdrop to this post-industrial setting. To the east, the site is bordered by Pairc Ui Chaoimh GAA Stadium and the adjoining amenities of Marina Park. The total gross area of the site is 0.84ha, and it has extensive road frontage on to Centre Park Road (Figure 1). Permission for the development of these lands was previously granted under Ref. 08/32919 on July 15th, 2009. This permission was extended and now expires on October 12th, 2024.

The primary access point to the site will be via a proposed street proposed as part of the Strategic Housing Development (SHD) scheme adjoining Centre Park Road (L1002) which connects to the site on the southwest. The Marina Promenade connects to the northeast corner of the site and provides a non-motorised transport link to the Mahon peninsula. Whilst the stops on the 202-, 202A-, and 212-bus routes, the cycle lanes, and sidewalks close to the proposed development provide ample alternatives to private car travel.

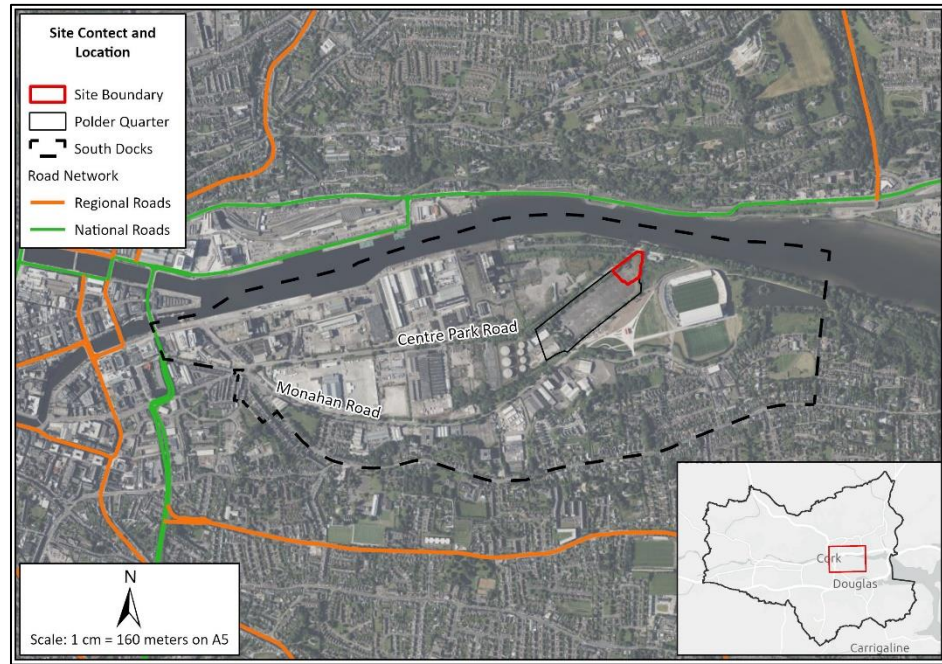


Fig 1: Subject site outlined in red.

1.1.3 Density & Housing Mix

Table 3.1 of the 2024 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities states that for 'City – Centre' areas, the greatest efficiency in land usage will be achieved by providing net residential densities within a range of 100-300 dwellings per hectare (dwellings/ha) and at such densities a variety of housing types and land uses, where possible, should be encouraged generally.

In terms of residential density, Table 11.2 of Chapter 11 as per the **CCDP 2022-2028** sets a minimum residential density of 100 dwellings/ha for the city area of South Docks. The proposed development has a density of 210 dwellings/ha, which addresses the Compact Growth and Regeneration policy objective number 6, by encouraging high densities around sustainable transport corridors such as the proposed light rail transport route along Centre Park Road.

Statement of Consistency: DENSITY

An overall net residential density of 210 dwellings/ha has been achieved in accordance with Table 3.1 of the 2024 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. This density is also in line with objective 11.1 of the Cork City Development 2022-2028.

Regarding **housing mix**, household sizes both nationally and in Cork City are getting smaller, with the average household size in Cork City decreasing from 2.630 in 2016 to 2.623 in 2022. Therefore, it is imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. The layout

proposes 176 no. units consisting of 62 no. 1-bed units and 82 no. 2-bed units, and 32 no. 3 bed units. The variety of unit sizes proposed focuses on providing a diverse, affordable, and high-quality housing product which meets market demand as well as national regional, and local policy objectives.

Statement of Consistency: HOUSING MIX

The proposed development provides a range and mix of 3-bed (18%), 2-bed (47%) and 1-bed (35%) apartments. This composition is aligned to Table 11.6 of the CCDP 2022-2028.

1.1.4 Layout

Connectivity

The proposed development is set to link in with the existing network of interlinked pedestrian and cyclist pathways and open spaces. The proposed development has been designed to accommodate car users and service vehicles. The proposed layout prioritises pedestrian connectivity and permeability through the site with a comprehensive network of linked footpaths provided across the site connecting to the existing pedestrian infrastructure in the wider area.

Inclusivity

The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deals with accessibility and inclusivity design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size, or ability.

The open space areas will be accessible to all, and paths will be hard surfaced with attractive signage where relevant. Regarding amenity spaces, all amenity spaces have been developed to suit children of varying ages, adults, and seniors, where relevant. All amenity spaces, whether public, private, or communal, will be well defined and accessible to all residents, encouraging the use of the public realm by the community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths, and open spaces.

Distinctiveness

The proposed development aims to create a series of recognisable features which reinforce a sense of place and attachment for future residents. The proposed design and layout of the development will create two distinct apartment blocks which will complement the wider urban environment but be sufficiently individual to promote their own sense of place.

The buildings will use materials, proportions, and features that respect and enhance the existing character of the surrounding area. Whilst adding a contemporary element through a design led approach. Careful consideration will be given to the two proposed apartment blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.

The proposal also utilises existing site features and exploits some to create a distinctive and recognisable built environment. Where appropriate, units will benefit from attractive views both internal to the site (i.e., of the proposed grassed open spaces, proposed planting etc.) as well as longer range views over the riverscape to the north.

Parking

A total of 56 no. car parking spaces for the houses will be provided in the basement. This includes 3 no. disabled parking spaces; which meets the 5% minimum threshold as set by the CCDP, and a total of 11 no. carparking spaces designated for EV charging. This leaves 42 no. car parking spaces for general use. A further 10 no. motorcycle parking spaces are also provided, which adheres to the minimum threshold of 1 motorcycle parking space per 10 car parking as stipulated in the CCDP.

In terms of cycle parking, a total of 427 bicycle parking spaces are provided. These bicycle parking spaces will consist of 30 no. direct access bicycle parking and 397 basement access bicycle parking.

Detailed Design

The proposed apartments are designed to set the tone for future developments in the South Docks while also including some vernacular details. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting. Each apartment type has different variations for external finishes.

The materials that were chosen to sit harmoniously within the existing palette and reflect the character of riverscapes of the Marina Promenade and Cork City. The proposed scheme will comprise primarily high-quality buff and cream brick, and simple horizontal stone finish bands. The aim is to create a coherent and bright environment. Whilst white render will be used periodically, creating a subtle transition to the brick. Dark balconies and the curtain walling design will introduce an element of contrast. This ensures that there is a sense of texture across the facade. All selected materials were required to be durable, easily cleaned and maintained and of high quality.

Regarding form, the selected use of vernacular architecture in terms of the light tones and materials makes further reference to the local architectural language while integrating them into a high-quality design. The simple pattern of development is reinforced by clear building frontages and edges that serve to create a clear urban edge along Centre Park Road. The proposed landscape design has also informed the design of the built environment,

identifying landscape features in need of enhancing, utilisation, and protection.

Statement of Consistency: LAYOUT

The layout and design of the proposed development is based on the principles of the Urban Design Manual, and a detailed Design Statement is submitted with the LRD application. Overall, a high-quality layout and design has been achieved, based on the provision of a mix of high-quality dwellings in a quality neighbourhood area and through the creation of a sustainable development to the new settlement of the South Docks which prioritises pedestrians and cyclists.

1.1.5 Landscape & Amenity

Public Realm

The proposed development is set around a network of pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential blocks are located near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. Regarding these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including car parking, low planting/walls, and semi-transparent boundary treatments such as railings.

Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating, and positioning each apartment block and by providing generous separation distances between apartment blocks. Where the separation distance is reduced, special design measures are incorporated to ensure that the amenity of future residents is not negatively impacted. Windows are not facing, sited to prevent direct overlooking into adjacent dwellings and private gardens.

Statement of Consistency: LANDSCAPE AND AMENITY

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.1.6 Sustainability**Efficiency**

The layout design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained. Higher densities have been achieved in weighting the units mix to 1- and -2-bed units which are appropriately sited to complement the existing topography of the site and provide an urban edge to the scheme.

Landscaped areas consist of the open spaces containing play areas. Kickabout areas, pedestrian and cycle paths and several informal biodiversity planting areas/grassed areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. Sustainable Urban Drainage Systems (SUDS) principles have also been incorporated wherever possible.

All units are designed to maximise passive solar gain through prioritising a southern facing orientation. This is balanced with the requirements of good urban form and the provision of ample open space. A large portion of units are dual aspect which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

Regarding waste provision and collection, two central refuse collection areas are in the basement. One refuse collection area is below Block A, and the other is below Block B. This ensures that Block A and B each have a dedicated refuse collection spaces making it more convenient in practice for the future residents.

Adaptability

All the apartments in both Blocks A and B are oversized. Thereby, providing more than the required gross floor area for an apartment gives future residents more options in choosing an arrangement which adapts best to their family life cycle stage. Also, the range of units by bedroom type included in the proposed development caters for 1- to 5-person households, which add to the adaptability of the proposed development.

Statement of Consistency: SUSTAINABILITY

The sustainability of the proposed development is based on the principal criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall, a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.

2. National and Regional Planning Policy

This section looks at consistency with the following National and Regional Policy Documents:

- Project Ireland 2040: National Planning Framework (2018);
- Housing for All – A New Housing Plan for Ireland 2021
- Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- Sustainable Urban Housing Design Standards for New Apartments, 2022;
- Urban Development and Building Heights: Guidelines for Planning Authorities, 2018
- Childcare Facilities Guidelines, June 2001;
- The Planning System and Flood Risk Management, 2009
- Southern Regional Assembly: Regional Spatial and Economic Strategy (2019)

2.1 Project Ireland 2040: National Planning Framework, 2018

The National Planning Framework (NPF) was launched in 2018 and is the Government's strategic plan for "*shaping the future growth and development of our country out to the year 2040*". The NPF 2040 established strong growth targets for Ireland and sets a new policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
2a	A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs	✓ The proposed development is located on a brownfield site within the city centre of Cork City and is therefore in accordance with Objective 2a.
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	✓ The proposed development is located on a brownfield site within the city centre of Cork City and is therefore in accordance with Objective 3a.
3b	Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints	✓ As above.
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.	<ul style="list-style-type: none"> ✓ The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas. ✓ The proposed development will provide a hierarchy of open spaces and landscaped areas. ✓ The proposed development will meet the needs of workers in the Cork Metropolitan Area Strategic Plan (MASP) where currently there is an undersupply of accommodation. ✓ Please refer to the cover letter by McCutcheon Halley Planning Consultants which lists the additional reports which accompany planning application all of which are aimed at demonstrating the quality of the buildings and residential environment being created.

5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment, and prosperity.	✓ The proposed development will add to the densification of the Cork MASP and increase the use of public transport and non-motorised transport. It will create a new neighbourhood where currently there is under-utilised land.
6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, to sustainably influence and support their surrounding area.	✓ The existing site is currently underutilised and zoned for residential use. A residential development with a density of 210 dwellings/ha will rejuvenate the area bringing a level of activity that is currently absent.
7	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> - Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; - Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes; • In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth 	<ul style="list-style-type: none"> ✓ The proposed development is located on a brownfield site near to the employment hubs of the centre of Cork City and Mahon Point. ✓ The residential zoning of the site facilitates and is appropriate for residential development. ✓ The proposed development provides amenities in the form of varying open spaces, a gym and a retail/café unit. The proposal also provides temporary and permanent jobs through the construction phase and the inclusion of commercial land use in the final site layout. Furthermore, the proposal encourages the use of sustainable modes of transport by prioritising for pedestrians and cyclists alike throughout the development.
8	To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Galway City and Suburbs of an increase in population of 40,000 - 45,000 people by 2040	✓ The proposed development will provide an above minimum threshold density for a residential development within a city centre area within the Cork MASP. This will contribute to achieving population target as set for City Docks.
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	✓ The proposed development seeks permission for a residential density of 210 dwellings/ha on a brownfield site.

	activity within existing cities, towns, and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	✓ The additional population will lead to the strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies Objective 11.
13	In urban areas, planning and related standards, including 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.	<ul style="list-style-type: none"> ✓ The scale of the development is appropriate to the site and location. The open spaces and enhanced pedestrian links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel. ✓ The planning application is supported by a comprehensive suite of reports assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning Consultants which provides a list of the supporting documentation which accompanies this planning application.
18a	Support the proportionate growth of an appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.	✓ The proposed development has been appropriately designed, including the provision of public open space amenity, whilst also providing pedestrian and cycle links to the surrounding area.
18b	Develop a programme for “new homes in small towns and villages” with local authorities, public infrastructure agencies such as Irish Water and local communities to provide serviced sites with appropriate infrastructure to attract people to build their own homes and live in small towns and villages.	✓ As part of the consultation process in the evolution of this proposed development both Uisce Éireann and Cork City Council have been consulted. Feedback provided from both authorities has helped to inform how this site will be developed and phased.
26	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	<ul style="list-style-type: none"> ✓ The site is located within the Polder Quarter character area which falls within the development boundary of the South Docks and is close to existing local facilities and services in the centre of Cork City and Mahon Point. ✓ The proposed development includes close to 40% of the site area as useable active open space areas. The development also has a

		decentralised distribution of open space areas which will provide an important amenity for both future and existing residents of the area.
27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> ✓ Shared surface streets have been introduced in appropriate locations to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site. ✓ Important to the success of the scheme is varying the public realm by incorporating play areas, green open spaces, landscaped spaces with amenity walks and shared surfaces, which along with the mix of apartment typologies and different architectural treatments help define a sense of place and create small communities/neighbourhoods within the overall development. ✓ In terms of bicycle parking, a total of 30 no. direct access and 397 no. basement access parking spaces will be provided.
28	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services	<ul style="list-style-type: none"> ✓ The proposed development has been designed to provide high quality residential units that will contribute positively to the development of the South Docks and deliver much needed housing within Cork City. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking. ✓ Careful consideration has been given to the materiality of the buildings to create an unmistakable identity for distinctive apartment blocks and good quality open spaces encouraging social interaction. Density and scale, open space landscaping and the choice of building materials all contribute to creating distinct design elements. ✓ The variety in the mix of apartment types reflect the densities envisaged, as well as market demand to ensure the economic viability of the scheme. Well-designed buildings are more likely to find the acceptance of existing residents and planning authorities.
31	Prioritise the alignment of targeted and planned population and employment growth with investment in:	<ul style="list-style-type: none"> ✓ The site is located within the Polder Quarter character area which falls within the development boundary of the South Docks and is close to

	The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations	<p>existing local facilities and services in the centre of Cork City and Mahon Point.</p> <p>✓ As part of this planning application a School Demand Report, a Childcare Demand Report, and Social Infrastructure Audit are submitted. Please refer to the Childcare Demand Report and the School Demand Report for further information regarding the existing availability of childcare and school services in the area within which the subject site is located.</p>
32	Target the delivery of 550,000 additional households up to 2040	<p>✓ The proposed development includes the provision of 176 no. residential units at a density of 210 dwellings/ha. The delivery of these units will contribute to housing targets established in national and local objectives.</p>
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location	<p>✓ The proposed development includes the provision of 176 no. residential units at a density of 210 dwellings/ha. The delivery of these units will contribute to housing targets established in national and local objectives. This is of an appropriate scale in the context of the location of the development.</p>
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time	<p>✓ All units are designed in accordance with the Sustainable Residential Development and Compact Settlements Guidelines 2024 and the 2023 Design Standards for new Apartments (Sustainable Urban Housing).</p> <p>✓ The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. The selection and distribution of a range of bedroom types reflects how future market challenges can be used to the advantage of the community. The enhanced distinctiveness of the units will benefit the overall scheme.</p>
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights	<p>✓ The proposed development includes the provision of 176 no. residential units at a density of 210 dwellings/ha.</p>

52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital	✓ An Environmental Impact Assessment Report is completed for the proposed development and submitted with this application.
53	Support the circular and bio economy including in particular through greater efficiency in land management, greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development.	✓ The subject site is located west of Cork City centre. The development of the site will see the creation of a new neighbourhood in the South Docks.
54	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the apartment blocks have a very high energy performance.
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	<ul style="list-style-type: none"> ✓ The use of refuse bin stores will be minimised where possible. ✓ Two central refuse collection areas are in the basement. One refuse collection area is below Block A, and the other is below Block B. ✓ A detailed operational waste management plan prepared by Enviroguide and a construction waste management plan prepared by DBFL Consulting Engineers accompany this LRD application.
57	<p>Enhance water quality and resource management by:</p> <p>Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.</p> <p>Integrating sustainable water management solutions, such as SUDS, non-porous surfacing and green roofs, to create safe places.</p>	<ul style="list-style-type: none"> ✓ Sustainable water management solutions such as SUDS and non-porous surfacing are incorporated into the proposed development. ✓ Further details are provided in the Civil Design Statement and Flood Risk Assessment prepared by DBFL Consulting Engineers which is submitted with the documents accompanying this planning application.

60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<ul style="list-style-type: none"> ✓ In terms of open space provision, the open space area (including formal recreational facilities, and informal passive & active open space) comprises more than 38% of the site area. Great care has been taken to retain as much of the existing natural features as possible to preserve the natural heritage of the site. ✓ An Archaeological Impact Assessment is provided as part of the submitted EIAR.
62	Identify and strengthen the value of greenbelts and green spaces at a regional and city scale, to enable enhanced connectivity to wider strategic networks, prevent coalescence of settlements and to allow for the long-term strategic expansion of urban areas	<ul style="list-style-type: none"> ✓ The proposed development is located within the existing development boundary of Cork City and will provide an alternative to one off housing within the greenbelt. ✓ The proposal's location is also distinct from the nearby settlements of Blackrock and Mahon which will ensure the merging of settlements is avoided.
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<ul style="list-style-type: none"> ✓ SUDS measures are incorporated as appropriate into the proposed design. Please refer to the Civil Design Statement and Flood Risk Assessment prepared by DBFL Consulting Engineers which is submitted with the documents accompanying this planning application.
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.	<ul style="list-style-type: none"> ✓ The proposed development is designed in a way which promotes pedestrian permeability and encourages modes of active transport. ✓ Non-motorised transport routes linking the site to the centre of Cork City and Mahon Point, along the greenway is proposed. Further details regarding the design of the routes can be found the reports prepared by DBFL Consulting Engineers. ✓ Mitigation measures will be introduced during the construction phase that will reduce any impact regarding air quality during construction.
75	Ensure that all plans, projects and activities requiring consent arising from the NPF are subject to the relevant environmental assessment requirements including SEA (Strategic Environmental Assessment), EIA (Environmental	<ul style="list-style-type: none"> ✓ An AA Screening was completed by Enviroguide and accompanies this LRD application. The AA concluded that the possibility cannot be excluded that the proposed development will have a significant effect on the Special Protection Area labelled as Cork Harbour (004030). Therefore, based on these findings of the AA Screening process

	Impact Assessment) and AA (Appropriate Assessment) as appropriate	progressed to Stage 2. Thus, a Natura Impact Statement (NIS) was prepared and accompanies this planning application. The NIS concluded beyond reasonable scientific doubt, that the proposed development will have no significant adverse effects on the qualifying interests, special conservation interests, and on the integrity and extent of Cork Harbour SPA (004030).
--	---	--

2.2 Housing for All – A New Housing plan for Ireland 2021

Housing for All – A New Housing Plan for Ireland, provides four pathways to achieving four overarching objectives with the aim of combating the current housing crisis. These four pathways consist of; supporting homeownership 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 overall aim of the housing plan for Ireland is that “everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life.” To meet this objective, the government have identified that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households. An average of 9,500 new-build social homes to 2026 have been targeted, while an average of 6,000 affordable homes are to be made available every year to 2030 for purchase or rent by Local Authorities, Approved Housing Bodies, the Land Development Agency and via a strategic partnership between the state and retail banks. A statement of consistency with the relevant objectives is outlined below:

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pathway 2: Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: Provide more than 10,000 social homes each year, with an average 9,500 newbuild Social Housing Homes to 2026.	✓ The Part V obligation of 18 no. units associated with the proposed development will be provided in the form of 11 no. 1-bedroom units and 7 no. 2-bedroom units.
Pathway 1: Supporting Home Ownership and Increasing Affordability	Increase the output of private housing to meet demand at affordable prices	Key actions: Increased supply of new housing, up to an average of at least 33,000 per year to 2030	✓ The proposed development will provide 176 no. residential units and contribute to the government's national housing targets.

2.3 Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024

These guidelines set out key planning principles for the local planning policy framework and for the assessment of residential development. The draft guidelines provide best practice criteria related to several criteria including settlement, place and density, design and placemaking and development standards for housing.

The guidelines set out principles to ensure that developments are sustainable and compact in terms of their density, design and placemaking. In terms of individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, privacy, and storage space.

Appendix D provides a design checklist for planning applications.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3	<p>The key priorities for the growth of Key Town and Large Towns in order of priority are to:</p> <p>Plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Key Town or Large Town to smaller towns and villages and rural areas in the hinterland;</p> <p>Strengthen town centres;</p> <p>Protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality;</p> <p>realise opportunities for adaptation and reuse of existing buildings and for incremental back land, brownfield and infill development; and</p> <p>Deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated</p>	<ul style="list-style-type: none"> ✓ The proposed LRD is in the South Docks which is to the east of the centre of Cork City, within the Cork MASP. ✓ The proposed development will deliver sequential and sustainable urban development in the Cork City Docks which is earmarked for urban renewal. ✓ The proposed development has been designed to connect well with the rest of the South Docks and the permitted SHD to the south. ✓ The proposed layout has been designed to protect the existing ecosystem services within and adjacent to the site boundary.

	into, the existing built-up area of the settlement.	
	<p>City – Centre</p> <p>The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods⁶, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.</p>	<p>✓ The proposed density of 210 dwellings/ha is in line with this objective for city centre areas within the Cork MASP.</p>
	<p>Policy and Objective 3.1</p> <p>It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.</p>	<p>✓ The proposed development includes a density of 210 dwellings/ha which is line with the density range of 100-300 dwellings/ha for city – centre areas in metropolitan areas of Dublin and Cork City and Suburbs.</p>
	<p>The evaluation of impact on local character should focus on the defining characterises of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities and the capacity of the area for change. While it is not necessary to replicate the scale and mass of existing buildings, as most urban areas have significant capacity to accommodate change, it</p>	<p>✓ Great care has been taken to respect the local riparian character of the area while presenting it in a contemporary manner, which ensures a distinctiveness to the proposed scheme.</p>

	will be necessary to respond in a positive and proportionate to the receiving context through high quality and site responsive design.	
	<p>It will be necessary to consider the impact of a proposed development on the amenities of residential properties that are in close proximity to a development site.</p> <p>The key considerations should include privacy, daylight and sunlight, and microclimate. These considerations are addressed in more detail in Chapter 5 Development Standards.</p>	<p>✓ The proposed development consists of two apartment blocks, Block A consists of 8 storeys and Block B consists of 10 storeys. Both these apartment blocks prioritise a southern frontage which ensures maximum sunlight exposure. However, the design accounts for the SHD to the south which ensures that the southern frontages do not encroach on the privacy of residents of the proposed development.</p>
	In all settlements, it will be important to ensure that water supply and wastewater networks (including treatment works) can service new development.	<p>✓ Please refer to the engineering reports and documents prepared by DBFL Consulting Engineers which confirms that water supply and wastewater networks can service the new development. Please refer to the cover letter by McCutcheon Halley Planning Consultants for a full list of submitted documents.</p>
	<p>Specialist technical assessments and computer-generated visual aids can assist in the evaluation of more complex development proposals and in particular, where a proposal deviates from the established scale, mass or character or is situated in a sensitive context.</p> <p>In order to consider larger proposals in an integrated and informed way, an Urban Design Statement that addresses the proposal from an architectural and urban design perspective should form part of the required documentation.</p>	<p>✓ Several specialist technical assessments and computer-generated visual aids; as produced by JFA Architects, Pedersen Focus, Model Works, and DBFL Consulting Engineers have been submitted with this planning application. Please refer to the cover letter by McCutcheon Halley Planning Consultants for a full list of submitted documents.</p>
Chapter 4	The process should start with analysis and appraisal to establish the characterises of the area and its surrounds, including information on the function, form and qualities of an area. The	<p>✓ Detailed site investigation works, and a site appraisal have been carried out. The findings of these investigation works have been recorded in scoping reports prepared by Enviroguide. Please refer to the cover letter by McCutcheon Halley Planning Consultants for a full list of submitted documents</p>

	<p>nature and extent of information collected will depend on the scale and complexity of the plan area or the site. It will generally include information on natural heritage features and ecology and on the physical and socio-economic characteristics of the area. In the case of a planning application, the statutory development plan and associated studies, strategies and environmental reports (including SEA and Appropriate Assessment) will provide a high-level context. However, it will usually be necessary to undertake more detailed surveys and assessments to get a full understanding of the site.</p> <p>This information will support an analysis of options and inform decisions in relation to how the features of the area should shape future development and how new development will integrate within its context.</p>	
	<p>A masterplan that is derived from a process of analysis and a vision and strategy for an area will add greater certainty to the development process and serve to reassure both communities and developers of the future physical form of development as part of a plan led process.</p> <p>The masterplan should address the design of development, including block layout and the street network, the provision of services, conservation and enhancement of natural heritage features and biodiversity within the area and where there is residential development the provision and location of amenities and services for the community (e.g. schools, crèches and other community services). It can also be useful to</p>	<ul style="list-style-type: none"> ✓ The proposed layout integrates with the surrounding context and the submitted plans and particulars demonstrate how it is consistent with the SHD to the south which sets out the urban vision for the area. ✓ The proposed development includes a childcare facility that can accommodate up to 35 children. The school demand report indicates that there are several existing facilities in the surrounding area. Then, in the event where surplus demand is generated, the CCDP 2022-2028 has set aside space for the placement of education and retail facilities.

	<p>publish supporting design strategies such as public realm, landscape, street design, architectural and/or materials and finishes strategies alongside the masterplan to give additional detail. When part of a statutory development plan, the masterplan will be binding for decision making and more robust from a legal perspective (including SEA/AA). If it is not part of a statutory development plan, it is not binding for decision making and is indicative only.</p> <p>In the case of a planning application, the site layout will need to show how the proposal integrates with the surrounding context and demonstrate how it is consistent with any statutory masterplan that has been prepared for the area. The design and placemaking process and decisions made at each stage should be detailed in a statutory plan or in the urban design statement submitted in support of a planning application to detail the thought process behind a plan or scheme.</p>	
	<p>New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</p>	<p>✓ Yes – The proposal provides a good network of footpaths, and cycleways. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development. Externally, the proposed development will integrate with the existing non-motorised transport links surrounding the site.</p>
	<p>New developments should connect to the wider urban street and transport networks and improve connections between communities and to public transport, local services and local amenities such as shops, parks and schools, where possible.</p>	<p>✓ Yes –The proposed development links to the existing road infrastructure, public transport network, and local amenities or services. The proposed development is located along a local road (Centre Park Road) which serves as vital vehicular transport link to the centre of Cork City. There are numerous bus stops/routes within the immediate vicinity of the proposed development. A social infrastructure audit accompanies this</p>

		LRD application and provides evidence of the community, cultural and retail services surrounding the proposed development.
	Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.	✓ Yes –The layout of the proposed development encourages active travel through the provision of a good pedestrian and cycle environment internal to the development with good links to public transport and footpaths in the environs.
	The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.	✓ The quantum of car parking has been minimised to manage travel demand. A total of 56 no. car parking spaces have been provided which is the minimum number of spaces as per the parking standards set by Cork City Council. This will ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.
	In city and town centres and at high-capacity public transport nodes and interchanges development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges uses should be planned in accordance with the principles of Transport Orientated Development.	✓ The proposed development consists of 176 no. apartment units within the South Docks. The aim of the South Docks is to intensify land uses along Centre Park Road which is at the centre of the South Docks. However, the proposed development is in the Polder Quarter is along the periphery of the South Docks. Therefore, the proposed land use of the site is largely dedicated to residential with a density of 210 dwellings/ha which will complement the non-residential land uses along Centre Park Road which is earmarked as route for the proposed Light Rail Transport (LRT).
	The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that respond to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an	✓ Yes – The layout provides for a mix of unit sizes, as detailed in the Design Statement and Housing Quality Assessment by JFA Architects.

	evidence-based Housing Needs and Demand Assessment.	
	Plan for the protection and enhancement of natural features, biodiversity and landscapes and ensure that urban development maintains an appropriate separation and setback from important natural assets.	✓ Yes – Great care was taken to retain as much existing natural features as possible to preserve the natural biodiversity and landscape features of the site.
	Plan for an integrated network of multifunctional and interlinked urban green spaces.	✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
	Promote urban greening and Nature-Based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban drainage in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised.	✓ Yes – the layout incorporates urban greening and Nature-Based Solutions. Please refer to Engineering Design Report by DBFL Consulting Engineers.
	Local parks, squares or plazas (referred to as Class 2 Open Space) generally provided as part of individual development proposals and offered for taking in charge by the local authority following the completion of the development. The form, size and distribution of such spaces should be plan-led and distribution of such spaces should be plan-led.	✓ More than 20% of the site area is dedicated to public open space with additional communal space provided to offset smaller private open spaces. Please refer to the landscape plan by Áit Urbanism + Landscape and the Design Statement prepared by JFA Architects for further detail.
	Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to	✓ Yes – Public open spaces have been designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity.

	conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.	
	New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.	✓ Yes – the layout of the proposed apartment blocks fronts onto different open spaces with a large central open space provided.
	New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).	✓ The proposed development responds in a positive way to the proposed pattern and form of development in the SHD to the south of the site.
	The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.	✓ The proposed development is based on the principles of development as per Chapter 10 of the CCDP. Therefore, the proposed development will fit into the overarching urban structure envisioned for the South Docks which in turn ensures that linkages will be fostered between the proposed development and other future developments within the South Docks.
	Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages	✓ The proposed development incorporates a well-defined urban edge along all boundaries of the site. All public realm areas are well overlooked by the surrounding units.

	New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.	✓ The proposed development is of good modern architecture and urban design that is innovative and varied and respects and enhances local distinctiveness and heritage.
	Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.	✓ The proposed materials and finishes respect the local area and is of a high quality and durable finish. Please refer to the Design Statement and elevation drawings by JFA Architects which provides details on the materials and finishes proposed.
Chapter 5	<p>SPPR 1 - Separation Distances</p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include objective(s) in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications</p>	<p>✓ Separation distances of at least 16m are proposed between units.</p>

	shall be determined on a case-by-case basis to prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.	
	<p>SPPR 2 - Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <p>1 bed house 20 sq. metre min 2 bed house 30 sq. metre min 3 bed house 40 sq. metre min 4 bed + house 50 sq. metre min</p> <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space. The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</p>	✓ N/A

	<p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p>	
	<p>Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level. The open space must be directly accessible from the unit it serves and the principal area of open space should be directly accessible from a living space.</p>	<p>✓ Each unit is provided with a private open space in the form of a patio or balcony</p>
	<p>Semi-private open space is distinct from public open space. While there is no requirement to provide semi-private open space for a house, these Guidelines provide an option under SPPR 2 to provide semi-private open space in lieu of</p>	<p>✓ Semi-private space is provided for the apartment units centrally within the site.</p>

	<p>private open space as part of a more flexible design approach. Semi-private spaces shall be for the exclusive use of the residents of a housing development and be directly accessible and integrated into the development. They should be secure and usable spaces with a range of suitable landscape features to meet the needs of intended residents.</p>	
	<p>SPPR 3 - Public Open Space</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new residential development include areas of functional public open space that collectively equate to not less than 10% (minimum) of the net site area. Statutory development plans shall not include objective(s) in respect of minimum public open space requirements that exceed 10% save in the case of a historic setting as detailed in subsection (ii) below.</p> <p>(ii) In the case of a historic setting, a greater proportion of open space may need to be retained in order to protect the historic and / or landscape character of the site or area, including features of built or natural heritage importance. The open space requirement for historic sites should be determined on a case by-case basis in response to the characteristics of each individual site (i.e. as informed by a site analysis process). Blanket requirements within statutory plans that exceed 10% of the net site area shall be avoided.</p> <p>(iii) In some instances, it may be appropriate to off set (in part or whole) the public open space</p>	<p>✓ A total of 21.9% of the site area is provided as public open space for on-site which is in line with SPPR 3 and the CCDP 2022-2028, as it is more than the minimum required 10%.</p>

	<p>requirement arising under subsections (i) and (ii) and to seek a financial contribution towards the provision of new public open space or enhancement of existing public open space or amenities in the area, in lieu of provision within an application site. This would include cases where it is not feasible, due to site constraints or other factors, to locate the open space on site, or where it is considered that, having regard to existing provision in the area, the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public.</p> <p>open space or amenity. In these cases, financial contributions, or upgrade works to an equivalent value, may be considered acceptable in fulfilment of the public open space requirement.</p> <p>(iv) In all cases, the planning authority must be satisfied that the public open space will provide a high standard of amenity for all users.</p>	
	<p>SPPR 4 - Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <p>(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 Table 3.1 and Table 3.2, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the</p>	<p>✓ The proposed development provides 56 no. car parking spaces which are EV-enabled spaces. This car parking provision is considered an appropriate quantum for the proposed development which comprises 1 to 3-bedrooms units.</p>

	<p>satisfaction of the planning authority, should be 1 no. space per dwelling.</p> <p>(ii) In accessible urban locations, defined in Chapter 3 Table 3.7, car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 1.5 no. spaces per dwelling.</p> <p>(iii) In intermediate and peripheral locations, defined in Chapter 3 Table 3.7, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 2 no. spaces per dwelling.</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision.</p>	
	<p>SPPR 5 - Cycle Parking and Storage</p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p>	<p>✓ All dwelling units have adequate bicycle storage with more than 2 bicycle parking spaces per apartment available. Further, there is also a generous allowance for visitor bicycle parking which encourages the use of non-motorised transport to and from the proposed development.</p>

	<p>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking shall also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important also to make provision for cargo and electric bikes and for individual lockers.</p> <p>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel personally safe; and in this regard secure cage or compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents. Effective security for cycle storage is also maximised by the provision of individual cycle lockers and it is best practice that planning authorities ensure that either secure cycle cage/compound or preferably locker facilities are provided.</p>	
	<p>Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage. The cycle storage facilities should be easily accessible.</p>	<p>✓ As above - All dwelling units have adequate bicycle storage with more than 2 bicycle parking spaces per apartment available. Further, there is also a generous allowance for visitor bicycle parking which encourages the use of non-motorised transport to and from the proposed development.</p>

	Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. It should be low maintenance and as far as possible easy and attractive to use by residents. Appropriate conditions in relation to the operation and maintenance of the cycle storage facilities should be attached to any grant of permission that includes communal cycle provision.	
	For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.	✓ Two central refuse collection areas are in the basement. One refuse collection area is below Block A, and the other is below Block B. An Operational Waste Management Plan accompanies this LRD application.
Appendix D Sustainable	Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises	✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport).

and Efficient Movement	movement for sustainable modes of transport (walking, cycling and public transport)?	
	Have opportunities to improve connections with and between established communities been identified and responded to and in particular strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?	✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces both within and adjacent to the site that optimises connections with and between established communities
	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?	✓ Yes – The road layout is compliant with DMURS requirements as per the transport reports and drawings prepared by DBFL Consulting Engineers.
	Has the quantum of parking been minimised (in accordance with SPPR4) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles?	✓ Yes – A reduced quantum of parking has been provided. All parking areas have been designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles.
Appendix D Mix of Land Uses	Is the mix and intensity of land uses appropriate to the site and its location and have different uses been distributed in a complementary manner to ensure that there is a range of local services and amenities and access to public transport all within a short walk or cycle of homes?	✓ Yes – A mix of unit types and sizes and several open space areas have been provided all within a short walk or cycle of homes. Please view diagrams prepared by JFA Architects and Áit Urbanism + Landscape which illustrate the accessibility of public open spaces.
	Have a diverse and innovative range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by innovative range of housing typologies that support greater housing choice?	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by JFA Architects.

	Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?	✓ N/A.
	Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract investment and encourage a greater number of visitors (where applicable)?	✓ N/A
Appendix D Green and Blue Infrastructure	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the screening of protected structures, conservation areas and historic landscapes?	✓ Yes – The proposed development has responded to the natural features and landscape character of the site. Additional trees and landscape have been added to the site. In support of this, an invasive species management plan prepared by Enviroguide and a tree survey report prepared by Arbor Care accompany this planning application.
	Have a complementary and interconnected range of open spaces and corridors been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	✓ Yes – The proposed development establishes a highly permeable and interconnected range of open spaces and corridors which create and conserve ecological links and promotes active travel and healthier lifestyles.
	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	✓ Yes – The proposed open space areas cater for and are universally accessible to all ages and abilities.
	Does the plan or development proposal include integrate nature-based solutions for the management of urban drainage to promote	✓ Yes – Please refer to the engineering details by DBFL Consulting Engineers which demonstrates the use of Nature-Based Solutions to manage urban drainage.

	biodiversity, urban greening, improved water quality and flood mitigation?	
Appendix D Responsive Built Form	Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure with particular regard to land uses, the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?	✓ Yes – The proposed development establishes a highly permeable and legible urban structure both within and adjacent to the site that optimises daylight/sunlight and connections with and between established communities. Please refer to the architect’s Design Statement prepared by JFA Architects and the Landscape Plan prepared by Áit Urbanism + Landscape.
	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?	✓ Yes – The buildings address all streets and open spaces to ensure passive surveillance. Public and private spaces are clearly defined by boundary and landscaping treatments. Please refer to the landscaping details by Áit Urbanism + Landscape.
	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context, and provide appropriate transitions with adjacent buildings and established communities?	✓ Yes – The proposed development responds to the local vernacular while representing it in a more contemporary manner.
	Has a coherent architectural and urban design strategy been presented that will ensure the development is distinctive, complements the urban structure and promotes a strong sense of identity?	✓ Yes – Please refer to the architect’s Design Statement by JFA Architects which presents architectural and urban design strategy for the site and how the site will function within the South Docks.

2.4 Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is a guide to best practice in urban design and illustrates how the planning guidelines can be implemented effectively and consistently across the different scales of urban development around the country. It should be read in conjunction with the Department's guidelines '*Sustainable Residential Development in Urban Areas 2009*'. The Guide focuses on the issues presented in housing schemes across an array of density ranges and addresses some of the specific issues generated by higher and lower density schemes in urban areas.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
1. Context: How does the development respond to its surroundings?	<ul style="list-style-type: none"> • The development seems to have evolved naturally as part of its surroundings. • Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. • Form, architecture, and landscaping have been informed by the development's place and time. • The development positively contributes to the character and identity of the neighbourhood. ▪ Appropriate responses are made to the nature of specific boundary conditions. 	<ul style="list-style-type: none"> ✓ The proposed development is in the boundary of the South Docks, which is designated as a 'City Area' by the CCDP 2022-2028. The proposed layout responds to the need to integrate with its surroundings while also considering the site's constraints, potentials, and topographical context. ✓ The density of the proposed development, 210 dwellings/ha, is in accordance with the Guidelines on Sustainable Residential Development and Compact Settlements 2024. ✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. ✓ Careful consideration has been given to the materiality of the buildings to create an unmistakable identity for distinctive character areas and good quality open spaces encouraging social interaction. ✓ Regarding boundary conditions which include residential uses, considerable effort has been made to respond positively to this wherever possible.
2. Connections: How well connected is the new neighbourhood?	<ul style="list-style-type: none"> • There are attractive routes in and out for pedestrians and cyclists. • The development is located in or close to a mixed-use centre • The development's layout makes it easy for a bus to serve the scheme 	<ul style="list-style-type: none"> ✓ Permeability and connections between the variety of public spaces will be incorporated throughout the site. ✓ The proposed development is located 1km to the west of the centre of Cork City. ✓ The subject site is adjacent to Centre Park Road, the Marina Promenade, and the greenway.

	<ul style="list-style-type: none"> • The layout links to existing movement routes and the places people will want to get to. ▪ Appropriate density, dependent on location, helps support efficient public transport. 	<ul style="list-style-type: none"> ✓ Connectivity is one of the central design principles of the proposed scheme. The current layout is therefore focused on creating connections to the already existing non-motorised and public transport networks in the surrounding area. ✓ The density is 210 dwellings/ha which is an appropriate density for the site.
3. Inclusivity: How easily can people use and access the development?	<ul style="list-style-type: none"> • New homes meet the aspirations of a range of people and households. • Design and layout enable easy access by all. • There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly. • Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. ▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. 	<ul style="list-style-type: none"> ✓ The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design complies with Part M of the Building Regulations and principles of Universal Design Public, private and communal amenity spaces have been developed to suit children of varying ages, adults, and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths, and open spaces. ✓ New buildings will present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.
4. Variety: How does the development promote a good mix of activities?	<ul style="list-style-type: none"> • Activities generated by the development contribute to the quality of life in its locality. • Uses that attract the most people are in the most accessible places. • Neighbouring uses and activities are compatible with each other. • Housing types and tenure add to the choice available in the area. • Opportunities have been taken to provide shops, facilities and services 	<ul style="list-style-type: none"> ✓ The development is primarily residential and is in accordance with the zoning objective of the site. However, additional non-residential land use is also included within the proposed development. ✓ The lands immediately adjoining the site to the south will consist of a SHD which is under construction. This SHD along with the existing use of Centre Park Road and the Marina Promenade are all complementary to one another and, therefore, compatible with each another. ✓ A wide variety of apartment types have also been provided with a choice of 1-bed, 2-bed, and 3-bed units. This will add

	that complement those already available in the neighbourhood	to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units within the Cork MASP.
5. Efficiency: How does the development make appropriate use of resources, including land?	<ul style="list-style-type: none"> • The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. • Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. • The scheme brings a redundant building or derelict site back into productive use 	<ul style="list-style-type: none"> ✓ An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. ✓ The proposed development provides generous open spaces, and a street and footpath hierarchy which ensures passive supervision of the spaces and ease of movement through the site. ✓ The biodiversity potential of the site will be enhanced by the following measures: <ul style="list-style-type: none"> • Significant specimen tree planting across the site • Pollinator-friendly planting through the site with emphasis on the use of native species. ✓ The promotion of areas covered with flora suited to the site such as flowering, ornamental and multi-stem trees. ✓ The scheme will help to deliver an important number of residential units to the market.
6. Distinctiveness: How does the proposal create a sense of place?	<ul style="list-style-type: none"> • The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. • The scheme is a positive addition to the identity of the locality. • The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<ul style="list-style-type: none"> ✓ The city area for the South Docks will be formed through incremental expansion. The closest established residential development to the site is the centre of Cork City to the west and Blackrock Road to the south. These two areas differ greatly, with the centre of Cork City characterised by apartments which contrasts with the detached/semi-detached dwellings along Blackrock Road which was subject to significant residential growth in the later twentieth century. The most recent expansion will occur with development of the SHD to the south of the site, which will consist of high-rise apartment blocks along Centre Park Road.

	<ul style="list-style-type: none"> ▪ The proposal successfully exploits views into and out of the site 	<ul style="list-style-type: none"> ✓ The proposed design and layout of the development will complement the approved residential development to the south of the site whilst promoting its own sense of place. ✓ The buildings will use materials, proportions, and features that respect and enhance the existing local setting but express it in a contemporary way. Careful consideration will be given to the individual zones, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality. ✓ Where appropriate, apartments will benefit from the attractive internal views to the site as well as longer range northern views over the adjacent riverscape. ✓ Consideration will be given to the use of place names that are synonymous with the area surrounding Ballintemple. ✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently distinctive to promote its own sense of place. ✓ The buildings use materials, proportions, and features that respect and enhance the existing local setting but express it in a contemporary way. Careful consideration is given to the individual apartment blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality. ✓ The proposed layout provides for and ensures connectivity. Connections are facilitated to the existing footpath network along Centre Park Road and the Marina Promenade. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables. ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians/cyclists are
--	---	--

		prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.
<p>7. Layout:</p> <p>How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> • Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. • The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. • The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. • Traffic speeds are controlled by design and layout rather than by speed humps. ▪ Block layout places some public spaces in front of building lines as squares or greens, and some semiprivate space to the back as communal courts. 	<ul style="list-style-type: none"> ✓ The proposed layout responds to the site by exploiting existing features, orientations, views, and topography where possible to maximise the potential of the site. ✓ The proposed layout provides for and ensures connectivity. Passive measures are used to control the speed at which vehicles can travel along vehicular routes. ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians are prioritised through the avoidance of long, linear internal roads. ✓ Shared Surface Streets have been included to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian permeability throughout the site. ✓ The layout also preserves a sense of privacy by minimising overlooking and by setting setback distances from transport routes. An example of this is the setback distance from the greenway to the north of the site.
<p>8. Public Realm:</p> <p>How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> • All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use. • The public realm is considered as a usable integrated element in the design of the development. • Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood. • There is a clear definition between public, semi-private, and private space. 	<ul style="list-style-type: none"> ✓ The scheme is designed to balance the private and public open amenity needs of the community. ✓ The open spaces and play areas have been designed to be overlooked where possible. The apartment blocks have been designed and positioned to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability. ✓ A clear definition is provided between public and private areas. Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones. ✓ The proposed apartments are orientated to overlook the open spaces and provide passive surveillance for these areas. The open spaces vary with a mix of soft and hard

	<ul style="list-style-type: none"> ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	landscaping to further enhance the variety of spaces and the inclusivity for all residents throughout the year
9. Adaptability: How will the buildings cope with change?	<ul style="list-style-type: none"> • Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. • The homes are energy-efficient and equipped for challenges anticipated from a changing climate • Homes can be extended without ruining the character of the types, layout and outdoor space. • The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office. ▪ Space in the roof or garage can be easily converted into living accommodation. 	<ul style="list-style-type: none"> ✓ The diverse apartment types are designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. ✓ The proposed development is designed to the NZEB standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2. ✓ The Climate Action and Energy Statement prepared by ENX Consulting Engineers and the Building Lifecycle Report prepared by Aramark, provide further details regarding the energy efficiency and sustainability of the proposed structures.
10. Privacy and Amenity: How does the scheme provide a decent standard of amenity?	<ul style="list-style-type: none"> • Each home has access to an area of useable private outdoor space. • The design maximises the number of homes enjoying dual aspect. • Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. • Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units. • The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables. 	<ul style="list-style-type: none"> ✓ The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating, and positioning the two apartment blocks. ✓ All apartments will be constructed to prevent acoustic transfer and have been sited to prevent overlooking into adjacent units. ✓ Each unit will also have access to a private amenity space in the form of balconies for apartments. ✓ All units are provided with adequate storage facilities.

<p>11. Parking:</p> <p>How will parking be secure and attractive?</p>	<ul style="list-style-type: none"> • Appropriate car parking is on-street or within easy reach of the home's front door. • Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. • Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. • Materials used for parking areas are of similar quality to the rest of the development. • Adequate secure facilities are provided for bicycle storage. 	<ul style="list-style-type: none"> ✓ The parking facilities will include disabled parking spaces. ✓ Proposed development will also ensure that future EV charging infrastructure can be accommodated. ✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CCDP.
<p>12. Detailed Design:</p> <p>How well thought through is the building and landscape design?</p>	<ul style="list-style-type: none"> • The materials and external design make a positive contribution to the locality. • The landscape design facilitates the use of the public spaces from the outset. • Design of the buildings and public space will facilitate easy and regular maintenance. • Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. ▪ Care has been taken over the siting of flues, vents and bin stores. 	<ul style="list-style-type: none"> ✓ The proposed apartment blocks will respond to the local vernacular. The proposed design will do this by reflecting the form, detailing and material palette of the buildings approved in the SHD to the south, that will respect and enhance the local setting. ✓ The proposed landscape design will frame the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting is durable and facilitate easy maintenance.

2.5 Design Manual for Urban Roads and Streets, 2013

The DMURS 2013 was initially published by the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Integrated Street Networks	<ul style="list-style-type: none"> ▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport? 	<ul style="list-style-type: none"> ✓ The 'centres of activity' within the proposed development are the open space areas and several informal grassed areas. These centres are located to provide the maximum accessibility for all residents, both for the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian. All centres are also linked to the comprehensive network of footpaths to prioritise pedestrian movement.
Movement and Place	<ul style="list-style-type: none"> • Does the development create a legible street hierarchy that is appropriate to its context? ✓ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, crèche, schools etc.)? 	<ul style="list-style-type: none"> ✓ The proposed layout creates a scheme that is easy to navigate for both cyclists and pedestrians thereby increasing the connectivity for modes of non-motorised transport. The major destinations within the site are located close to the main entrances. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes to clearly define the transition between areas. ✓ A network of footpaths and cycle routes are also provided, both along the streets and independent to them (i.e., through open space areas) to prioritise non-motorised modes of transport within the site.
Permeability and Legibility	<ul style="list-style-type: none"> • Has the street layout been well considered to maximise permeability for pedestrians and cyclists? • Are the streets legible with maximum connection opportunities? 	<ul style="list-style-type: none"> ✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. Independent paths have been provided away from the vehicular routes to follow desire lines between

	<ul style="list-style-type: none"> Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<p>destinations (i.e., between play areas / open spaces) to improve circulation through the site.</p> <ul style="list-style-type: none"> ✓ Communal/neighbourhood spaces have been sized to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages/delays.
Management	<ul style="list-style-type: none"> Is the layout designed to self-regulate vehicle speeds and traffic congestion? Does the proposed layout minimise noise / air pollution wherever possible? 	<ul style="list-style-type: none"> ✓ Where possible, passive methods such as landscaping, pedestrian priority zones and shorter street lengths are incorporated to regulate speed of vehicular traffic. ✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the shared surface areas. A Noise Impact Assessment was prepared by a qualified assessor detailing the mitigation of noise pollution and accompanies the EIAR that forms part of this LRD application.
Movement, Place and Speed	<ul style="list-style-type: none"> Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<ul style="list-style-type: none"> ✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative. ✓ Passive measures have been used to create this balance. More active measures including shared surfaces are used in areas to prioritise pedestrian movements and regulate vehicular speed.
Streetscape	<ul style="list-style-type: none"> Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? Have street trees and areas of planting been provided where appropriate? Have active street edges been provided where appropriate? Is a palette of high-quality surface materials and finishes provided? 	<ul style="list-style-type: none"> ✓ The residential blocks are arranged in a manner which creates a defined structure and is legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A Landscape Report by Áit Urbanism + Landscape has been prepared and submitted as part of this planning application which creates a strong landscape structure for internal movement corridors. ✓ Material finishes include a palette of high quality, easily maintainable and durable materials.

Pedestrian and Cyclist Environment	<ul style="list-style-type: none"> • Are footways of appropriate width provided so as to ensure pedestrian safety? • Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? • Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? <ul style="list-style-type: none"> ▪ Have cycle facilities been factored into the design? 	<ul style="list-style-type: none"> ✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Cycling facilities, including parking, have been factored into the design. ✓ Shared surface streets have been introduced in locations to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site.
Carriageway Conditions	<ul style="list-style-type: none"> • Are vehicular carriageways sized appropriately for their function / location? • Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? • Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? ▪ Have adequate parking / loading areas been provided? 	<ul style="list-style-type: none"> ✓ Vehicular carriageways have been sized appropriately designed commensurate with their function/location and in accordance with DMURS principles. Surface materials are appropriate to their application to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians/cyclists. ✓ Adequate levels of parking are provided in appropriate areas to serve the respective dwelling units and non-residential land uses.

2.6 Sustainable Urban Housing Design Standards for New Apartments, 2022

Sustainable Urban Housing: Design Standards for New Apartments 2022 (2022 Apartment Guidelines) updates previous guidelines issued by the Government in 2015, 2018 and 2020. The 2022 Apartment Guidelines are centred on the NPF's focus for compact growth and the recognition that to sustainably meet the number of new homes required in Ireland up to 2040 will necessitate a significant and sustained increase in housing output and apartment type development in particular. The relevant provision of the 2022 Guidelines is outlined below:

Reference	Relevant Policy	Statement of Consistency
Apartment Floor Area	SPPR 3 provides the following minimum floor areas for apartments: Studio: 37 sqm 1 bed: 45 sqm 2 bed: 73 sqm 3 bed: 90 sqm Appendix 1 sets out minimum floor areas for the living/kitchen/dining areas, bedrooms, private amenity spaces, and storage spaces.	✓ The proposed apartment units have all been designed in line with these standards.
Unit Mix	SPPR 1 notes that housing developments may include up to 50% one bedroom or studio type units and there shall be no minimum requirement for apartments with three or more bedrooms.	✓ The proposal includes 35% 1-bed units, 47% 2-bed units, and 18% 3-bed units. ✓ The unit mix is in line with SPPR 1.
Dual Aspect Ratio	Section 3.17 requires a minimum of 50% dual aspect apartments on greenfield sites and a minimum of 33% dual aspect in central and accessible locations. SPPR 4 requires a minimum of 50% dual aspect apartments in suburban or intermediate locations.	✓ A large proportion of the proposed apartment units are dual aspect. ✓ This meets the minimum of 33% dual aspect required under SPPR 4.
Floor to Ceiling Height	Section 3.21 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Section 3.22 suggests increasing the minimum floor height to 2.7m and requires that the ground floor ceiling heights shall be a minimum of 2.7m. SPPR 5 requires that ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances to facilitate a future change of use to commercial use.	✓ All apartments have a floor to ceiling height of more than 2.7m. Due to the location, it is not envisioned that the ground floor units would be changed to a commercial use in the future.

Lift & Stair Cores	SPPR 6 requires a maximum of 12 apartments per floor per core. 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.	✓ Each floor has no more than 12 no. apartments per core.
Internal Storage	<p>Section 3.31 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p> <p>However, as a rule, no individual storage rooms within an apartment should exceed 3.5sqm.</p> <p>Appendix 1 provides the following minimum standards for storage space.</p> <p>Studio: 3 sqm 1 bed: 3 sqm 2 bed (3 person): 5 sqm 2 bed (4 person): 6 sqm 3 bed: 9 sqm</p>	✓ Apartments are provided with adequate levels of storage internally and the exceedance of minimum floor levels will allow for the provision of additional storage should this be required by the occupant.
Private Amenity Space	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments.</p> <p>Appendix 1 provides the following minimum standards for private amenity space.</p> <p>Studio: 4 sqm 1 bed: 5 sqm 2 bed (3 person): 6 sqm 2 bed (4 person): 7 sqm 3 bed: 9 sqm</p>	✓ The private amenity space of the proposed apartments has been provided in line with these standards.
Security Considerations	Section 3.40 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public	✓ The layout and orientation of the proposed blocks will ensure that the public realm and open spaces are overlooked by the surrounding apartments, ensuring passive

	realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings.	surveillance and a strong sense of safety is provided.
Access and Services	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations:	<ul style="list-style-type: none"> ✓ Each of the unit types are compliant with the Building Regulations, in particular TGD Part M Access and Use and TGD Part D Materials and Workmanship. ✓ All apartment units are designed with Part M ambulant compliant stairs to minimise sustained physical effort while accessing the units. ✓ Each apartment with own door access has defined entrances to provide clearly established ingress points.
Refuse Storage	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <p>Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste;</p> <p>In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics;</p> <p>Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies;</p> <p>Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people;</p> <p>Waste storage areas should not present any safety risks to users and should be well-lit;</p>	<ul style="list-style-type: none"> ✓ Appropriate facilities have been provided for each apartment unit to facilitate the storage and collection of waste materials.

	<p>Waste storage areas should not be on the public street and should not be visible to or accessible by the general public.</p> <p>Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles;</p> <p>The capacity for washing down waste storage areas, with wastewater discharging to the sewer.</p>	
Communal Amenity Facilities	<p>Section 4.10 states that the provision and proper future maintenance of well-designed communal amenity spaces will contribute to meeting the amenity needs of residents. Section 4.11 requires that the heights and orientation of blocks adjoining a communal open space must permit adequate levels of sunlight to reach the communal amenity space throughout the year.</p> <p>Appendix 1 provides the following minimum standards for communal amenity space:</p> <p>Studio: 4 sqm 1 bed: 5 sqm 2 bed (3 person): 6 sqm 2 bed (4 person): 7 sqm 3 bed: 9 sqm</p>	<p>✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these facilities will also ensure that the spaces benefit from adequate levels of sunlight.</p>
Children's Play	<p>Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.</p>	<p>✓ Play areas have been provided within the scheme and incorporated into the open space areas close to the proposed apartment units. These play areas benefit from the passive surveillance from surrounding residential areas.</p>
Childcare	<p>Section 4.7 states that one bedroom and studio apartment units should not generally be considered for calculating childcare provision requirements.</p>	<p>✓ Based on the findings of an assessment conducted by the Cork City Childcare Committee, the proposed development now makes provision for a childcare facility that can accommodate a total of 35 children. This figure is larger than the 31</p>

		spaces as required by the Childcare Guidelines 2001.
Bicycle Parking	<p>Section 4.16 requires cycling to be fully integrated into the design and operation of all new apartment development schemes.</p> <p>Section 4.17 provides the following requirements for bicycle provision:</p> <p>Location – bicycle parking should be conveniently accessible to residents, both in terms of proximity to access points to apartments and routes to the external road/street network</p> <p>Quantity – a general minimum standard of 1 cycle storage space per bedroom shall be applied. Visitor cycle parking shall be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning authority</p> <p>Design – cycle parking shall be provided in a dedicated facility of permanent construction.</p> <p>Management – cycle parking shall be the subject of a funded maintenance regime that ensures that facilities are kept clean.</p>	<p>✓ Adequate bicycle parking spaces are provided in the non-residential areas of the site, in line with the requirements of the CCDP 2022-2028.</p>
Car Parking	<p>Section 4.20 notes that the quantum of car parking will vary having regard to the types of locations.</p> <p>Section 4.24 notes that for apartments in less accessible urban location one car parking space per unit and one visitor space for every 3-4 apartments should be required.</p>	<p>✓ The parking provision on site is in accordance with the parking requirements outlined in the CCDP 2022-2028.</p> <p>✓ These parking facilities include disabled parking spaces. Provision is also made for EV enabled parking spaces.</p> <p>✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CCDP 2022-2028.</p>

2.7 Urban Development and Building Heights Guidelines for Planning Authorities, 2018

The Urban Development and Building Heights Guidelines were released in 2018 in response to the publication of the NPF. Section 1.4 notes that local authorities often set generic maximum building height limits which can undermine wider national policy objectives to provide more compact forms of urban development in line with the NPF. The Guidelines therefore outline wider and strategic policy considerations and a more performance criteria driven approach for the assessment of building heights. The Guidelines outline Specific Planning Policy Requirements (SPPRs) and development management criteria to guide development of increased building heights. The proposed development is assessed against these policies and criteria in the table below.

Reference	Relevant Policy	Statement of Consistency
SPPR 1	In accordance with Government policy to support increased building height and density 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, regeneration and infill development to secure the objectives of the NPF and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.	✓ The subject site is located on a brownfield site, east of the centre of Cork City. Whilst located adjacent to the Centre Park Road and the greenway to the west and north of the site, respectively.
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans ² could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	✓ The proposed scheme comprises a mix of uses including commercial and residential. ✓ The proposal also includes public and communal open space to serve the social and recreational needs of the area.
Development Management Criteria	<ul style="list-style-type: none"> ▪ 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 	✓ The subject site is a c. 30-minute walk from the centre of Cork City and a c. 5 - 10-minute walk from the closest bus stop on the 212 Bus Eireann route.

At the Scale of the Relevant City/Town	<p>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.</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> ✓ The proposal includes retail land use which will have a positive contribution to the character of the area. ✓ The proposal will have an overall positive contribution to place making with the creation of new streets, open spaces, and a dense urban residential development.
Development Management Criteria At the Scale of the District/ Neighbourhood / Street	<ul style="list-style-type: none"> 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 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. 	<ul style="list-style-type: none"> ✓ The proposal responds to its overall environment and makes a positive contribution to the area. ✓ The proposal avoids long uninterrupted walls of buildings. ✓ The proposal includes public open spaces including an urban plaza space. ✓ The proposal has been assessed for flooding risk by DBFL Consulting Engineers within the Flood Risk Assessment and has been found to be at low risk of flooding. ✓ The proposal provides a mix of uses and apartment typologies which will make a positive contribution to the area.

	<ul style="list-style-type: none"> ▪ The proposal positively contributes to the mix of uses and/or building/ dwelling typologies available in the neighbourhood 	
Development Management Criteria At the Scale of the Site / Building	<ul style="list-style-type: none"> ▪ 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. ▪ Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'. ▪ Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution. 	<ul style="list-style-type: none"> ✓ The proposed layout has been designed to ensure that the proposed units and open spaces have sufficient daylight and sunlight and that the existing adjacent dwellings are not adversely affected. ✓ A daylight/sunlight report has been prepared by Model Works which assesses all the proposed rooms, amenity spaces, and existing dwellings.
Development Management Criteria Specific Assessments	<p>Support proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <ul style="list-style-type: none"> ▪ Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered. 	<ul style="list-style-type: none"> ✓ The proposal is not located close to an airport or aerodrome. Therefore, an assessment of the impact on air navigation was not required. ✓ An architect's Design Statement has been prepared by JFA Architects. ✓ An EIAR has been prepared by McCutcheon Halley Planning Consultants with input from

	<ul style="list-style-type: none"> ▪ 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. ▪ 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. 	the engineers, architects, and any other required consultant.
SPPR 3	<p>It is a specific planning policy requirement that where;</p> <p>(A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the NPF and these guidelines;</p> <p>then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be</p>	<ul style="list-style-type: none"> ✓ The proposal complies with the development management criteria. ✓ The proposal is not located close to an airport or aerodrome and therefore an assessment of the impact on air navigation was not required. ✓ An architect's Design Statement has been prepared by JFA Architects. ✓ An EIAR has been prepared by McCutcheon Halley Planning Consultants with input from the engineers, architects, and other consultant working within the build environment.

	<p>generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	
SPPR 4	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure: 1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines; 2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and 3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.</p>	<p>✓ The proposed development consists of two apartment blocks with heights of 8 to 10 storeys. The location of proposed development classed as 'City - Centre' by the Sustainable and Compact Settlements Guidelines, thus, a variety of land uses are included in the development.</p>

2.8 Childcare Facilities Guidelines, 2001

The Childcare Facilities, Guidelines for Planning Authorities 2001 published by the Department of Environment require the provision of a crèche be assessed where in excess of 75 dwellings are being proposed.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ 1 no. 35 place childcare facility is provided on site. The capacity of the proposed creche is greater than the anticipated requirement.
Appendix 1 General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ The proposed childcare facility adheres to the minimum floor space requirements as set out in Appendix 1 of the Childcare Facilities Guidelines.

2.9 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 5 Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ This is dealt within the Flood Risk Assessment Report prepared by DBFL Consulting Engineers which accompanies this planning application.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ A detailed Flood Risk Assessment Report by DBFL Consulting Engineers is submitted with this planning application.
	Development in flood risk areas should be subject to the Justification test.	✓ A detailed Flood Risk Assessment Report by DBFL Consulting Engineers is submitted with this planning application.

2.10 Regional Spatial and Economic Strategy – Southern Regional Assembly

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31st January 2020. The RSES provides “a long-term regional level strategic planning and economic framework, in support of the implementation of the National Planning Framework, for the future physical, economic and social developments for the Southern Region”. The Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) translates the NPF objectives to the regional level.

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
RPO 4	<p>Increased population growth should be planned having regard to environmental criteria including:</p> <ul style="list-style-type: none"> • The assimilative capacity of the receiving environment. • The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests. 	<ul style="list-style-type: none"> ✓ The proposal will provide an additional 176 no. units on this site to the east of the centre of Cork City, which is in line with the zoning objective for the site and the expected population growth in South Docks. ✓ An AA Screening was prepared by Enviroguide and the key finding of the screening was to progress to Stage 2 of the AA process. Therefore, an NIS was prepared and accompanies this planning application.
RPO 9	<p>Holistic approach to delivering infrastructure:</p> <ul style="list-style-type: none"> • Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following: • Water services, digital, green infrastructure, transport and sustainable travel, community and social renewable energy, recreation, open space amenity, climate change, adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm. 	<ul style="list-style-type: none"> ✓ The proposal will provide a high-density development on this residentially zoned site within Polder Quarter character area. It will allow for the compact growth of the South Docks in line with national, regional, and local planning policy. ✓ The proposal includes all required infrastructure.
RPO 10	Compact Growth in Metropolitan Areas:	<ul style="list-style-type: none"> ✓ The proposal will provide 176 no. new apartments within the South Docks. It will also provide open spaces, community space, and commercial land

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling. • The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas. 	<p>use to ensure amenities and facilities are within a 15-minute walk of people's residence.</p> <p>✓ The site is a 15-minute cycle or 30-minute walk from the centre of Cork City which provides further facilities and amenities.</p>
RPO34	<p>Regeneration, Brownfield and Infill Development:</p> <p>In pursuit of the NPF's NPO 3a, 3b & 3c, the Development Plan Core Strategy' should be accompanied by specific objectives setting out the achievement of urban infill/brownfield development. Requirements for brownfield site remediation shall consider:</p> <ul style="list-style-type: none"> • Seeking initiatives that enable site assembly for regeneration and initiatives that promote regeneration of brownfield lands over greenfield lands across all tiers of urban settlements including smaller towns and rural villages; • Local Authorities through their respective County Development Plans and Local Area Plans will set out policies and objectives to support the reuse/refurbishment of existing disused and derelict rural dwellings for residential purposes, community or commercial (including social enterprise) and encourage new uses for disused/derelict farm buildings including residential where appropriate, subject to normal planning considerations and ensure that re-use is compatible with environmental and heritage protection; • The establishment of database with site briefs specifically for brownfield sites zoned for development which will be 	<p>✓ This planning application complies with this regional planning objective as it is accompanied by:</p> <ul style="list-style-type: none"> ➤ a site risk assessment was conducted by Enviroguide and forms part of the EIAR ➤ a construction waste management plan prepared by DBFL Consulting Engineers ➤ an operation waste management plan prepared by Enviroguide

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
	<p>continually renewed and updated as opportunities arise through active land management processes, so that brownfield re-use can be managed and co-ordinated across multiple stakeholders;</p> <ul style="list-style-type: none"> • Target measures to reduce the extent of vacancy within our Region's existing building stock and seek investment in refurbishment initiatives to bring underused property assets into use in the residential market; • Target measures and support initiatives that promote retrofitting and improving the quality of the existing building stock, especially energy efficiency, green infrastructure, digital infrastructure, smart technologies to future proof our existing buildings and neighbourhoods; • In brownfield developments, the preparation of a Construction & Development Waste Management Plan (C&D WMP) should be prepared in the early stages of project development to facilitate suitable arrangements for the proper and authorised management of wastes; • In accordance with the "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects", published by the Department of the Environment, Community and Local Government (DECLG) and any updated guidelines, Development plans shall seek that a C&D WMP shall accompany a planning application for projects which exceed specified threshold limits for both public and private sectors with the key objectives to <ul style="list-style-type: none"> (i) minimise the amount of waste generated as part of the project, (ii) maximise the amount of material for re-use on site, (iii) maximise the amount of material which is sent off site for reuse, recycling or reprocessing and 	

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
	<ul style="list-style-type: none"> (iv) assess by product options and (v) minimise the amount of material sent to landfill/export. Waste management plans should also consider potential impacts arising from spreading of invasive species; • Proposals for brownfield regeneration in strategic locations including docklands, should be accompanied by a site risk assessment and a clear waste plan for any wastes arising, including consideration of hazardous or contaminated material. 	
RPO35	<p>Support for Compact Growth</p> <ul style="list-style-type: none"> a. Local Authorities, through Development Plan and Local Area Plan policies, shall identify rejuvenation priorities within our Region's settlements which demonstrate achievement of National Strategic Outcome: Compact Growth; b. Development Plans shall set out a transitional minimum requirement to deliver at least half (50%) of all new homes that are targeted in the Region's three Cities and suburbs of Cork, Limerick and Waterford, within their existing built up footprints in accordance with NPF National Policy Objective 3b. This will be evidence based on availability and deliverability of lands within the existing built up footprints; c. Development Plans shall set out a transitional minimum requirement to deliver at least 30% of all new homes that are targeted in settlements other than the cities and suburbs, within their existing built-up footprints in accordance with NPF National Policy Objective 3c. This will be evidence based on availability and deliverability of lands within the existing built up footprints. 	<p>✓ The proposed development is in aligned to this regional planning objective as it will place a residential development on a site which is within the existing built-up footprint of Cork City and suburbs.</p>

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
RPO176	<p>10-minute" city and town concepts</p> <ul style="list-style-type: none"> It is an objective to attain sustainable compact settlements with the "10-minute" city and town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services. Local authorities should ensure that decision making in relation to new infrastructure for improved connectivity is informed by an appropriate level of environmental assessment. 	<p>✓ This application is accompanied by a social infrastructure audit which reviewed the facility and services within a 2km radius from the proposed development. The findings of the social infrastructure audit were that there are over 100 existing facilities available to future residents. Thus, the proposed development is in an area with excellent access to social infrastructure. Furthermore, the proposed development includes a childcare facility and retail units which ensure that the development does not encroach on the capacity of existing social infrastructure.</p>

3. Local Planning Policy

This section assesses the proposed development against the following local policy documents:

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040.

3.2 Cork Metropolitan Area Strategic Plan

3.3 Cork City Development Plan 2022-2028

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Key outcomes for walking in the Strategy include:</p> <ul style="list-style-type: none"> • An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km); • Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork; • Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm; • Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and • 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. 	<ul style="list-style-type: none"> ✓ The proposal includes high-quality public realm and routes that will create a pleasant and attractive place for pedestrians and cyclists to travel through the site. ✓ The proposal includes the completion of the walkways that connect to the SHD site to the south. ✓ The provision of attractive and safe walking routes will help encourage people to walk throughout the scheme and to walk throughout the wider area. ✓ The scheme has been designed to prioritise walking and cycling over the use of the private motorised transportation.
<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"> • Unlock strategic development areas in its catchment areas including the Cork City Docks, Curraheen, Ballincollig and Mahon; • Maximise the development of potential windfall sites; 	<ul style="list-style-type: none"> ✓ The proposed development is in the South Docks and can thus be deemed as a windfall site which will deliver the require densities to justify the provision of an LRT service through the South Dock. ✓ The proposal has been designed to minimise the presence of the private car and encourage walking and cycling as a mode of transport.

Relevant Policy / Principle / Guideline	Statement of Consistency
<ul style="list-style-type: none"> • Provide greater certainty for future Planning and Development, to pursue higher densities required to meet NPF population and employment targets for Cork City; • Enable car-free and low car development within its catchment in line with recent changes to government policy outlined in the NPF and Sustainable Apartment guidelines; • Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area. 	
<p>Greenway Cycle Network</p> <p>Greenway networks comprise of traffic free or low-trafficked routes and typically comprise of re-purposed derelict railway lines, routes through parks or alongside rivers. Access to greenways can be supported through filtered permeability from residential or other built-up areas. Some key indicative areas for greenways* include:</p> <ul style="list-style-type: none"> • A proposed east-west 'Lee to Sea' greenway incorporating the Lee Fields, city quays, the Marina and the Old Passage railway line; • A Greenway linking City-Tivoli-Glanmire Little Island- Carrigtwohill and Midleton (Part of the EuroVelo 1 route) with a potential extension to Youghal via the old railway line; • A route following the Tramore River including Douglas, Tramore Valley Park and Togher; • Passage West to Carrigaline; • Curraheen River Greenway; • Old Bandon/Kinsale Railway incorporating the Chetwynd Viaduct (below); • Blarney Greenway Route; • A route between Carrigrohane Road and Tower; and • Midleton-Ballinacurra- Whitegate • Additional greenways and/inter-urban routes to those outlined above, may be investigated subject to changes in the proposed population and employment distribution as part of the proposed periodical 5 year CMATS review. 	<p>✓ The proposal is located along the 'Lee to Sea' greenway which provides an attractive and safe route for pedestrians and cyclists that connects to the centre of Cork City to the west and Mahon Point to the east of the proposed development.</p>

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Supporting Radial Bus Services</p> <p>In order to ensure comprehensive network coverage, additional supporting radial bus services will be developed. These supporting services typically have lower frequencies than the Core Radial Bus Network but cater for a wider catchment across the Metropolitan Area. The radial bus services will provide further opportunities for interchange to Suburban Rail, Light Rail and other bus services on the Core Bus Network. The proposed radial bus routes, and indicative frequencies, are as follows:</p> <ul style="list-style-type: none"> • Glanmire – City Centre: 20-minute frequency; • Cork Airport – Kent Station: 20-minute frequency; • Pouladuff – City Centre: 30-minute frequency; • Apple campus – City Centre: 30-minute frequency; • Ringaskiddy – Passage West – City Centre: 20-minute frequency; • Ringaskiddy – Carrigaline – City Centre: 20 min minute frequency; and • Midleton – City Centre: 10-minute frequency 	<p>✓ The proposal will increase the population of the South Docks, supporting this aim for improved bus services which complement the proposed LRT service in future.</p>

3.2 Cork Metropolitan Area Strategic Plan

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
CMASPPO2	<p>Cork City</p> <p>Seek delivery of the following subject to the required appraisal, planning and environmental assessment processes.</p> <p>b. Seek investment to achieve the infrastructure led brownfield regeneration of the Cork City Docklands and Tivoli as high quality, mixed use sustainable waterfront urban quarters, transformative projects which set national and international good practice standards in innovation, green and quality design, exemplary urbanism and place making.</p>	<p>✓ The proposed development is an example of an investment which is in the Cork City Docklands and is a mixed-use development consisting of residential, retail, and community uses. Therefore, the proposed development will contribute to the realisation of the Cork MASP Policy Objective 2.</p>

3.3 Cork City Development Plan 2022-2028

The Cork City Development Plan 2022-2028 was adopted in June 2022 and came into effect in August 2022. The table below provides an assessment of the proposed development against the relevant policies and objectives.

Chapter	Policy	Policy Provision	Statement of Consistency
Chapter 2 Core Strategy	SO 1: Compact Liveable Growth	Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to existing city.	✓ The proposed development will regenerate the dockland through infill development which will consist of multiple land uses that encourage sustainable modes of travel.
Chapter 2 Core Strategy	SO 2: Delivering Homes and Communities	Provide densities that create liveable, integrated communities by using a mix of house types, tenures and sizes linked to active and public transport. Provide amenities, services and community and cultural uses to enable inclusive, diverse and culturally rich neighbourhoods.	✓ The proposed development will deliver a development within the prescribed density, consists of a mix of apartment types, will link to the existing and planned public transport infrastructure, and add to the facilities on offer in the area.
Chapter 2 Core Strategy	SO 3: Transport and Mobility	Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.	✓ The proposed development will encourage travel by modes active transport and public transport by minimising the car parking spaces and maximising the bicycle parking spaces. Furthermore, the proposed development has considered its proximity to the planned LRT route by including the necessary offsets from Centre Park Road.
Chapter 2 Core Strategy	SO 4: Climate and Environment	Transition to a low-carbon, climate-resilient and environmentally sustainable future. Implement climate mitigation and adaptation measures that reduce our carbon footprint including sustainable energy consumption, sustainable transport, circular	✓ The proposed development is in support of SO 4, with this planning application is accompanied by the documents which address these concerns, they are: <ul style="list-style-type: none"> ➤ Building Life Cycle Report prepared by Aramark

		economy, green construction and flood risk mitigate and adaptation.	<ul style="list-style-type: none"> ➤ Climate Resilience Statement prepared by ENX ➤ Climate Action and Energy Statement prepared by ENX ➤ Site Specific Flood Risk Report prepared by DBFL Consulting Engineers
Chapter 2 Core Strategy	SO 5: Green & Blue Infrastructure, Open Space and Biodiversity	Manage and enhance green and blue infrastructure, to protect and promote biodiversity, ecology and habitat connectivity, protect natural areas, enhance landscape character and maritime heritage, and manage access to green and blue spaces that provide recreation, amenity and natural areas.	<p>✓ The proposed development is accompanied by several reports which aim to minimise the environmental impact of the development, these reports are:</p> <ul style="list-style-type: none"> ➤ AA Stage 1: Screening Report prepared by Enviroguide ➤ AA Stage 2: Natura Impact Statement prepared by Enviroguide ➤ Invasive Species Management Plan prepared by Enviroguide. ➤ Construction Environmental Management Plan prepared by DBFL Consulting Engineers ➤ Operational Waste Management Plan prepared by Enviroguide
Chapter 2 Core Strategy	SO 8: Environmental Infrastructure	Ensure efficient and sustainable use of water services, enhance water quality and resource management. Manage waste generation and treatment and support the principles of the circular economy. Improve air quality and promote proactive management of noise. Enable the sustainable delivery of digital infrastructure, renewable energy and environmental improvements.	<p>✓ The proposed development includes reports and assessments which ensure that that matters related to environmental infrastructure are considered and incorporated within the design, these reports and assessments are:</p> <ul style="list-style-type: none"> ➤ EIAR prepared by McCutcheon Halley Planning Consultants ➤ AA Stage 1: Screening Report prepared by Enviroguide

			<ul style="list-style-type: none"> ➤ AA Stage 2: Natura Impact Statement prepared by Enviroguide ➤ Site-Specific Flood Risk assessment prepared by DBFL Consulting Engineers ➤ Construction Environmental Management Plan prepared by DBFL Consulting Engineers ➤ Operational Waste Management Plan prepared by Enviroguide ➤ Confirmation of feasibility from Uisce Éireann obtained by DBFL Consulting Engineers ➤ Tree Survey Report prepared by Arbor Care ➤ Building Lifecycle and Property Management Reports prepared by Aramark ➤ Climate Action and Energy Statement prepared by ENX ➤ Climate Resilience Statement prepared by ENX ➤ Invasive Species Management Plan prepared by Enviroguide
Chapter 2 Core Strategy	SO 9: Placemaking and Managing Development	Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.	<ul style="list-style-type: none"> ✓ The proposed development is high density, mixed-used, and people-centred. The architect's Design Statement prepared by JFA Architects, and the Landscape Report prepared by Áit Urbanism + Landscape covers these aspects of the proposed development.

Chapter 2 Core Strategy	Objective 2.10 The 15 Minute City	To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.	<ul style="list-style-type: none"> ✓ The proposed development has been designed in line with the principles of a 15-minute city. ✓ The subject site is within a 15-minute cycle or 30-minute walk from the centre of Cork which provides access to a range of facilities and services. ✓ In recognition of the fact that not everyone is comfortable cycling, the proposal includes a centre with community space, and small-scale commercial unit to cater for people within a 15-minute walk of the site
Chapter 2 Core Strategy	Objective 2.12 Mix of Uses	Support the delivery of a diverse mix of suitable uses that enhance Cork City's network of neighbourhoods, towns and communities as places to live, work, provide, care, learn and enjoy.	<ul style="list-style-type: none"> ✓ The proposed development includes a mix of uses that will enhance the immediate context and the wider area of the South Docks by ensuring the everyday needs of the population are met within a short distance from their homes.
Chapter 2 Core Strategy	Objective 2.13 Design Led City	Follow a design-led approach that delivers sustainable, high quality placemaking, urban regeneration and high quality architecture in this context. Development shall contribute positively to the quality of the surrounding built and natural environment, health and wellbeing, and shall be planned and designed with reference to climate change mitigation and adaptation.	<ul style="list-style-type: none"> ✓ The proposal has been designed by a multi-disciplinary team to ensure the delivery of a sustainable, high-quality scheme that makes a positive contribution to placemaking. ✓ The scheme includes climate change mitigation and adaption measures including the elimination of fossil fuel use in homes, the provision of EV charging points, and the creation of a 15-minute neighbourhood.

Chapter 2 Core Strategy	Objective 2.14 Walkable Neighbourhoods	<p>New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <ul style="list-style-type: none"> a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of “dead” spaces. c. Ensuring a child friendly and age friendly environment applying Universal Design principles with a mix of household types. d. Designing a safe place that enables access for all. e. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services. f. Being well-connected with easy access to public transport and active travel. g. Providing enhanced permeability for walking and cycling. 	<ul style="list-style-type: none"> ✓ The proposed development will provide a mix of uses in high quality buildings. ✓ The proposal has been designed at a human scale with active streets and the avoidance of dead spaces. ✓ Overall, the proposal will create an attractive, safe and vibrant place. ✓ The proposal has been designed in line with universal design principles. Please see the architect’s Design Statement prepared by JFA Architects for further detail. ✓ The proposal will provide high quality recreational spaces. ✓ The proposal, along with the SHD to the south, will provide a well-connected area with excellent permeability for walking and cycling.
Chapter 2 Core Strategy	Objective 2.16 Neighbourhood Mix	Promote high quality neighbourhoods by increasing the range of community, recreational, local enterprise, cultural and leisure related facilities.	<ul style="list-style-type: none"> ✓ The proposal includes a neighbourhood centre with a retail unit and communal space which will serve to increase the range of facilities available in the area.
Chapter 2 Core Strategy	Objective 2.17 Neighbourhood Design	The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and	<ul style="list-style-type: none"> ✓ The proposed development fosters a sense of community through linking with the SHD scheme to the south of the development, enhances connectivity by its proximity to existing and proposed active and public transport infrastructure, enhances

		green and blue infrastructure and respect the local context and character of the area.	landscape character through linking with Marina Park and the Marina Promenade, incorporates a creative approach to urban design by including the suggestions provided at the Section 247 and 32B meetings, and builds on the surrounding green and blue infrastructure through drainage and flood risk measures proposed.
Chapter 2 Core Strategy	Objective 2.31 Compact Growth	It is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy.	✓ The subject site in the existing built-up area of Cork City within the South Docks. Therefore, the proposal will contribute to the delivery of 65% new homes within the existing built-up footprint of Cork City
Chapter 2 Core Strategy	Objective 2.32 Housing Supply	Support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.	<ul style="list-style-type: none"> ✓ The proposed 176 no. homes will increase the supply of housing in the city and increase the range of housing options of offer. ✓ The proposal achieves an efficient use of zoned and serviced land.
Chapter 3 Delivering Homes and Communities	Objective 3.1 Planning for Sustainable Neighbourhoods	<p>Cork City Council will seek to:</p> <ul style="list-style-type: none"> a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-Minute City concept; b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood integration, health and wellbeing and enhancement is central to this; c. Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 	<ul style="list-style-type: none"> ✓ The proposed development will support the continued growth of the South Docks, in line with the principle of a 15-minute city. ✓ Placemaking is at the heart of this scheme which provides communal and public open space, and links with existing non-motorised and public transport networks in the area. ✓ The proposal has been designed in accordance with the universal design principles. Please see the architect's Design Statement prepared by JFA Architects. ✓ The proposal includes commercial and recreational land uses to support both the

		<p>'Urban Design Manual – A Best Practice Guide', Universal Design principles and any updates;</p> <p>d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods;</p> <p>e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods;</p> <p>f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.</p>	<p>proposed development and the SHD to the south.</p> <p>✓ Overall, the proposal will create a healthy and attractive place to live.</p>
<p>Chapter 3</p> <p>Delivering Homes and Communities</p>	<p>Objective 3.2</p> <p>A Diverse, Inclusive and Equal City</p>	<p>Cork City Council will seek to ensure that Cork is an inclusive City and meets the needs of all by:</p> <p>a. Providing a land use planning system that ensures an appropriate distribution of land uses, infrastructure and services to give equal access to all residents to live, work, educate, recreate and avail of other services in terms of range and quality;</p> <p>b. Consciously considering specific population groups in the design of neighbourhoods, places, buildings, streets and spaces to meet the needs of all citizens;</p> <p>c. Consciously considering specific population groups in the development of planning policy, strategies and frameworks with an emphasis on young people, old people and people with disabilities;</p>	<p>✓ The proposed development adheres to the land use planning system of Cork City as it is residential which corresponds with the zoning of the land.</p> <p>✓ The proposed development consists of apartments which will serve a range of household types and add variety to the existing housing stock in the area.</p> <p>✓ The design of the proposed development adheres to the universal design principles ensuring universal access and adaptable accommodation.</p> <p>✓ The proposal includes a retail unit which will serve the area.</p> <p>✓ The proposed development will ensure socio-economic diversity through</p>

		d. Promoting measures that reduce concentrations of social inequality between neighbourhoods.	dedicating 10% of the development to Part V affordable units.
Chapter 3 Delivering Homes and Communities	Objective 3.3 New Housing Supply	<p>Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by:</p> <p>a. Zoning sufficient lands for residential or a mix of residential and other uses to facilitate the delivery of housing;</p> <p>g. Ensuring that all new housing developments contribute to the creation and / or maintenance of successful neighbourhoods and are designed to the highest standards (see Chapter 11: Placemaking and Managing Development).</p>	<ul style="list-style-type: none"> ✓ The proposal includes the provision of 176 no. residential units on this residential zoned land. ✓ The proposal will contribute to the creation of a successful neighbourhood with the provision of a retail unit, recreational space, communal open space, and public open space.
Chapter 3 Delivering Homes and Communities	Objective 3.4 Compact Growth	<p>Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork. Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by:</p> <p>b. Progress housing and employment delivery in urban centres and strategic regeneration sites;</p> <p>g. Optimising the use of land (see Objective 3.5: Residential Density)</p> <p>h. Establishing ambitious and achievable buildout rates at the planning stage to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value;</p>	<ul style="list-style-type: none"> ✓ The proposed residential units will be in the South Docks, on brownfield lands zoned for residential development. The lands immediately south of the subject site are currently under construction as part of a SHD. ✓ The use of the land has been optimised with a net density of 210 dwelling/ha in addition to a retail unit and community space. ✓ The SHD to the south is currently under construction on a phased basis in line with the planning permission. It is intended that the subject development will complement it with construction commencing as soon as planning is received.

		<p>i. Influencing Government to update the legislative, guidance, fiscal and financial framework to the benefit of housing delivery on brownfield sites;</p> <p>j. Combining its role as planning authority and housing authority to bring about residential development to meet demand and need;</p> <p>m. Ensuring that all new housing developments contribute to the creation and / or maintenance of successful neighbourhoods;</p> <p>o. Encouraging the retrofitting and reuse of existing buildings, rather than their demolition and reconstruction</p>	
Chapter 3 Delivering Homes and Communities	<p>Objective 3.5</p> <p>Residential Density</p>	<p>Cork City Council will seek to:</p> <p>a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and</p> <p>b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;</p> <p>c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;</p>	<p>✓ The proposal will provide a high-density development of 210 dwellings/ha within two apartment blocks with building heights up to 10 storeys which is considered appropriate for the location in the city area of the South Docks.</p> <p>✓ The proposed density and heights have been achieved while also protecting the residential amenity of the existing dwellings to the east and south.</p> <p>✓ The proposal includes a retail/café unit and gym which will serve both the proposed residential units and the SHD to the south and will provide services and amenities within a short walking distance of peoples' home.</p>

		d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.	
Chapter 3 Delivering Homes and Communities	Objective 3.6 Housing Mix	<p>Cork City Council will seek to:</p> <p>a. Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City;</p> <p>b. Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in “Density Done Well” in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;</p> <p>c. Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of familysized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);</p> <p>d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</p> <p>e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;</p>	<p>✓ The proposal includes a mix of 1-, 2- and 3-bedroom apartments. This mix of unit types and sizes will cater to a range of households and will add to the housing supply in the area and help create a balanced and sustainable community.</p> <p>✓ The proposal includes 10% Part V units.</p>

		f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.	
Chapter 3 Delivering Homes and Communities	Objective 3.14 Community Infrastructure and Services	To work with our communities and infrastructure providers in facilitating the development and provision of a range of accessible, socially inclusive, multi-functional and diverse community facilities throughout the City.	✓ The proposal includes a retail/cafe unit and community space which will help create a community hub to serve the surrounding area.
Chapter 3 Delivering Homes and Communities	Objective 3.17 Community Hubs	To promote the co-location and sharing of community, enterprise, recreation and open space infrastructure to create community hubs of scale at locations that can be accessed by walking, cycling and public transport and subject to there being no significant adverse impacts on local amenity	
Chapter 3 Delivering Homes and Communities	Objective 3.18 Adaptable Community Facilities	To support provision of community facilities that are multi-functional and sufficiently adaptable, to cater for a variety of uses now and in the future as needs change.	✓ The community uses provided can be adapted to cater for a variety of uses and users.
Chapter 3 Delivering Homes and Communities	Objective 3.20 Cork City as a Child- Friendly City	To promote Cork as a child-friendly city by considering the design needs of young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.	✓ The proposal has been designed in accordance with the universal design principles.
Chapter 3 Delivering Homes and Communities	Objective 3.21 Childcare Facilities	To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will: a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are	✓ Based on the findings of an assessment conducted by the Cork City Childcare Committee, the proposed development now makes provision for a childcare facility that can accommodate a total of 35 children. This figure is larger than the 31 spaces as required by the Childcare Guidelines 2001.

		<p>sufficient, alternative arrangements will be considered;</p> <p>b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed;</p> <p>c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.</p>	
<p>Chapter 3</p> <p>Delivering Homes and Communities</p>	<p>Objective 3.29</p> <p>Neighbourhood Recreation and Amenity</p>	<p>a. To finalise the Cork City Active Recreation Infrastructure Study to guide the implementation of this policy objective and other related objectives in the wider Plan;</p> <p>b. To support and facilitate the development of outdoor and indoor recreational facilities, play facilities and services to cater for all-age groups and people of all abilities on suitable sites;</p> <p>c. To support the clustering of recreational facilities, particularly in locations that are well served by walking, cycling and public transport;</p> <p>d. To promote more multi-functional facilities such as Multiple Games Areas (MUGAs) and multi-use internal courts/halls where there is a deficit in existing facilities across a range of sports/active recreation uses. This does not imply a relaxation of the open space standards for new development proposals;</p> <p>e. To support the provision of formal and informal play areas with appropriate equipment and where possible, incorporating nature-based play equipment and layouts. These, where practical,</p>	<p>✓ The proposal includes a central amenity space which will provide a recreational facility for people.</p> <p>✓ The proposal also includes the provision of public open space and a community plaza.</p> <p>✓ Play areas are provided in the wider area at Marina Park and to the east along the Marina Promenade.</p>

		<p>should seek to appeal to a range of age cohorts through their layout and equipment;</p> <p>f. To discourage the redevelopment of recreational facilities to alternative, non-community uses unless it can be demonstrated there is suitable and accessible (by walking, cycling and public transport) alternative provision elsewhere with sufficient capacity to compensate for the loss of the facility.</p>	
Chapter 3 Delivering Homes and Communities	<p>Objective 3.35</p> <p>Safe and Secure City</p>	<p>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;</p> <p>b. To encourage buildings and spaces to be designed with safety and security in mind to avoid anti-social behaviour, reduce and prevent crime and create safe places for all;</p> <p>c. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.</p>	<ul style="list-style-type: none"> ✓ The proposed layout ensures all streets and public open spaces will be overlooked and provided with passive surveillance. This will help create a safe environment for all users. ✓ The proposal has been designed with safety and security in mind.
Chapter 4 Transport and Mobility	<p>Strategic Objective 3</p> <p>Transport and Mobility</p>	<p>Proposals for new development in Cork City will be required to minimise the need for the private car, prioritise walking, cycling and public transport, be permeable, safe and secure for walking and cycling and where possible provide for filtered permeability. New developments will provide infrastructure for Electric Vehicles within the developments. Development proposals will provide for easy access to local amenities and education facilities.</p> <p>Proposals for new development will be required to demonstrate their impact on the existing transport</p>	<ul style="list-style-type: none"> ✓ The proposal has been designed to minimise the need for the private car and has provided attractive and pleasant spaces for pedestrians. ✓ The impact on the existing transport network has been assessed by DBFL Consulting Engineers and accompanies this planning application. ✓ The number of car parking spaces provided is aligned to the parking standards which encourages a modal shift towards sustainable modes of transport.

		<p>networks, commensurate with the nature and scale of the development. Mobility management plans will be required for developments that will accommodate a large number of people living, working or otherwise using the development.</p> <p>All new development proposals will be subject to maximum car parking standards to achieve greater modal shift and promote sustainable transport patterns.</p>	
Chapter 4 Transport and Mobility	<p>Objective 4.3</p> <p>Strategic Location of New Development</p>	<p>To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.</p>	<ul style="list-style-type: none"> ✓ The proposed development is in the Polder Quarter character area, to the east of the centre of Cork City and a 5-minute walk from the closest Bus Eireann stop. ✓ The subject site is served by the 202, 212, and 215 Bus Eireann routes. Centre Park Road is currently served by Bus Eireann route 212 which connects with the centre of Cork City and Mahon Point. Under Bus Connects, it is proposed that the frequency of these routes will be increased. ✓ This increased frequency of the bus services along with the proposed LRT will increase the viability public transport options for the future residents of the proposed development.
Chapter 4 Transport and Mobility	<p>Objective 4.4</p> <p>Active Travel</p>	<p>To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city.</p> <p>To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm</p>	<ul style="list-style-type: none"> ✓ The proposed development includes safe and direct pathways for pedestrians and cyclists through the site which connect with the SHD to the south. ✓ The proposal includes facilities and amenities to support the future increased population in the area which supports the 15-minute city concept.

		<p>elements, including wayfinding and supporting amenities (benches, water fountains, bike stands).</p> <p>To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.</p>	
Chapter 4 Transport and Mobility	Objective 4.5 Permeability	<p>a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.</p> <p>b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed.</p> <p>c. Prepare a permeability strategy for areas throughout the city.</p>	<ul style="list-style-type: none"> ✓ The proposed development provides a highly permeable scheme with pathways for pedestrians provided throughout. ✓ The pathways through the open space provide direct links to the adjacent roads. ✓ All pathways for pedestrians and cyclists are overlooked which will ensure a high level of safety and security.
Chapter 5 Climate Change and the Environment	Strategic Objective 4 Climate and Environment	<p>To support transition to a low-carbon, climate-resilient and environmentally sustainable future. To support the circular economy.</p> <p>Proposals for new development in Cork City will strive to reduce carbon footprints by carbon emission reductions, sustainable energy consumption, sustainable transport, use of renewable energy sources, green construction methods including passive solar design, and flood risk mitigation and adaptation and use of nature-</p>	<ul style="list-style-type: none"> ✓ A Climate Resilience Statement was prepared by ENX Consulting Engineers and accompanies this LRD application.

		<p>based solutions, through design, layout, implementation and operation.</p> <p>A statement commensurate with the nature and scale of the development proposal will be required to accompany planning applications demonstrating how climate resilience has been considered and implemented at all stages in the development process.</p>	
Chapter 5 Climate Change and the Environment	Objective 5.10 Energy Conservation and Efficiency	To support and help create high levels of energy conservation and energy efficiency in both new and existing buildings.	✓ The proposed buildings and residential units will all be designed to NZEB standards.
Chapter 5 Climate Change and the Environment	Objective 5.11 Energy Efficiency Considerations	New development proposals are expected to maximise energy efficiency through location, siting, orientation, layout, design, stormwater drainage and landscaping. This includes seeking to optimise energy efficiency through thermal insulation, passive ventilation and cooling and passive solar design.	<ul style="list-style-type: none"> ✓ The proposed layout has been designed to optimise energy efficiency. ✓ The proposed residential units will all achieve sufficient daylight standards in line with BRE recommendations.
Chapter 5 Climate Change and the Environment	Objective 5.12 Energy Use Management	Development proposals are encouraged to incorporate best practice in technologies that help reduce energy use or enables the monitoring and management of energy use.	✓ The proposal has been designed to reduce energy use where possible. In addition, direct fossil fuel use has been eliminated.
Chapter 5 Climate Change and the Environment	Objective 5.13 Waste Management – Construction and Operation of Development	All development proposals should minimise waste and maximise the recycling and re-use opportunities during the construction and operation phases	✓ A Construction Waste Management Plan prepared by DBFL Consulting Engineers and an Operational Waste Management Plan prepared by Enviroguide accompanies the LRD application.
Chapter 5	Objective 5.14 Adaptable Design	To encourage the incorporation of adaptable design into all new all developments to facilitate their	✓ The internal layout of all the proposed residential units can be adapted to suit the needs of the future residents.

Climate Change and the Environment		adaptation to alternative use, layout or user requirements in the future if required	
Chapter 5 Climate Change and the Environment	Objective 5.16 Renewable and Low Carbon Energy	To encourage development proposals to consider use of renewable energy infrastructure from the project inception stage with planning applications for larger development schemes required to demonstrate how renewable energy infrastructure have been considered through Scheme Sustainability Statements (See Scheme Sustainability Statements in Chapter 11 Placemaking and Managing Development).	✓ Renewable energy will be added to individual blocks upon the completion of the development.
Chapter 5 Climate Change and the Environment	Objective 5.17 Heat Pumps	To support the use of heat pumps in new build residential, commercial and public buildings taking into account amenity, conservation and heritage considerations	✓ The proposed units have all been designed to allow the provision of heat pumps.
Chapter 5 Climate Change and the Environment	Objective 5.18 Roof-Top Solar Photovoltaic/Thermal Panels	To support the incorporation of photovoltaic and/ or solar thermal collector panels for electricity generation/storage and water heating on new residential, commercial and public buildings taking into account amenity, glint and glare, conservation and heritage considerations.	✓ Photovoltaic panels will be added to the roofs of the proposed apartment buildings.
Chapter 5 Climate Change and the Environment	Objective 5.22 Electric Vehicles	To encourage and support the use of Electric Vehicles (EV) and Light Electric Vehicles (LEV) and support the provision of charging infrastructure for EVs on-street, within carparks and in new developments.	<ul style="list-style-type: none"> ✓ The proposal includes a total of 11 no. EV charging spaces which equates to 20% of the total car parking spaces provided. ✓ In addition, the proposal provides ducting to all shared basement car parking spaces.
Chapter 5	Objective 5.24 Green and Blue Infrastructure	a. To support the strategic role that Green and Blue Infrastructure plays in facilitating a more climate resilient city.	✓ Please see the reports and drawings prepared by DBFL Engineering Consultants and Áit Urbanism + Landscape for detail on the green and blue infrastructure.

Climate Change and the Environment		<p>b. All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.</p> <p>c. To support communities in the development of local scale Green and Blue Infrastructure projects</p>	
Chapter 6 Green and Blue Infrastructure, Open Space and Biodiversity	<p>Strategic Objective 5</p> <p>Green and Blue Infrastructure, Open Space and Biodiversity</p>	<p>Proposals for new development in Cork City will respect and reflect the topography, landscape and ecology of the City, and will protect and enhance the City's green and blue infrastructure by ensuring that development does not fragment existing networks of green and blue infrastructure.</p> <p>Proposals for new development will demonstrate how green and blue infrastructure, open space, sport and recreation, landscape and biodiversity are considered commensurate to the scale and context of the development in the development process. Large-scale developments will incorporate open spaces to contribute to the green and blue infrastructure in the City.</p>	<p>✓ Please see the reports and drawings prepared by DBFL Engineering Consultants and Áit Urbanism + Landscape for detail on the green and blue infrastructure.</p>
Chapter 7 Employment and Enterprise	<p>Strategic Objective 6</p> <p>Employment and Enterprise</p>	<p>Development proposals will be supported in appropriate locations across Cork City in accordance with the retail and employment strategies set out in this Plan.</p>	<p>✓ The proposed retail unit will provide local retail needs within a short walking distance of the proposed homes. This will support the creation of the 15-minute neighbourhood.</p>
Chapter 7 Employment and Enterprise	<p>Objective 7.31</p> <p>Neighbourhood and Local Centres</p>	<p>To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities. It is also aimed to support and facilitate the designation of new Neighbourhood and Local Centres where significant additional population growth is planned</p>	<p>✓ The proposed communal space will serve the new population that is expected from both the current proposal and the SHD to the south of the site.</p>

		or where a demonstrable gap in existing provision is identified, subject to the protection of residential amenities of the surrounding area and that they are adequately served by sustainable transport. Proposals should demonstrate the appropriateness of the site by means of a Sequential Test, demonstrate retail impact and provide for a mix of uses appropriate to the scale of the centre	
Chapter 7 Employment and Enterprise	Objective 7.32 Local Shops	To support, promote and protect small local shops including corner shops which provide an important retail service at a local level. Any proposed new local shops should serve a local need only and be of a size and scale which would not be detrimental to the health of nearby centres defined within the retail hierarchy and subject to the protection of residential amenity.	✓ The proposed retail unit will serve a local need only and is not of a scale to serve a larger catchment area.
Chapter 7 Employment and Enterprise	Objective 7.34 Retail Impact Assessments	All significant retail planning applications must be supported by a comprehensive Retail Impact Assessment as outlined in the Retail Planning Guidelines (2012). Cork City Council will determine the requirement to submit a Retail Impact Assessment prior to or during the determination of an application.	✓ The proposal includes a total of 520m ² retail space, however, given the size a Retail Impact Assessment has not been commissioned as part of this planning application.
Chapter 9 Environmental Infrastructure	Objective 9.1 Irish Water	<p>a. To work with Irish Water to ensure the efficient and sustainable use and development of water resources and water services infrastructure in the City.</p> <p>b. To work with Irish Water to identify and facilitate the timely delivery of water and wastewater projects in order to facilitate development in accordance with the Core Strategy.</p> <p>c. To work with Irish Water in promoting water conservation and demand management measures</p>	✓ DBFL Consulting Engineers have engaged with Uisce Éireann both in the construction of the permitted SHD to the south and as part of the preparation of this planning application.

		<p>among users and support the implementation of measures such as leakage reduction and network improvements.</p> <p>d. To support Irish Water in the development and implementation of the National Water Resources Plan and Drinking Water Safety Plans.</p> <p>e. To support Irish Water in the promotion of effective management of trade discharges to sewers in order to maximise the capacity of existing sewer networks and minimise detrimental impacts on sewage treatment works.</p>	
Chapter 9 Environmental Infrastructure	Objective 9.2 Waste Water	<p>a. To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.</p> <p>b. As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.</p>	<p>✓ The proposal includes a separate foul and surface water drainage system and incorporates SUDS features as much as possible.</p> <p>✓ Please see the detailed drainage information prepared by DBFL Consulting Engineers accompanying this planning application.</p>
Chapter 9 Environmental Infrastructure	Objective 9.4 Sustainable Urban Drainage Systems (SUDS)	<p>a. To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.</p> <p>b. To encourage the provision of green roofs and green walls as an integrated part of Sustainable</p>	<p>✓ Please see Uisce Éireann Confirmation of Feasibility Letter submitted as part of the pack prepared by DBFL Consulting Engineers with this planning application.</p>

		<p>Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible.</p> <p>c. To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim The Department of Housing, Local Government and Heritage document: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, will provide guidance in this regard.</p>	
Chapter 9 Environmental Infrastructure	Objective 9.5 Discharging	<p>a. To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.</p> <p>b. To ensure that developments permitted by the Council which involve discharge of wastewater to surface waters or groundwaters, comply with the requirements of the EU Environmental Objectives (Surface Waters) Regulations and EU Environmental Objectives (Groundwater) Regulations.</p>	✓ Please see the documents prepared by DBFL Consulting Engineers for details on drainage that accompany planning application.
Chapter 9 Environmental Infrastructure	Objective 9.6 Storm Water	To provide adequate storm water infrastructure in order to accommodate the planned levels of growth within the plan area and to ensure that appropriate flood management measures are implemented to protect property and infrastructure	✓ Please see the documents prepared by DBFL Consulting Engineers for details on drainage that accompany this planning application.
Chapter 10	Objective 10.18 City Docks Exemplar	It is an objective of Cork City Council to promote the development of the City Docks as an exemplar new urban neighbourhood, regeneration project,	✓ The proposed development enshrines all the elements that Cork City Council deems as an exemplar of development, as the

Key Growth Areas & Neighbourhood Development Sites		waterfront development, climate resilient development, green mode split community, lifetime design and design quality. During the lifetime of the Plan, Cork City Council will investigate the potential for a design review process to ensure excellence in design and will develop a City Docks Architectural Policy.	proposed development will regenerate a brownfield site along the waterfront with a climate resilience incorporated in the design through a focus on encouraging the use of non-motorised and public transport.
	Objective 10.19 City Docks A Place for People	It is an objective of Cork City Council to ensure that the City Docks is developed as a place for people by ensuring that placemaking is at the heart of all development proposals and that the needs of people of all ages, abilities and backgrounds are considered in development proposals.	<ul style="list-style-type: none"> ✓ A range of apartment types are provided as part of the proposed development which provides accommodation to diverse household types. ✓ The design of the proposed development adheres to the universal design principles ensuring universal access and adaptable accommodation. ✓ The 10% of the units in the proposed scheme are dedicated to Part V affordable housing units. This will increase the socio-economic diversity of the City Docklands.
	Objective 10.20 The River Lee	<p>a. To ensure that the River Lee is maintained as a defining feature of the City Docks.</p> <p>b. To secure access to the riverside and provide walkway / cycleways (see Volume 2: Mapped Objectives).</p> <p>c. To update the Public Realm Strategy for the City Docks to take into account the evolving masterplan for the City Docks (north and south).</p> <p>d. Measures will be put in place to enhance the River Lee's biodiversity value.</p>	<ul style="list-style-type: none"> ✓ The proposed development will be close to the River Lee and will promote access to the River Lee by providing future residents with easy access to natural recreational spaces.

		e. (e) To provide new active recreational infrastructure to improve access to the river, and to repair and enhance steps and slipways.	
	Objective 10.21 City Docks Character Areas	It is an objective of Cork City Council to ensure that the City Docks is developed in a way that reinforces the identity and urban design, placemaking and architectural qualities of the eight character areas as distinct urban quarters.	✓ The proposed development will form part of the Polder Quarter character area within the South Docks. To this end the design has incorporated design elements as outlined in Tables 10.1, 10.3, 10.4, and 10.13 of the CCDP.
	Objective 10.22A City Docks Built Heritage	It is an objective of Cork City Council to: <ul style="list-style-type: none"> a) Conserve and enhance designated and, where possible, undesignated built heritage assets of the City Docks in accordance with the policies set out in Chapter 8: Heritage Culture and Arts and Chapter 11: Placemaking and Managing Development; b) Utilise conservation strategies to ensure that built heritage assets are integrated into the urban design, architecture and public realm strategies for developments; c) Require inventories for each development proposal to ensure that undesignated heritage assets are recorded, understood and conserved, where possible. 	✓ The proposed development will transform an existing brownfield site that does not have any existing building within the site boundary. Therefore, the proposed development will not directly affect any built heritage. However, the necessary built heritage assessment forms part of the EIAR that accompanies this LRD application.
	Objective 10.22B Development of the Odiums Buildings	It is an objective of Cork City Council to: <ul style="list-style-type: none"> a) Retain the 1890-1930s built fabric at the eastern side of the block to be the cornerpiece of a newly-regenerated block to have a civic and / or publicly-accessible use with a sociocivic significance that creates a destination within the city and / or a focal point within the City Docks. The block development strategy should make a 	✓ The proposed development is in the Polder Quarter character area. Therefore, it does not affect the Odium Buildings which are in the Warehouse Quarter and Ford-Dunlop Quarter characters areas.

		<p>positive contribution to both the Warehouse Quarter and the Ford-Dunlop Quarter that it addresses. Appropriate uses could include cultural, educational or community uses;</p> <p>b) Ensure that key design challenges are resolved in the development of proposals, including the need for a quantum of floorspace that balances development feasibility and built heritage value, flood resilience, flood defences on Kennedy Quay, proposals for a new Kent Station Bridge, the need for an appropriate lighting strategy to ensure that the building provides a visual focal point after dark, creating a strong relationship with Kennedy Quay and a range of other factors;</p> <p>c) Conserve and enhance the Odlums Buildings in accordance with the policies set out in Chapter 8: Heritage Culture and Arts and Chapter 11: Placemaking and Managing Development.</p>	
<p>Chapter 10</p> <p>Key Growth Areas & Neighbourhood Development Sites</p>	<p>Objective 10.23</p> <p>Integration into its Surroundings</p>	<p>It is an objective of Cork City Council to ensure that the City Docks is integrated into its surroundings by:</p> <p>a) Provision of connections across the river to integrate the North Docks (including Kent Station) and South Docks, and the City Docks with Tivoli Docks and the wider Metropolitan Area (see Indicative Bridge Locations in Volume 2);</p> <p>b) Provision of adequate capacity for pedestrian / cycle movement between the City Docks and the City Centre;</p> <p>c) Provision of Pedestrian / Cycle Streets between Monahan's Road and Blackrock Road (see locations identified in Volume 2:</p>	<p>✓ The proposed development adheres to Objective 10.23 as it has considered the potential of new connections across the river, provides more long-term and short-term bicycle parking than what is required within the CCDP 2022-2028, and links to the proposed extension of Monahan's Road that adjoins the proposed development.</p>

		Mapped Objectives and Transport Strategy and the Indicative Transport Network).	
	Objective 10.24 City Docks A Climate Resilient Development	<p>To ensure that the City Docks is developed as a climate resilient neighbourhood by:</p> <ul style="list-style-type: none"> a) Ensuring that the South Docks Drainage Strategy is implemented, including the use of Sustainable Urban Drainage Scheme (SUDS) measures and a tidal / fluvial flood defence; b) Ensuring that the City Docks Area-Based Transport Study objectives are implemented, including the achievement of highly ambitious mode split targets; c) Exploring measures to ensure that buildings are designed to the highest standard; d) Ensuring a mix of land uses and multipurpose community infrastructure to reduce the need to travel. 	<ul style="list-style-type: none"> ✓ The proposed development has taken the South Docks Drainage Strategy 2021 into consideration in preparing the drainage design for the proposed development. ✓ The 2 no. apartment blocks are designed in line with climate resilient design principles, please refer to the architect's Design Statement prepared by JFA Architects that accompanies this planning application. ✓ The land uses within the proposed development consist of residential, community, recreational, and open space. This is a mix of land uses which would negate the need for utilitarian trips beyond the 15-minute threshold.
	Objective 25 Support the provision of Marina Park	To support the provision of Marina Park.	<ul style="list-style-type: none"> ✓ The proposed development will link via the existing and planned active routes to Marina Park. Thereby, encouraging future residents to frequent Marina Park which in turn will provide the passive surveillance to guard against anti-social behaviour.
	Objective 10.26 Specific Land Use Objectives	<p>It is an objective of Cork City Council to ensure that:</p> <ul style="list-style-type: none"> a) The western neighbourhood / local centre is centred upon the western City Docks LRT stop; b) Live ground floor uses are provided in appropriate locations and restricted in all other areas to ensure a good quality of residential amenity in the new residential neighbourhood; c) Ancillary residential communal facilities will be acceptable at ground floor level as a residential 	<ul style="list-style-type: none"> ✓ The ground floors of both apartment blocks in the proposed development will consist of residential and commercial active frontages on to Centre Park Road.

		use. These will also offer passive surveillance to streets within the neighbourhood.	
	Objective 10.27 Dwelling Size Mix	<ul style="list-style-type: none"> a) To ensure that the City Docks is developed to accommodate a variety of dwelling sizes to support the development of a balanced neighbourhood; b) Purpose-Built Student Accommodation should support the creation of a balanced community and sustainable neighbourhood and the student population should not exceed 10% of the overall target population for City Docks. 	✓ The mix of units in the proposed development adheres to the maximum threshold values for 1- and 2-bed units and to the minimum threshold values for 3-bed units as per Table 11. 6 of the CCDP.
	Objective 10.28 Balanced Community and Social and Affordable Housing	Cork City Council will seek to ensure that the Joint Housing Strategy targets for below-market priced housing for Cork City in the form of Social and Affordable housing targets are met in the City Docks. Cork City Council will utilise Part V of the Planning and Development Act 2000 (as amended) and will work with its partners to utilise available measures and opportunities to provide below-market priced housing products.	✓ The Part V obligation of 18 no. units associated with the proposed development will be provided in the form of 11 no. 1-bedroom units and 7 no. 2-bedroom units
	Objective 10.29 City Docks Community Infrastructure and a Community Hub	<ul style="list-style-type: none"> a) Cork City Council will support the development of community facilities to meet the needs of the City Docks, including a Community Hub facility in the City Docks to meet the needs of the neighbourhood; b) Cork City Council will support facilities for rescue, emergency and safety services in Cork City Docklands; c) During the lifetime of this Development Plan Cork City Council will seek to prepare a Community Hub Feasibility Study to inform the development of a project for delivery. 	✓ The proposed development will generate demand for the community facilities as described, and in turn the generated demand will sustain the community facilities and the economic livelihoods which they provide to the residents of Cork City.

	Objective 10.30 Active Recreational Infrastructure	<ul style="list-style-type: none"> a) To ensure that the City Docks provides for the active recreational needs of the living and working community. b) To develop an ARI Strategy for the City Docks that ensures that active recreational need is met whilst optimising use of all assets for public usage in accessible locations, and to prepare feasibility studies for necessary infrastructure (e.g. swimming pools / leisure centre, sports halls and sports hubs). c) To undertake land acquisition, design and delivery of active recreational infrastructure within the City Docks to provide for the needs of the community. d) To update the Docks Public Realm Masterplan with a view to integrate small scale active recreational provision into the public realm to optimise the value of streets and spaces. e) To encourage water-based leisure activities and land site facilities such as rowing, light craft and swimming. f) To require developments to make provision for on-site ARI commensurate to the scale of the proposed development. 	<ul style="list-style-type: none"> ✓ An account of the ARI within the proposed development, as prepared by Áit Urbanism + Landscape will accompany the LRD application.
	Objective 10.31 Cork City Docks Transport Strategy	<p>To implement the City Docks Transport Strategy and its key recommendations, including:</p> <ul style="list-style-type: none"> a) Achieving a 75:25 modal split in favour of sustainable transport modes; b) The delivery of the City Docks Transport Network and a clear street hierarchy that confines vehicular access to the City Docks within traffic cells in order to optimise the 	<ul style="list-style-type: none"> ✓ The proposed development will contribute to a shift in modal split in favour of sustainable modes of transport. It will do so by limiting the number of car parking spaces within the development to minimum required and providing ample bicycle parking and active travel connections to the existing non-motorised and public transport routes in the area.

		<p>placemaking and public realm potential of the City Docks;</p> <p>c) High quality walking / cycling streets and strategic routes along the quays, including improvements to the pedestrian / cycle realm at Albert Quay / Eamon de Valera Bridge;</p> <p>d) Transit orientated development, including the phased delivery of improvements to public transport from bus services, high quality bus services and the LRT;</p> <p>e) The delivery of three City Docks Bridges: Kent Station Bridge, Water Street Bridge and the Eastern Gateway Bridge;</p> <p>f) The provision of new pedestrian / cycle streets between Monahan's Road and Blackrock Road;</p> <p>g) Demand Management measures including maximum car parking standards;</p> <p>h) Preparation of a Mobility Hub Feasibility Study during the lifetime of this Plan.</p>	
	Objective 10.32 Public Realm and Public Open Space	<p>a) Public realm design in the City Docks will be guided by the Docks Public Realm Strategy, Public Realm Guidelines, the Marina Park Masterplan 2013 and the South Docks Drainage Strategy 2021 (including the strategic landscape concept and its components).</p> <p>b) Cork City Council will update the Public Realm Strategy (including the Masterplan) during the lifetime of the Plan.</p> <p>c) The design of the quaysides will be a key priority as the provision of new public access and public realm on the River Lee waterfront is an early catalyst project that the City Council will seek to deliver to open up public access to the City Docks.</p>	<p>✓ The public open spaces within the proposed development accounts for 21.9% of the developable area, which is more than the minimum requirement of 15%.</p> <p>✓ The public open space within the proposed development reflects the land use zoning objectives of the site and adheres to the strategic landscape concept and the best practice in urban and landscape design. A detailed account of how the landscape plan will address these concerns are provided in the Landscape Report prepared by Áit Urbanism + Landscape which accompanies planning application.</p>

		<p>d) Development proposals will be expected to provide public open space to a minimum of 15% of the net developable site area, and configure this space to reflect the land use zoning objectives, the strategic landscape concept and best practice in urban and landscape design. Establishing a strong Green and Blue Infrastructure network, including strong tree corridors, and will be a core requirement.</p> <p>e) Public realm proposals will need to provide for all age groups and universal design.</p> <p>f) Development proposals will be encouraged to meet the active recreational infrastructure needs of the development as part of their proposals within public and communal space.</p> <p>g) To ensure that the Centre Park Road street corridor is a minimum of 32m in width and other streets are provided taking into account the transport-related functional requirements set out in the Transport Strategy and the corresponding DMURS guidance, combined with best practice in urban and landscape design.</p> <p>h) To ensure that the “Indicative Streets” are provided in broad alignment with the corridors indicated in Volume 2: Mapped Objectives.</p>	<p>✓ The principles of universal design are at the heart of the landscape plan. The universal design elements are discussed within the Landscape Report prepared by Áit Urbanism + Landscape which accompanies this planning application.</p> <p>✓ An account of the ARI within the proposed development, as prepared by Áit Urbanism + Landscape accompanies the LRD application.</p> <p>✓ The proposed development does not encroach upon the 32m width of the street corridor envisioned for Centre Park Road. The architect’s Design Statement prepared by JFA Architects and the Engineering Report prepared by DBFL Consulting Engineers provides further detail and accompanies this planning application.</p>
	Objective 10.33 South Docks Drainage Strategy	To implement the South Docks Drainage Strategy 2021.	✓ The proposed development is accompanied by reports, plans, drawings, and sections prepared by DBFL Consulting Engineers which have consulted and incorporated all the relevant statutory guidelines.
	Objective 10.34	a) To provide a perimeter flood defence to protect the South Docks from tidal and fluvial flooding	✓ The proposed drainage design for the scheme includes attenuation tanks as per

	Perimeter Flood Defence and Flood Storage	<p>building on, where appropriate, SUDS, amenity and heritage while embracing the river.</p> <p>b) To provide a perimeter flood defence necessary to protect the North Docks from tidal and fluvial flooding and incorporate this into the North Docks Masterplan and Public Realm Strategy.</p> <p>c) To ensure the provision of appropriate levels of flood volume storage on sites through the planning process and / or by site acquisition and development to incorporate that provision with compatible uses and urban landscape design in accordance with best practice.</p> <p>d) All future developments with potential to interact with the hydrodynamics of the tidal stretches of Cork Harbour must demonstrate clear and precise mitigation measures to ensure none of the qualifying interests of the Great Island Channel SAC [001058] or the special conservation interests of the Cork Harbour SPA [004030] will be significantly affected. These must be sensitively designed to ensure they do not undermine any of the site-specific conservation objectives.</p>	<p>the instruction of the council during the Section 247 and 32 meetings. The inclusion of these attenuation tanks will provide flood storage capacity to the site and the wider area.</p> <p>✓ The site-specific flood risk assessment accompanying this planning application was prepared by DBFL Consulting Engineers and considers the proposed potential interaction between the proposed development and the hydrodynamics of the tidal stretches of Cork Harbour.</p>
	Objective 10.37 City Docks Programming and Meanwhile Uses	<p>a) To work with its partners to ensure that an appropriate range of uses are provided to animate the City Docks and ensure the efficient use of land and properties.</p> <p>b) Temporary planning permissions (for “meanwhile uses”) to make efficient use of land and buildings that do not prejudice proper planning and sustainable development may be considered where it can be demonstrated that there will be no unacceptable impacts and that any such use will not prejudice the future</p>	<p>✓ The proposed development is mixed-used and adheres to the 95/5 split as per Table 10.13 of CCDP. Thereby, the proposed development will animate the City Docks by generating demand for services and providing floor space for non-residential land uses.</p>

		development or use of the land or building(s) concerned.	
Chapter 11 Placemaking and Managing Development	Objective 11.1 Sustainable Residential Development	<p>Residential developments shall be sustainable and create high quality places which:</p> <ul style="list-style-type: none"> a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces; b. Prioritise walking, cycling and public transport, and minimise the need to use cars; c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience; d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible; e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained; f. Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling; g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions; h. Provide a mix of land uses to minimise transport demand; 	<ul style="list-style-type: none"> ✓ The proposal is within a 30-minute walk or 15-minute cycle of the centre of Cork City which provides a range of facilities and amenities to serve the proposed development. ✓ The proposal includes a mix of uses which will contribute to the creation of a 15-minute neighbourhood. ✓ The provision of a mix of uses will help minimise transport demand and encourage people to walk/cycle within the character area of the Polder Quarter. ✓ The proposed development includes reduced car parking and increased cycle parking to encourage a modal shift toward modes of non-motorised and public transport. ✓ The proposed development will add and integrate with the existing non-motorised transport infrastructure along Centre Park Road, the Marina Promenade, and the greenway. ✓ The proposal will create a high-quality scheme with a strong sense of place and quality public realm that will be easily maintained. ✓ The proposal includes a mix of 1-bed, 2-bed, and 3-bed units which will cater for a range of households. This unit mix breakdown in favour of smaller units which reflects the increasing number of smaller households in the Ireland and Cork City.

		<p>i. Promote social integration and provide accommodation for a diverse range of household types and age groups;</p> <p>j. Enhance and protect green and blue infrastructure and biodiversity;</p> <p>k. Enhance and protect the built and natural heritage.</p>	<p>✓ The scheme includes public open space and SUDS features to enhance and protect the green and blue infrastructure and biodiversity.</p>
<p>Chapter 11</p> <p>Placemaking and Managing Development</p>	<p>Objective 11.2</p> <p>Dwelling Size Mix</p>	<p>All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances. Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.</p>	<p>✓ The proposal includes 35% 1-bed units, 47% 2-bed units, and 18% 3-bed units.</p>
<p>Chapter 11</p> <p>Placemaking and Managing Development</p>	<p>Objective 11.3</p> <p>Housing Quality and Standards</p>	<p>a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures;</p> <p>b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments;</p> <p>c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect</p>	<p>✓ The proposed residential units are all an appropriate size which are comfortable and fit for purpose.</p> <p>✓ The proposal includes a large portion dual aspect units.</p> <p>✓ A daylight and sunlight assessment has been prepared and accompanies this LRD application.</p> <p>✓ Two appropriate waste and recycling storage facilities for Block A and B have been provided in the basement.</p> <p>✓ The proposed apartments meet all minimum standards.</p>

		<p>dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating;</p> <p>d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space;</p> <p>e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste;</p> <p>f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below</p>	
<p>Chapter 11</p> <p>Placemaking and Managing Development</p>	<p>Objective 11.4</p> <p>Daylight Sunlight and Overshadowing (DSO)</p>	<p>All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement.</p> <p>The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed.</p> <p>Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be</p>	<p>✓ Model Works conducted a daylight and sunlight assessment and accompanies this LRD application.</p>

		scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites	
Chapter 11 Placemaking and Managing Development	Objective 11.5 Private Amenity Space for Houses	<p>Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private outdoor areas should allow space for outside dining and / or clothes drying, with reasonable circulation. Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site. The following factors will be material in assessing whether adequate space has been provided:</p> <ul style="list-style-type: none"> a. The density of the proposed development; b. The context of the development in relation to the size and layout of existing residential plots and the pattern of development; c. The orientation of the outdoor area in relation to the path of the sun; d. The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings; e. The overall shape, access to and usability of the whole space to be provided; f. Clear delineation of public and private space (avoiding rear boundaries onto streets and public realm); 	✓ Appropriate private space has been provided for all the proposed residential units.

		g. The location of the plot in relation to publicly accessible open space and the offer of that space	
Chapter 11 Placemaking and Managing Development	Table 11.11 Residential Public Open Space Provision	Greenfield Site / Areas for which a local area plan is appropriate = 15% General Provision = 10%	<ul style="list-style-type: none"> ✓ The proposed development includes a total of 1,846m² public open space which equates to 21.9% of the total site area. ✓ This proportion of public open space exceeds the minimum requirement of the CCDP.
Chapter 11 Placemaking and Managing Development	Table 11.13 Maximum Car Parking Standards	Zone 1: South Dock East Residential: 0-0.25 no. for every 1-bed unit Residential: 0-0.5 for every 2+ bed unit Retail: 1 for every 6 employees	<ul style="list-style-type: none"> ✓ Based on these standards the proposed development would require a maximum total of 75 no. car parking spaces which is composed of 15 no. for the 1-bed units, 43 no. for the 2-bed and 3-bed units, 17 no. for the retail space. ✓ The proposed development includes a total 56 no. car parking spaces at a car parking ratio of 0.32 per unit. ✓ The proposed car parking spaces are within the maximum limits set out in the development plan and provide a sustainable proportion of car parking.
	Section 11.244 Disabled Car Parking	5% of car parking spaces provided should be set aside for disabled car parking. Where the nature of particular developments is likely to generate a demand for higher levels of disabled car parking, the Planning Authority may require a higher proportion of parking for this purpose. Disabled car parking spaces should as far as possible be provided within streets and spaces as close as reasonably possible to building entrance points. All disabled parking should be allocated and suitably sign-posted for convenient access. Parking bay widths for disabled persons will	<ul style="list-style-type: none"> ✓ The proposed development will provide for accessible parking spaces.

		be a minimum of 3.0 metres wide by 4.75 metres long.	
Chapter 11 Placemaking and Managing Development	Section 11.245	<p>1. Multi-unit residential developments shall provide a minimum of one EV equipped parking space per five car parking. All other parking spaces shall be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs.</p> <p>2. New dwellings with on-site car parking should be developed with appropriate infrastructure (ducting) that enables future installation of a charging point for EVs.</p> <p>3. Other / non-residential development with more than 10 spaces shall provide at least 1 parking space equipped with a functioning EV charging point and at least 20% of spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point.</p>	<p>✓ The proposed development includes 11 no. EV parking spaces which equates to 20% of the total 56 no. car parking spaces provided.</p> <p>✓ All the proposed car parking spaces will be provided with ducting to allow EV charging for the car parking spaces provided within the basement parking.</p>
	Section 11.247 Motorcycle Parking	Motorcycle parking should be provided to meet the requirements of any development. Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements. Where parking is provided within streets and spaces drop-kerbs should be provided to facilitate access to motorcycle parking bays.	<p>✓ The proposed development will provide 11 no. motorcycle parking spaces which adheres to the ratio of 1 motorcycle parking per 10 car parking spaces proposed in the scheme.</p>
Chapter 11	Table 11.14	Apartment: 1 per unit in City Centre / Inner Urban Areas	<p>✓ Based on these standards the proposal would require 176 no. space for the</p>

Placemaking and Managing Development	Bicycle Parking Requirements	Retail: 1 per 100m ² GFA	<p>apartments and 1 no. space for the retail space.</p> <p>✓ The proposed development includes a total of 427 no. with 397 no. provided for the apartments and 30 no. provided for the retail unit.</p> <p>✓ This exceeds the minimum bicycle parking standards set out in Table 11.14.</p>
Chapter 11 Placemaking and Managing Development	Section 11.272 Scheme Sustainability Statements	<p>All planning applications involving developments of 25 or more homes or over 500sqm of commercial floorspace to be accompanied by a Scheme Sustainability Statement demonstrating how the proposal positively responds to the impact of climate change through mitigation and adaption measures. The Scheme Sustainability Statement is required, as a minimum to demonstrate how the following climate change mitigation and adaptation considerations inform the proposal:</p> <ol style="list-style-type: none"> 1. How the location, siting, layout, design and drainage proposals maximise climate adaptation opportunities; 2. How the SUDS strategy integrates the four pillars of SUDS Design – water quantity, water quality, amenity and biodiversity; 3. The use of green roofs other green infrastructure as a means of contributing towards sustainable urban drainage, improving biodiversity and influencing heat loss/gain from the building; 4. Energy efficiency through thermal insulation, passive ventilation and cooling, passive solar design and any technologies used to help occupants better manage energy usage; 	<p>✓ A Climate Resilience Statement was prepared by ENX Consulting Engineers and accompanies this LRD application.</p>

		<p>5. The use of district, renewable and/or low-carbon energy supply opportunities;</p> <p>6. How the proposals at all stages embrace the Circular Economy approach in relation to waste management from construction through to the operation of the building(s);</p> <p>7. How noise and air pollution will be managed across all stages of development from construction through to operation of the building(s).</p>	
Chapter 12 Land Use Zoning Objectives	ZO 2 New Residential Neighbourhoods	<p>Zoning Objective 2: To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.</p> <p>Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities.</p>	<p>✓ The proposed development will provide a mix of uses including residential, a creche, a retail/café unit and a gym which are in line with this land use zoning.</p>