

Response to An Bord Pleanála Pre- Application Consultation Opinion

Strategic Housing Development Application for a 10-year permission for a mixed-use development comprising the removal of existing structures/tanks; and the construction of 1,002 no. apartments and non-residential uses, at The Former Ford Distribution Site, fronting on to Centre Park Road, Marquee Road and Monahan's Road, Cork.

December 2020

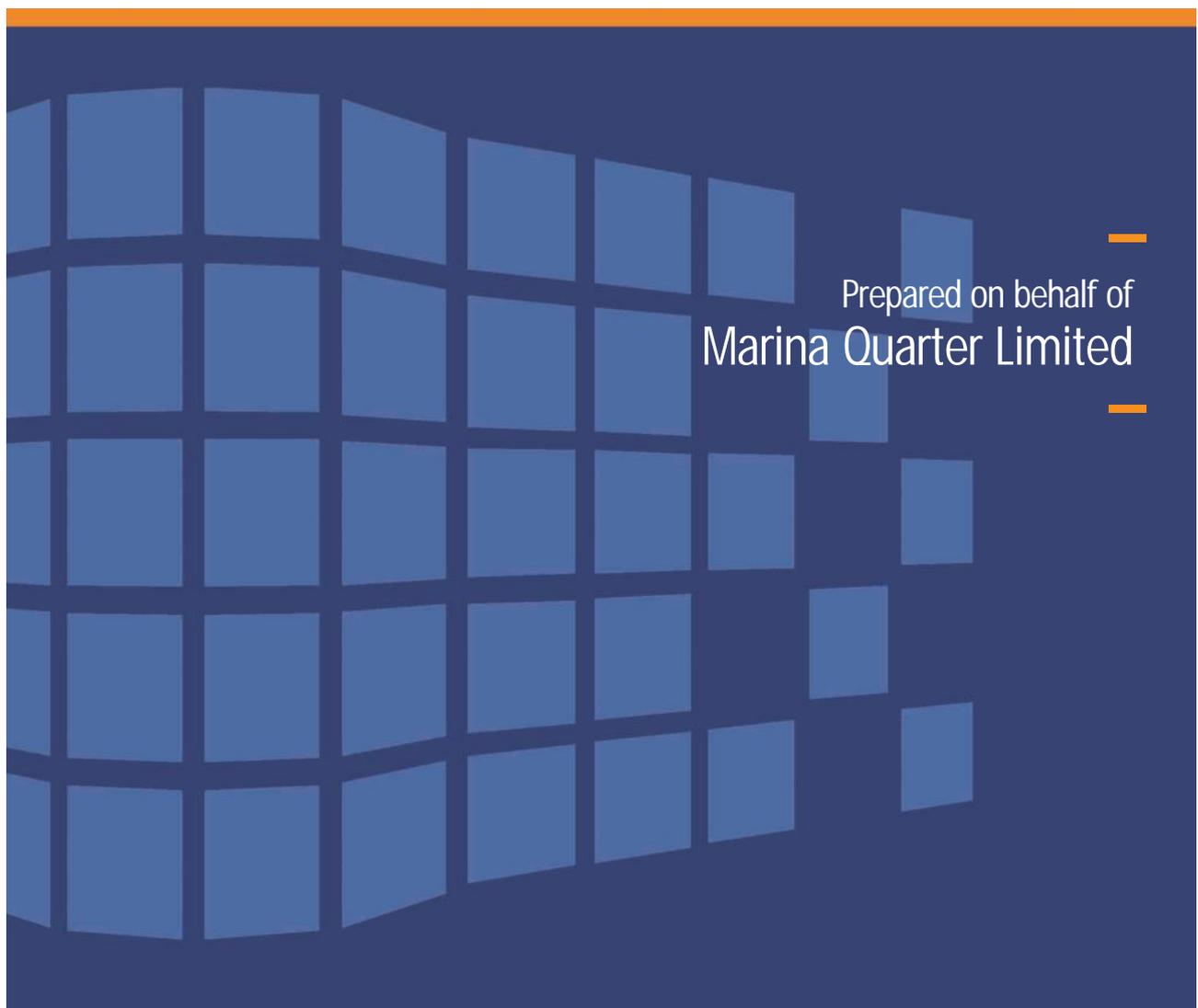


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1.0 Introduction

This report addresses the specific information requirements and issues raised by An Bord Pleanála (ABP) in their Notice of Pre-Application Consultation Opinion (Case Ref. ABP-306166-20) issued on 7th May 2020 in relation to the proposed Strategic Housing Development (SHD) at 'The Former Ford Distribution Site, fronting onto Centre Park Road, Marquee Road and Monahan's Road, Cork.

The Opinion issued by the Board was subsequent to two tri-partite meetings which took place on 7th February 2020 and a follow-up meeting which took place on 24th April 2020. Following the tri-partite meetings the Board issued an Opinion in accordance with Section 6(7) of the Planning and Development (Housing) and Residential Tenancies Act (as amended) and advised that a number of items needed to be addressed in accordance with the requirements of articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, including the following:

1. City Docks Area Based Transport Assessment and South Docks Level Strategy
2. Development Strategy
3. Phasing
4. Residential Amenity
5. Visual Impact
6. Flooding

A response to the above items is provided in **Section 2.1** of this report. In addition to the items sought under Articles 297 and 298, the following additional information was also requested to be submitted with any application for permission under Article 285(5)(b) of the Regulations:

7. Detailed rationale for the proposed residential density and housing mix
8. A housing quality assessment
9. (a) Traffic and Transport Impact Assessment
(b) A report demonstrating compliance with DMURS and the National Cycle Manual
(c) A Parking Strategy and Mobility Management Plan
(d) A Quality Audit that includes a Road Safety, Access, Walking and Cycle Audits
10. A Building Height Survey
11. An analysis of wind microclimate at ground and roof top level
12. Landscape masterplan
13. A report identifying the demand for school and crèche places to be generated by the development
14. Sunlight, Daylight and Shadow Analysis
15. A Noise Impact Assessment and Mitigation
16. Site Specific Flood Risk Assessment
17. Draft Construction and Demolition Waste Management Plan

A response to the above items is provided in **Section 2.2** of this report.

The Opinion issued by the Board also requested that the following authorities be notified in accordance with Section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016:

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|---|-------------------------------------|
|) The Minister for Culture, Heritage and the Gaeltacht; |) Transport Infrastructure Ireland; |
|) The Heritage Council; |) Irish Aviation Authority; |
|) An Taisce; |) The Operator of Cork Airport; |
|) Irish Water; |) Cork City Childcare Committee. |
|) National Transport Authority; | |

2.0 Statement of Response to Specific Information Requirements

We will respond to the items requested under articles 297 and 298 in Section 2.1 (Items 1 to 6) and the additional information requested under Article 285(5)(b) of the Regulations in Section 2.2 (Items 7 to 17) below.

2.1 Response to issues raised under Articles 297 and 298

1. **City Docks Area Based Transport Assessment (ABTA) and South Dock Level Strategy.**

Further consideration and/or justification of the documents are they relate to the development strategy of the site and the implication of the City Docks Area Based Transport Assessment (ABTA) and South Docks Level Strategy. Further consideration of these issues may require an amendment to the document and/or design proposals submitted.

City Docks Area Based Transport Assessment: Since the tri-partite meetings took place with the Board, both the Cork Metropolitan Area Draft Transport Strategy 2040 (CMATS) and the City Docks Area Based Transport Assessment (ABTA) have been finalised.

In the final published CMATS, bus priority lanes has been identified for Centre Park Road and Marquee Road and the provision of a Light Rail Transit (LRT) and an LRT stop (located at the site) on Centre Park Road has been confirmed. The final CMATS also proposes to identify the alignment of the LRT as soon as possible in order to allow for the provision of interim bus services or BRT. These provisions are in line with the provisions included in our pre-application submission to the Board, including the corridor widths agreed with the City Council for Marquee Road and Centre Park Road.

The publication of the CMATS was followed by the completion of the **ABTA** by the City Council. Following consultation with Cork City Council the following provisions have been included in the revised scheme to comply with ABTA including a reduction in the car parking ratio to an average of 0.39/unit in line with the parking ratios included in the final ABTA with the balance of podium space (that has been gained by the reduction in carparking) being allocated to additional commercial/community floorspace, bicycle parking and service areas at street level. To comply with ABTA the parking ratio also reduces across the scheme so that 0.47/unit is provided for Podium 1; 0.4/unit for Podium 2; and 0.32/unit for Podium 3, resulting in an average of 0.39/unit in line with the parking ratios included in the final ABTA. Corridor widths of 32 metres are also provided on Centre Park Road and Marquee Road with a landscape zone on the eastern side of Marquee Road to facilitate the City Council's improvements to the public transport system, including the flagship LRT along Centre Park Road.

Cork South Docks Level Strategy: Since the tri-partite meetings with An Bord Pleanála, the Design Team has liaised extensively with Cork City Council in relation to the Cork South Docklands Levels Strategy (CSDLS) and the key findings and recommendations set out in the CSDLS including the final road levels for Centre Park Road and Marquee Road and the finished floor levels of the scheme have been agreed with the City Council (refer to Chapter 6 of the EIAR and the site layout and Design Statement by O'Mahony Pike Architects, which outlines in detail, the levels strategy for the proposed development and its associated infrastructure. Surface water discharge off site will also be restricted to limits included in the CSDLS and Sustainable Drainage (SUDS) measures are also incorporated into the scheme (refer to Chapter 6 of the EIAR and Site Infrastructure Report by Arup for further details).

2. **Development Strategy: Further consideration and/or justification of the documents are they relate to the development strategy for the site in respect of site layout and architectural**

approach, density, design, including heights, massing and materials, connections and permeability, open space strategy and overall Masterplan. Further consideration of these issues may require an amendment to the document and/or design proposals submitted.

A comprehensive **Planning Application Design Statement** has been prepared by O'Mahony Pike Architects and is submitted with the SHD application. The Design Statement provides a detailed overview of the development strategy for the site including an overall Masterplan for the site (including Podium 4 which is outside the SHD planning application area) a detailed site layout for the SHD application area and the architectural approach to heights, massing and materials, connectivity and permeability and amenity/open space strategy.

In relation to the **Density**, the number of residential units has been reduced from 1,100 (presented at tri-partite stage) to 1,002 no. units, which in turn has resulted in a reduction in net residential density from 304 units per hectare to 275 units per hectare – see Table 1 below for development details and **Schedule of Accommodation** by O'Mahony Pike Architects.

RESIDENTIAL DENSITY		
SHD Application Boundary (Outlined in Red)		5.97
Gross Site Area (Hectares):		4.05
Excl. Expected Works to Marquee & Monahan Roads		
Total Number of Units		1,002
GROSS DENSITY (UNITS PER HECTARE)		247
NET DENSITY		
Net Site Area (Hectares):		3.64
Excl. Expected Works to Marquee & Monahan Roads & Linear Park		
Total Number of Units		1,002
NET DENSITY (UNITS PER HECTARE)		275
PLOT RATIO (calculated as CCC Development Plan guidance)		
GROSS SITE AREA (Ha)		4.1
TOTAL GFA (m ²)	105,513	
TOTAL GFA (Ha)		10.6
PLOT RATIO (GFA / GROSS SITE AREA)		2.6
TOTAL PUBLIC OPEN SPACE (m²)	5,868	
TOTAL PUBLIC OPEN SPACE (Ha)		0.6
TOTAL COMMUNAL OPEN SPACE (m²)	7,064	
TOTAL COMMUNAL OPEN SPACE (Ha)		0.7

Table 1: Density, plot ratio and open space calculation by O'Mahony Pike Architects

Section 5.7 of the *2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* states that for “Brownfield Sites (within city or town centres)” (defined as lands which generally comprise of redundant industrial lands or docks), the greatest efficiency in land usage will be achieved by providing higher densities:

*“Where such significant sites exist and, in particular, are close to existing or future public transport corridors, the opportunity for their re-development to **higher densities**, subject to the safeguards expressed above or in accordance with local area plans, should be promoted.”*

The 2015 Cork City Development Plan (CDP) also includes policies for housing density that respects the Government's objective to encourage higher densities to deliver a sound return on infrastructure investment, particularly in relation to public transport. The CDP states that densities greater than 50 dwellings per hectare will be encouraged in sites close to the City Centre (such as brownfield or infill sites in the Docklands).

The net residential density of 275 units per hectare reflects the central location and brownfield status of the site and the existing and future public transport which includes a stop on the flagship LRT proposed in CMATS, and has been achieved through a very high standard of design and residential amenity. The plot ratio of 2.6 is consistent with CDP standards (Table 16.1).

The **building heights** of the proposed blocks have been further developed taking on board the comments raised at the tri-partite meetings and following further assessment of the proposed scheme by the design team, including input from the Building Height Survey Cork by Urban Initiatives Studio and Daylight, Sunlight and Overshadowing Study by Integrated Environmental Solutions (IES).

The building heights now provide greater variety within the streetscape with improved sunlight to amenity areas. The reduction in building heights has been concentrated on the buildings/blocks that enclose the northern parts of the development to improve light penetration into both communal and public spaces and to the buildings themselves. Building heights on either side of the proposed pedestrian street have also been reduced by one storey (see Design Statement by O'Mahony Pike Architects).

In addition to the revised heights, the design team has also introduced greater variety in terms of **Massing & Materials**. The materials strategy for the project is based around the use of a simple and subtle palette of materials to provide consistency and coherency, with key elements being picked out in stronger, contrasting materials and textures within certain parts of the scheme. Additional detail around the materiality and finishes of each block has also been added. The revised massing and materiality of the scheme is shown in the updated Design Statement and drawings by O'Mahony Pike, CGI's by Modelworks and photomontages by Pedersen Focus.

The revised scheme also provides greater detail in relation to **Connectivity and Permeability**, both through the scheme and in particular connectivity to the Marina Park and along Marquee Road. Following the tri-partite meetings, a meeting with the City Council's Parks Department was arranged to inform the 'Landscape Design Strategy' and Masterplan prepared by Ilsa Rutgers Landscape Consultant. The feedback from the Parks Department advised that all play areas/facilities within the open space areas within the scheme should be informal, left open and not secured or fenced off. The provision of a Multi-Use Games Area (MUGA) was not encouraged. The feedback and suggestions from the Parks Department have been included within the revised Landscape Strategy and Masterplan submitted to the Board.

In response to Item no. 2 of the Board's Opinion, we believe that the updated drawings, design statement and CGI's/Photomontages, demonstrate that a high-quality urban design and place making approach has been achieved in the revised scheme, and as can be seen from the LVIA and short, mid and long-range views of the scheme, will have a positive visual impact on the City's urban landscape.

3. Phasing

Phasing details are included in the Design Statement, Schedule of Accommodation and Phasing Plan (Drawing No.: 0550-OMP-ZZ-L14-DR-A-1302) by O'Mahony Pike Architects. In terms of the delivery of the SHD development, there are 3 main phases as outlined in Figure 1 below. In addition to the quantum of development in each Phase, the Phasing Plan provided in the Design Statement also includes a timeframe for the delivery of infrastructure and community facilities that will be delivered in tandem with the SHD development by Cork City Council / State Agencies, which is summarised in Table 2:

Phase <i>(years in brackets)</i>	Development by Applicant	Development by Cork City Council / State Agencies
0 (2020 to 2021)	SHD Planning Application submitted Social Infrastructure Audit completed	Marina Park Phase 1 and Marina Park Carpark under construction, with estimated completion c. Quarter 4 2021 Proposed Monahan Road Extension in design phase (consultants appointed October 2020). Outline Agreement between applicant and CCC/ Department of Education to facilitate schools delivery
1 (1 to 3.5 years)	Podium 1, Residential Buildings 1-4, including c. 337 units and c. 518 sq.m. Tenant Amenities Social & Community Uses: c. 602 sq.m. Commercial Use c. 238 sq.m. Community use, c. 434sq.m. Creche Pedestrian Street A Residential Square Part 1 Linear Park Part 1 Pocket Park Marquee Road Communal Open Space: Courtyards and Roof Terrace 166 no. carparking spaces and associated services	Marina Park Phase 1 and Marina Park Carpark complete Proposed Monahan Road Extension in construction phase High Frequency Bus Service on existing Monahan Road in place, as per CMATS Primary School No. 1 in design phase
2 (3.5 to 7 years)	Podium 2, including Buildings 5-8, including c. 320 units and c. 172 sq.m. Tenant Amenities Social & Community Uses: c. 604 sq.m. Commercial + Cafe Use, c. 488 sq.m. Medical Centre & c. 488sq.m. Creche Local Access Street B Local Access Square Linear Park Part 2 Residential Square Part 2 Courtyards and Roof Terrace 152 no. carparking spaces and associated services	Marina Park Phase 1 and Marina Park Carpark complete Monahan Road Extension complete High Frequency Bus Service on existing Monahan Road in place, as per CMATS High Frequency Bus Service on Centre Park Road, as per CMATS Eastern Gateway Bridge in design phase Centre Park Road and Marquee Road upgrades, including BRT/LRT alignment, in design phase Primary School No. 1 in construction phase
3 (7 to 10 years)	Podium 3, including Buildings 9-12, , including c. 344 units and c. 172 sq.m. Tenant Amenities Social & Community Uses: c. 82 sq.m. Commercial, c. 1,025 sq.m. Performance Venue, c. 528sq.m. Community Resource Pedestrian Street C Pocket Park, Local Access Street Linear Park Part 3 Waterfront Square Communal Open Space: Courtyards and Roof Terrace 130 no. carparking spaces and associated services	Marina Park Phase 1 and Marina Park Carpark complete Proposed Monahan Road Extension complete High Frequency Bus Service on existing Monahan Road in place, as per CMATS High Frequency Bus Service on Centre Park Road, as per CMATS Eastern Gateway Bridge in design phase Centre Park Road and Marquee Road upgrades, including BRT/LRT alignment, in construction phase Primary School No. 1 complete 12 Classroom Post-Primary School in design stage
4 (Timeframe to be determined)	Future Planning Application for Podium 4 lands will follow the SHD application and will mainly include non-residential/commercial and employment uses including a tall building	Marina Park Phase 1 and Marina Park Carpark complete Proposed Monahan Road Extension complete High Frequency Bus Service on existing Monahan Road in place, as per CMATS Centre Park Road and Marquee Road upgrades complete BRT/LRT Bus Service on Centre Park Road Eastern Gateway Bridge complete Marina Park (Waterfront part) complete

Phase (years in brackets)	Development by Applicant	Development by Cork City Council / State Agencies
		Primary School No. 1 & Post-Primary School complete Primary School No.2 in design stage if appropriate

The location of each Phase within the SHD application is shown in Figure 1.



Figure 1: Phasing of proposed scheme

As can be seen from Table 2, the phasing and delivery of the scheme has been carefully considered and so that each Phase of the scheme is fully supported by on-site infrastructure and community facilities and complimented by external infrastructure provided the Cork City Council and other State Agencies.

Given the scale of the development, a 10-year permission is sought. This will result in the delivery of over 100 units per annum and will allow the external infrastructure and community facilities (such as schools) to be delivered in tandem with the residential development.

4. Residential Amenity

Further consideration and/or justification of the documents as they relate to the residential amenities of prospective occupiers.

In addition to the design changes to the scheme outlined in our response to Item 2, the following provisions have also been included in the scheme to enhance the residential amenities of prospective residents:

-) Additional commercial/community uses/services have been provided at street level within the space gained by the removal of carparking, which has now been allocated to additional commercial/community floorspace, bicycle parking and service areas;
-) The total area of non-residential uses has been increased to 4,493m² comprising 5 no. retail units, 2 no. childcare facilities (creche and Montessori school), medical centre, bar, café, venue/performance area and 2 no. community resource spaces.

- J The space around the local centre has been increased to provide a larger commercial unit of 553sq.m and a larger community facility (opposite the local centre), of 528.6 sq.m. is also provided;
- J In relation to schools, consultation between Cork City Council and the Department of Education are advanced in relation to the delivery of educational facilities. The timing of the provision of a primary school for the South Docklands will be linked to the phasing of the delivery of family sized units in the scheme. The schools will be provided on lands zoned within the South Docklands in consultation with the Department of Education (see **Schools Assessment** including correspondence from the Department of Education and **Social Infrastructure Audit** by McCutcheon Halley Planning Consultants);
- J Additional informal amenities/play areas have been added to the open space areas within the scheme and connectivity to the Marina Park has been improved;
- J A comprehensive Sunlight/Daylight Analysis has been undertaken by IES, based on the BRE and BS 8206 standard and to ensure that all residential units and external amenity areas have sufficient sunlight/daylight.

The scheme therefore delivers a very high standard of residential amenity for its prospective occupiers and will make a very positive contribution to the housing stock and supply in central and sustainable location within Cork City.

5. Visual Impact

Further consideration and/or justification of the documents as they relate to the Visual Impact Assessment, in particular the interaction/interface with the public realm along Centre Park Road, Marquee Road and the Monahans Road extension.

Photomontages by Pederson Focus, CGI's by Modelworks and Landscape and Visual Impact Assessment (LVIA) by Aecom have been prepared and are submitted as part of the SHD Application/EIAR to assist the Boards assessment of the visual impact of the scheme.

As requested in the Boards Opinion, the LVIA, Photomontages, CGI's and Design Statement by O'Mahony Pike Architects, pay particular attention to the interaction/interface with the public realm along Centre Park Road, Marquee Road and the Monahans Road extension, and demonstrate how the proposed development will have a positive visual impact and on these three important streets in the City. Active uses and frontages are provided along Marquee Road and Centre Park Road to add vibrancy and vitality to these streets, while a landscaped linear park is provided along the Monahans Road Extension.

6. Flooding

Further consideration and/or justification of the documents as they relate to site specific flood risk assessment and flood management strategy and the implications for the site arising from the South Docks Levels Strategy.

A site-specific flood risk assessment and flood management strategy has been prepared by Arup and deals with the implications for the site/proposed development arising taking account of the final Cork South Docks Levels Strategy (CSDLS).

2.2 Additional information requested under Article 285(5)(b)

The additional information requested under Article 285(5)(b) of the Regulations is provided under Items 7 to 17 below.

7. Detailed rationale for the proposed residential density and housing mix with regard to the provisions of the current Cork City Development Plan and relevant national and regional planning policy including the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’), The ‘Design Standards for New Apartment – Guidelines for Planning authorities’ (2018) and the ‘Urban Development and Building Heights – Guidelines for Planning Authorities’ (2018).

As outlined in Item 2, the **Density**, the number of residential units has been reduced from 1,100 (presented at Tri-partite stage) to 1,002 no. units, which in turn has resulted in a reduction in net residential density from 304 units per hectare to 275 units per hectare. Section 5.7 of the 2009 *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* states that for “Brownfield Sites (within city or town centres)” (defined as lands which generally comprise of redundant industrial lands or docks), the greatest efficiency in land usage will be achieved by providing higher densities and “*where such significant sites exist and, in particular, are close to existing or future public transport corridors, the opportunity for their re-development to **higher densities**, subject to the safeguards expressed above or in accordance with local area plans, should be promoted.*”

The 2015 Cork City Development Plan (CDP) also includes policies for housing density that respects the Governments objective to encourage higher densities (i.e. > 50 dwellings per hectare) to deliver a sound return on infrastructure investment, particularly in relation to public transport. Given that the development is on a brownfield site served by existing and future public transport, including a stop on the flagship Light Rail (LRT) proposed in CMATS, a net residential density of 275 units per hectare is justified and is in accordance with the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* May 2009 and the 2015 *Cork City Development Plan* (CDP).

The Urban Building Height Guidelines identify that as reflected in ‘the National Planning Framework’ there is ‘significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas’ and that ‘securing compact and sustainable urban growth means focusing on reusing previously developed ‘brownfield’ land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations’

The Guidelines reference NPO 13 (from the NPF) which states that ‘in urban areas, planning and related standards... 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’.

It recognises that in meeting the challenge set out above, new approaches to urban planning and development are required and that securing an effective mix of uses within urban centres is critical.

To bring about this increased density and increased residential development in urban centres, the Guidelines state that ‘significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels’.

In relation to **Housing Mix**, Objective HOU 3-3 and Table 16.4 of the CDP provides for Indicative Targets for dwelling Size and Distribution which relate to both household size and number of bedrooms. In accordance with the indicative targets in the CDP, a range of apartments types and sizes are provided, comprising a mix of:

-) 1 person units (Studio) – 4%
-) 2 person (1-bed) - 31%
-) 3+ person (2-bed) – 50%
-) 3+ person (3-bed) – 15%

The proposed development complies with the distribution of household size indicated in Objective HOU 3-3 and Table 16.4 the development plan and all apartments are above the minimum floor areas for apartments included in the 2018 *Sustainable Urban Housing: Design Standards for New Apartments* and provide increased heights/densities in line with the provisions of the ‘*Urban Development and Building Heights – Guidelines for Planning Authorities*’ (2018) including SPPR 1 to 4 – refer to Statement of Consistency by McCutcheon Halley Planning Consultants.

- 8. A housing quality assessment which provides the specific information regarding the proposed apartments required by the 2018 Guidelines on Design Standards for New Apartments. This assessment should also demonstrate how the proposed apartments comply with the various requirements of those guidelines including its specific planning policy requirement. A building lifecycle report for the proposed apartments in accordance with section 6.13 of the 2018 guidelines should also be submitted. Including details of all external materials and finishes and durability of same.**

Please refer to the Housing Quality Assessment (HQA) by O’Mahony Pike Architects which provides the specific information regarding the proposed apartments and how the apartments comply with the various requirements of required by the 2018 *Guidelines on Design Standards for New Apartments* including its specific planning policy requirements.

A Building Lifecycle Report for the proposed apartments has also been prepared by Aramark Property in accordance with section 6.13 of the 2018 Apartment Guidelines and includes details and durability of all external materials and finishes. The report provides an assessment of long-term running and maintenance costs as they would apply on a per residential unit basis at the time of the application and demonstrates what measures have been specifically considered to effectively manage and reduce costs for the benefit of the residents.

- 9. (a) Traffic and Transport Impact Assessment (TTIA) of the development, the scope of which is to be discussed in advance with Cork City Council.**

A Traffic and Transport Assessment (TTA) has been prepared by Arup and is submitted with the SHD application. The scope of the TTA has been discussed and agreed with Cork City Council and demonstrates that the impact of the proposed development would not result in any material impact on the operation of the local road network.

(b) A report demonstrating compliance with the principles and specifications set out in DMURS and the National Cycle Manual.

The SHD application includes Compliance Statements in relation to Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual, prepared by Arup and which demonstrates compliance with the principles and specifications set out in DMURS and the National Cycle Manual.

(c) A Parking Strategy and Mobility Management Plan.

A Car Parking Management Plan and Outline Mobility Management Plan have been prepared by Arup and are submitted with the SHD application.

(d) A Quality Audit that includes (i) Road Safety Audit, Access Audit, Walking Audit and Cycle Audit.

A Quality Audit has been prepared by J.B.Barry & Partners Consulting Engineers and includes a Road Safety Audit, Access Audit, Walking Audit and Cycle Audit as part of the SHD application.

10. A Building Height Survey that includes report and maps clearly showing the location and details of existing and permitted buildings in Cork City over 6 storeys in height.

Please refer to the Building Height Survey Cork by Urban Initiatives Studio which includes a report and maps clearly showing the location and details of existing and permitted buildings in cork City over 6 storeys in height. The Report presents the key trends towards taller buildings in Cork and concludes that the provision of taller buildings on the Former Ford Distribution Site would fit into this trend for the following reasons:

-) It is located within the Docklands on a site identified within CDP policy for regeneration and as being suitable for higher density development and taller buildings.
-) Its proximity to the primary road network and being accessible by the future light rail network, including a light rail stop serving the development.
-) The site elevation is low (almost sea level) and so the proposed taller buildings will not be overly dominant on the cityscape.
-) The height range of 4-14 storeys is in keeping with the current trend of intensifying appropriate sites and creating a variation in heights.
-) Pairc Ui Chaoimh sets a local precedent for increased height, which the proposed development responds well to.
-) The proposed height would provide enclosure and definition to Marina Park and the development would provide passive surveillance into the park, supporting a sense of safety. The proposed scale of development is an appropriate response to the scale and amenity afforded by the proximity of Marina Park.
-) The proposed development generally represents an improvement over the existing permission under Cork City Council Ref: 08/32919.

11. An analysis of wind microclimate at ground level with reference to pedestrian occupation and usability of new public spaces in the context of the scale of the buildings proposed. An analysis

and assessment of the functionality of the roof top communal spaces should also be carried out.

A Pedestrian Level Wind Microclimate Assessment has been prepared by RWDI Consulting Engineers which provides an analysis of wind microclimate at ground level with particular reference to pedestrian occupation and usability of new public spaces in the context of the scale of the buildings proposed. An analysis and assessment of the functionality of the roof top communal spaces has also be carried out. The Report concludes that overall, the proposed development would perform well against the criteria taking account of the climate of Cork and generating a safe wind microclimate around the entire development site.

- 12. (a) Landscaping proposals including an overall landscaping masterplan for the development site and a site layout plan indicating the full extent of tree retention and removal if proposed. Details of proposed tree protection measures during construction. Details pertaining to the quantity, type and location of all proposed hard and soft landscaping including details of play equipment, street furniture including public lighting and boundary treatments should be submitted. Sections should be submitted at key locations where the public open spaces interface with proposed residential units.***

Please refer to Landscape Masterplan drawings by Ilsa Rutgers Architecture which provides details on the landscaping proposals including an overall landscaping masterplan for the development site and a site layout plan indicating the full extent of tree retention and removal. The tree survey and associated drawing by Arbor Care which provides details of the proposed tree protection measures during construction.

A Podium Level Landscape Design and Landscape Design Strategy and Masterplan Report has also been prepared by Ilsa Rutgers Architecture which provides details pertaining to the quantity, type and location of all proposed hard and soft landscaping including details of play equipment, street furniture including public lighting and boundary treatments.

The Landscape Design Strategy Report by Ilsa Rutgers Architecture also provides sections of key locations where the public open spaces interface with proposed residential units.

- 13. A report identifying the demand for school and creche places likely to be generated by the proposal and the capacity of existing schools and creches in the vicinity to cater for such demand.***

A School Demand Report and Childcare Demand Report have been prepared by McCutcheon Halley Planning Consultants and identify the demand for school and creche places likely to be generated by the proposed development and the capacity of existing schools and creches in the vicinity to cater for such demand.

The **School Demand Report** demonstrates that there is capacity within the existing primary schools to accommodate the initial phases of the proposed development and that there is potential for the proposed (2 no.) primary school sites within the South Docks to accommodate up to 1,664 primary school places which would easily accommodate the 203 no. primary age students likely to be generated from the proposed development when the development is completed over the 10-year

phasing of scheme and which accounts for only 12% of the primary student places which can be accommodated on the zoned sites with the South Docks.

In relation to post-primary schools, there is currently capacity in the existing schools within the catchment area to cater for the first phase of the development which is projected to generate 49 students and from 2024, post-primary numbers are set to decline until 2036. Therefore, it is anticipated that the post-primary students can be accommodated within the existing schools until such time the post-primary school is constructed in the South Docks.

The School Demand Report includes correspondence from the Department of Education which outlines the approach and commitment of the Department to ensure that there will be sufficient schools provided to meet the needs of the new communities arising from the development of the Cork Docklands and that the Department is actively engaging with Cork City Council in relation to the delivery of new education facilities in the Docklands.

The **Crèche Demand Report** projects a requirement for 108 no. childcare places which will be catered for in the 2 no. childcare facilities which have a combined capacity of 120 no. childcare spaces. This exceeds the projected childcare needs of the proposed development.

14. Sunlight, Daylight and Shadow Analysis.

A Daylight, Sunlight and Overshadowing Study has been prepared by IES and demonstrates that the proposed development performance exceeds the recommendations in the BRE '*Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice*' 2011.

15. A Noise Impact Assessment and mitigation.

Chapter 10 of the Environmental Impact Assessment Report (EIAR) which includes details on the Noise Impact Assessment and mitigation measures by Damian Brosnan Acoustics and concludes that there will be no adverse noise impacts on the local population or on human health, subject to the mitigation measures included in Chapter 10 of the EIAR.

16. Site Specific Flood Risk Assessment.

A detailed site-specific Flood Risk Assessment (FRA) has been prepared by Arup and is included in the SHD application submission. The FRA demonstrates that the risks relating to flooding can be managed and mitigated to acceptable levels and therefore complies with the Department of the Environment, Heritage and Local Government (DoEHLG), OPW and Cork City Council planning guidance.

17. Draft Construction and Demolition Waste Management Plan.

An Outline Construction and Demolition Waste Management Plan has been prepared by Arup as part of the SHD Application in accordance with the DoEHLG's *Best Practice Guidelines for the Preparation*

of *Waste Management Plans for Construction Projects, 2006*. Following appointment, the Contractor will be responsible for detailing and maintaining this report and updating it as appropriate.

3.0 Notification of Statutory Bodies

Pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing) Development Regulations 2017 and the Board's Notice of Pre-Application Consultation Opinion, the prospective applicant has notified the following authorities of the making of the SHD application in accordance with Section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016.

1. The Minister for Culture, Heritage and the Gaeltacht;
2. The Heritage Council;
3. An Taisce;
4. Irish Water;
5. National Transport Authority;
6. Transport Infrastructure Ireland;
7. Irish Aviation Authority;
8. The Operator of Cork Airport;
9. Cork City Childcare Committee.