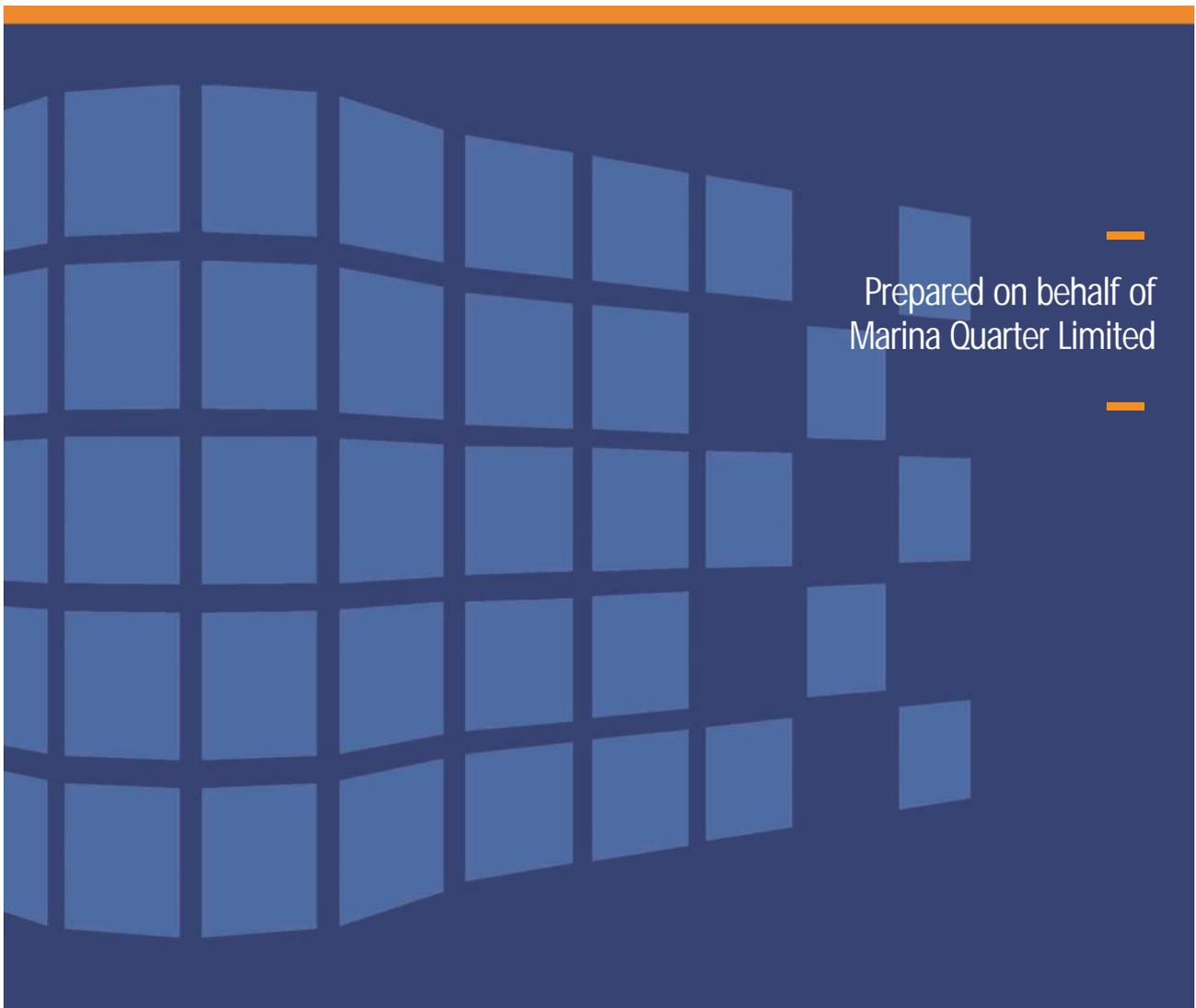


Statement of Consistency

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.



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1.0 Introduction

1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with O'Mahony Pike Architects, Arup Engineers and Ilsa Rutgers Landscape Architect on behalf of Marina Quarter Limited to accompany a planning application for a Strategic Housing Development application at The Former Ford Distribution Site, fronting on to Centre Park Road, Marquee Road and Monahan's Road, Cork..

The proposed development comprises the development of:

- The demolition of existing structures including a single storey building, entrance canopy, pump island canopy, flood lights and the decommissioning/removal of 3 no. underground fuel tanks; and
- The construction of 1,002 no. apartments (comprising a mix of studio, 1, 2 and 3 bed apartments) in 12 no. blocks, ranging in height from 4 to 14 storeys;
- Blocks 1 to 12 also include commercial and community facilities, including the provision of 5 no. retail units, 1 no. Montessori school, 1 no. creche (provided as part of a two-storey building connected to Block no. 3), a medical centre, bar, café, venue/performance area, 2 no. community resource spaces and ancillary signage;
- The provision of internal and external amenities for residents and open space/landscaping areas to include pocket parks, linear park, residential squares and urban spaces;
- Ancillary car, motorcycle and bike parking;
- Reservation for the Monahan's Road extension;
- The provision of 1 no. internal link road through the site linking Centre Park Road and the Monahan's Road extension;
- The provision of 2 no. pedestrian streets through the site linking Centre Park Road and the Monahan's Road extension; and
- All associated ancillary development works, including storage, plant and management facilities.

An Environmental Impact Assessment Report and Natura Impact Statement has been prepared in respect of the proposed development and accompanies this application.

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 cover letter 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 Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);

2.3 Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009),
Department of Environment, Heritage and Local Government;

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 2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;

2.7 Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;

2.8 *Childcare Facilities Guidelines*, June 2001.

2.9 *The Planning System and Flood Risk Management*, 2009;

2.10 *Southern Regional Assembly: Draft 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) 2019*;

3.2 *Cork City Development Plan 2015*;

3.3 *South Docks Local Area Plan 2008*;

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at The Former Ford Distribution Site, Centre Park Road, Cork, with reference to the relevant national and local planning policy documents, as detailed in section 1.1.

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 in compliance with policy objectives.

This section summarises compliance with planning policy on the following themes, incorporating the 12 design principles set out in the Urban Design Manual.

1.2.1 Context

The proposed site, known as The Former Ford Distribution Site, is situated within the South Docks Development area, approximately 1.9km from Cork City Centre. The total red line area of the site comprises 5.97 hectares (this includes roads and other infrastructure). The subject site has a relatively flat topography and is rectangular in shape. There is a net developable area of 3.64 hectares. The site is located within development precinct 16 'Marina', of the now expired 2008 South Docks Local Areas Plan (SDLAP). The site is bounded by Centre Park Road to the north, Marquee Road with existing commercial development beyond to the west, Monahan Road to the south and Pairc Ui Chaoimh to the east. Permission for the development of these lands was originally granted under Ref. 08/32919 on July 15th, 2009. This permission was extended and now expires on October 12th, 2024.

The site is within easy walking distance of Cork City Centre and Blackrock/Mahon which provide a number of commercial and community facilities, including local shops, churches and schools. The major employment hubs of Cork City Centre and Mahon are within close proximity and both are well connected by public transport. The area is served by the 202-bus route which has numerous stops located within 400m of the site. A bus serves the area every 10 minutes Monday to Friday. The 202 bus stops on Monahan's Road, to the south of the site, 3 times daily. The site will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area-Based Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term) the site will have immediate access to these bus services and to the mass transit system. The area is well serviced with several large amenity sites located within walking distance of the site with the closest being Pairc Ui Chaoimh, Kennedy Park and the Marina Park all within 1km of the site.

1.2.2 Density & Housing Mix

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, subject to appropriate design and amenity standards.

The **2015 Cork City Development Plan (CDP)** includes policies for housing density that respects the Governments wish to deliver a sound return on infrastructure investment, particularly in relation to public transport, but also provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the City. The CDP states that "*within the city the minimum residential density in Suburban areas should be 35-50 dwellings per hectare. Densities greater than 50 dwellings per hectare will normally require a mix of houses and apartments. Densities higher than this baseline level will be appropriate in other types of locations.*"

Using the net developable area, the overall density has been calculated at 275 units per hectare.

Statement of Consistency: DENSITY

An overall net residential density of 275 units per hectare has been achieved in accordance with Section 5.7 of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009*. This density is also in line with the Cork City Development Plan 2015.

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore 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 proposed layout proposes 1,002 no. apartments, with a total floor area of 105,513 sqm arranged in 12 no. blocks. The apartments are set in a variety of studio, 1, 2 and 3 bed configurations, in a number of different unit types and sizes that will appeal to a broad range of tenants. The apartments range in size from 37.4 sqm studio apartment to 120.6 sqm 3 bed apartments. The variety of apartment sizes proposed focuses on providing choice, affordability and quality housing in accordance with the relevant policies.

Statement of Consistency: HOUSING MIX

In accordance with Objective HOU 3-3 of the CDP, the proposed development provides a range and mix of Studio (4%), 1-bed, (31%), 2-bed (50%) and 3-bed (15%) residential units and sizes to meet the needs of the area.

1.2.3 Layout

Connectivity

The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open spaces. The proposed development has been designed to accommodate public transport, car users and service vehicles. New vehicular and pedestrian streets have been proposed running in a north south direction through the site which will link Centre Park Road and the Monahan Road Extension. Access points to the proposed car parks, set down areas which cater for service vehicles and fire tender are provided on this street as well as on Marquee road to the west of the site.

Pedestrian and cyclist connectivity are priority throughout the scheme. Pedestrian circulation routes are provided on the 2 no. pedestrian streets that run in a north south direction between the courtyard blocks. Generous pedestrian paths are provided as part of the streetscape on Centre Park Road and Marquee Road and on the side that joins the Monahan Road extension, the footpath is provided within the linear park. Stepped and ramped access is provided between the public realm and the communal courtyards.

The subject site will benefit from excellent cycle infrastructure, with dedicated cycle paths provided on both Centre Park Road as part of the proposed development and on the proposed Monahan Road Extension (supported by LIHAF funding). Within the scheme itself, the pedestrian streets will all be cycle friendly.

The site will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term). The site will have immediate access to these bus services and to the mass transit system.

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 people and household types. The design and layout of the proposed development meets the requirements of all relevant guidelines and regulations, including Part M of the Technical Guidance Document of the Building Regulations 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, ability or desirability.

With regard to the amenity spaces, all have been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. All areas, whether public, private or communal, are well defined and accessible to all, 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 economic growth of Cork City has always been intrinsically linked with the river and port and for many years the lifeblood of the docklands area was the Ford Factory including the distribution site which was located on the subject site. The factory employed up to 7,000 people at its peak. The industrial language of the former Ford Factory and other structures in the docklands such as the R + H Hall and the Odlum's building is part of the character of the docklands. The proposed scheme draws on aspects of this industrial heritage to create a unique docklands development, with a strong sense of place (refer to Design Statement by O'Mahony Pike Architects).

Consideration will be given to the use of place names and that are synonymous with Ford within the proposed scheme. The proposed development uses an architectural language that is robust and reflects the areas industrial past.

Parking

Each residential unit will have 0.4 no. car parking spaces at ground/street level beneath the podium, equating to a total of 397 no. residential parking spaces. In addition to these, 1 no. surface residential parking spaces will be provided with an additional 29 no. commercial, go-car and set down spaces. An additional 21 no. non-residential spaces will also be provided beneath the podium. Adequate bicycle parking is also provided on site with 1,851 no. bicycle spaces provided for residents with an additional 502 no. visitor bicycle spaces. 50 no. motorcycle spaces are also provided.

Detailed Design

The proposed apartments are designed to reflect the industrial history of the area in a contemporary way while including some vernacular details such as grid patterns, framed gables and balconies, which reflect the industrial heritage of the area. This is achieved by reflecting the form, detailing and material palette of buildings such as the former Ford Factory, R+H Hall and the Odlum's buildings, often in a more contemporary manner, that will respect and enhance the local setting.

The chosen palette of materials reference materials used in the locality and uses a contemporary architectural interpretation of traditional building form and materials. The chosen materials, including brick, precast concrete, dyed precast concrete, timber and steel are easily maintainable. The proposed modelling of the facades allows for interest and variation which offers a cohesive and mixed variety to the overall layout, whilst respecting the existing buildings within the locality.

With regard to form, the selected use of the vernacular in terms of façade detail makes further reference to the local and historical architectural language while integrating them into a high-quality design. The simple pattern of development is reinforced through the use of clear building frontages and edges where corners and gables are emphasised rather than ignored.

The buildings frame the open space areas. The exterior of the buildings defines the adjacent streets and public spaces, with private open space provided in the form of balconies/terraces for each apartment, providing private amenity areas and passive surveillance of the shared amenity areas.

Statement of Consistency: LAYOUT

The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement by O’Mahony Pike Architects has been submitted with this SHD application in accordance with Objective 16.1 of the CDP. The proposed apartments have been designed having regard to and are consistent with 2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities. Overall a high-quality layout and design has been achieved, based on the provision of a mix of high-quality apartments in a quality neighbourhood area and through the creation of a sustainable development of the docklands area which prioritises pedestrians and cyclists.

1.2.4 Landscape & Amenity

Public Realm

The proposed development is set around a network of streets, 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 apartments are arranged to overlook the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and open spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. With regard to 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 bicycle parking, low planting/walls and semi-transparent boundary treatments such as railing.

Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development has a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning the buildings and also by providing generous separation distances between the proposed blocks. Windows are sited to prevent direct overlooking into adjacent units and private spaces.

Private amenity space is in the form of balconies and terraces and are provided throughout the development, which meet the Guidelines set out for minimum private amenity space and have been orientated to maximise solar gain. All homes will have adequate storage areas and areas for sorting of recyclables.

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 by O’Mahony Pike Architects has been submitted with this SHD application in accordance with Objective 16.1 of the CDP. The proposed apartments have been designed having regard to and are consistent with 2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

Efficiency

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 also brings an under-utilised site back to life.

Landscaped areas consist of pocket parks, residential squares and urban spaces. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible.

All apartments are designed to maximise passive solar gain through the solar orientation. This is balanced with the requirements of good urban form and the provision of ample open space. A high proportion (50%) of apartments are dual aspect (above minimum requirements) which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

With regard to waste provision and collection, storage areas for bins are provided within the apartment block at ground floor level.

Adaptability

The building has been designed to allow a great deal of flexibility to reconfigure the internal arrangements in future. The floor areas have a tall floor to ceiling height to allow for possible alternative uses, this is considered prudent in such a central urban location.

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 by O'Mahony Pike Architects has been submitted with this SHD application in accordance with Objective 16.1 of the CDP. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. 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.

2.0 National & Regional Planning Policy

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

-) Project Ireland 2040: National Planning Framework (2018);
-) Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
-) Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;
-) 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;
-) 2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
-) Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
-) Childcare Facilities Guidelines, June 2001.
-) The Planning System and Flood Risk Management, 2009;
-) Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).

2.1 Project Ireland 2040: National Planning Framework, 2018

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 within one of the five cities, in Cork City.
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 Cork City docklands 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.	✓ The proposed development is located on a brownfield site within the Cork City docklands and is therefore in accordance with Objective 3b.
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 in an area of the city that is lacking in these facilities. ✓ The proposed development will meet the needs of workers in the city centre areas where currently there is an undersupply of accommodation. ✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this 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 Cork city centre and maximise the use of public transport. It will create a new city centre quarter 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	✓ The existing brownfield site is currently underutilised and only used during the summer months to accommodate the Live at the Marquee music venue. The development

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.	of a high-density residential scheme 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 proximate to the employment hubs of Cork City and Mahon. ✓ The site's zoning facilitates a landmark tall building and is appropriate for high density development. ✓ The site will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term). The site will have immediate access to these bus services and to the mass transit system.
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 Dublin of an increase in population of approximately 20-25% (or 235,000 - 293,000 people) by 2040.	<ul style="list-style-type: none"> ✓ The proposed development will provide high density residential development that will facilitate an increase in the population of Cork city.
11	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	<ul style="list-style-type: none"> ✓ The proposed development seeks permission for a net residential density of 275 units/ha on a brownfield site. ✓ The additional population will lead to 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 proposed development ranges in height from 4 to 14 storeys. The subject site is identified in the City Development Plan as a location that is capable of accommodating high rise development and a landmark building. The proposed heights are consistent with emerging trends for development in the area. ✓ The application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning which provides a list of the supporting assessments which accompany this application.
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 south docks area in close proximity to the employment hubs of cork city centre and Mahon. ✓ A gym is included in the proposed development to encourage future occupants to live active lifestyles. ✓ The site is also adjacent to the Marina Park which provides a connection to the Blackrock – Mahon Greenway.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
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"> ✓ The proposed development is on a brownfield docklands site close to the city centre site and will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour. ✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian links between Centre Park Road and the Monahan Road extension. ✓ Cycle parking spaces are proposed throughout the site for future occupants and visitors.
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 provides for studios, 1 bed, 2 bed and 3 bed units, that will cater for a range of household sizes. ✓ The Applicant will comply with their Part V obligations and deliver 100 no. social and affordable housing units. ✓ Communal open space is located at the podium level, above the public street level, and is arranged to offer full connectivity between all the residential blocks. ✓ The scheme incorporates both residential support amenities together with retail, commercial and community uses. ✓ The proposed development is Part M compliant and thus includes access for people with disabilities.
31	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <p>) 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>	<ul style="list-style-type: none"> ✓ 2 no. childcare facilities are provided on site. 1 no. 458.6m² creche facility and 1 no 495.6m² Montessori school.
32	Target the delivery of 550,000 additional households up to 2040.	<ul style="list-style-type: none"> ✓ The proposed development will contribute 1,002 no. new households to the target.
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.	<ul style="list-style-type: none"> ✓ The proposed development provides 1,002 units on a brownfield site within close proximity to Cork City Centre. The scale of the development is supported by both existing and proposed improvements to the public transport infrastructure.
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> ✓ There is a deficit in accommodation suitable for the mobile population that work in the area. This is evidenced by the high number of people who commute into the area daily. The proposed development responds to this deficit. ✓ A mix of unit types and sizes have been provided to accommodate changes to household size. ✓ The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size ability or disability ✓ The proposed development is Part M compliant.
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill	<ul style="list-style-type: none"> ✓ The proposed development is proposed on a vacant site and designed to maximise density and height, make the most efficient use of inner-city land, public transport investment

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	development schemes, area or site-based regeneration and increased building heights.	and utilisation, and increasing the proportion of people living in apartment type accommodation.
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.	<ul style="list-style-type: none"> ✓ The proposed development is designed to the nearly zero energy building (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-A3. ✓ The application is accompanied by an EIAR. ✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge – please refer to Site Infrastructure Report by Arup.
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 buildings 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.	✓ The proposed development incorporates adequately sized waste management facilities within the car park that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
57	Enhance water quality and resource management by: 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.	✓ A Site-Specific Flood Risk Assessment Report by Arup accompanies this 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"> ✓ The site's industrial past is recognised in the proposed development. ✓ Entrances are proposed on Marquee Road and the new central link road connecting Centre Park Road to the Monahan Road extension.
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.
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"> ✓ Given the site's location, a very low level of car parking for residents is proposed. This will serve to promote a modal shift in transport and a reduction in emissions. ✓ Cycle parking spaces are provided within the scheme. ✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.
75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	✓ An EIAR and Natura Impact Statement by Kelleher Ecology Services are included with this application.

2.2 Rebuilding Ireland: Action Plan for Housing and Homelessness, 2016

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pillar 2: Accelerate Social Housing	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: <ul style="list-style-type: none">) 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion) Mixed-Tenure Development on State Lands and other lands 	✓ The proposed development will provide 10% social housing units in line with legislative requirements. The development will therefore contribute 100 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.
Pillar 3: Build More Homes	Increase the output of private housing to meet demand at affordable prices	Key actions: <ul style="list-style-type: none">) Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021) 	✓ The proposed development will provide 1,002 no. residential units and will therefore contribute towards the target.
Pillar 4: Improve the Rental Sector	Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.	Key actions: <ul style="list-style-type: none">) Encourage “build to rent” 	✓ The proposed development will provide some rental units, it is designed to high standards and will support greater choice for tenants in the rental market.

2.3 Sustainable Residential Development in Urban Areas, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3	Application of 12 Best-Practice Criteria	✓ Compliance with each of the criteria is addressed in Section 2.4.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes – The design complies with design guidelines requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes – The layout provides for 1 no. new vehicular route running in a north south direction through the centre of the site which will link Centre Park Road and the Monahan Road Extension, with distinct pedestrian and residential areas with local level access and footpaths, provided throughout the site. Pedestrian and cyclist connectivity are priority throughout the scheme. Pedestrian circulation routes are provided on the 2 no. pedestrian streets that run in a north south direction between the courtyard blocks. Generous pedestrian paths are provided as part of the streetscape on Centre Park Road and Marquee Road and on the side that joins the Monahan Road extension, the footpath is provided within the linear park. Stepped access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided throughout the entire site.
Chapter 4 Sustainable Neighbourhoods	Are lands in accordance with sequencing priorities of development plan / LAP?	✓ Yes – The site is zoned for ‘Mixed Use Development’ in the Cork City Development Plan.
	Assessment of the capacity of existing schools.	✓ Yes – Existing primary and secondary schools within the area with the closest being in the Ballintemple / Blackrock areas and Cork City Centre. (Please refer to the School Demand Report by McCutcheon Halley Planning).
	Input of other necessary agencies.	✓ Yes – Irish Water, TII/NTA and Cork City Council were consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	✓ Yes – Community and support facilities such as 2 no. childcare facilities, a gym, medical facility, a café, a bar, a performance area, retail units, multipurpose spaces, management suites and community resource spaces are proposed as part of the proposed development
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	<p>✓ Yes – The site is served by the 202 bus route which has numerous stops located within 400m of the site. A bus serves the site 3 time daily with more frequent bus services a short walk from the site.</p> <p>✓ The site will benefit from the improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term). The site will have immediate access to these bus services and to the mass transit system.
	Will the development:	
	- Priorities public transport, cycling and walking.	<p>✓ Yes – The environs provide a good network of footpaths and an existing bus route. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.</p> <p>✓ The site will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area-Based Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term). The site will have immediate access to these bus services and to the mass transit system.</p>
	- Ensure accessibility for everyone	✓ Yes – The layout and unit design fully comply with the requirements of Part M of the Building Regulations and principles of Universal Design.
	- Encourage more efficient use of energy	✓ Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m ² /yr to achieve the expected 2020 NZEB target rating.
	- Include right quality & quantity of public open space.	✓ Yes – There is a provision of 5,86sqm or 16.1% public open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality.
	- Include measures for satisfactory standards of personal safety and traffic safety.	✓ Yes – The road layout is compliant with DMURS requirements.
	- Present an attractive and well-maintained appearance.	✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space will be 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 social integration, provide for diverse range of household types, age groups and housing tenures.	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement by O'Mahony Pike Architects.
	- Protect and where possible enhance the built and natural heritage.	✓ Yes – New planting will increase the biodiversity of the site and reinforce the existing conditions.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	- Provide for Sustainable Drainage Systems.	✓ Yes – SuDs principles will be incorporated throughout the site.
Chapter 5 Cities and Larger Towns	- Are residential densities sufficiently high in location which are, or will be, served by public transport.	✓ Yes – The net density is 275 units per hectare. This is an appropriate density for brownfield lands in the City and complies with the standards set out for Brownfield Sites (within city or town centres).
	- Are higher densities accompanied by high qualitative standard of design and layout?	✓ Yes – The design and layout provides for high qualitative standard of units and private and public open space.
	- Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking?	✓ Yes – There is no existing adjacent housing. There is also a sufficient separation distance between each residential block.
Chapter 7 The Home and Its Setting	- In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings.	✓ Yes – The external finishes and landscape design have been designed to provide a high-quality environment.
	- Decent levels of amenity, privacy, security and energy efficiency.	✓ Yes - All units have access to private space and public open space is well overlooked. Units are designed to comply with the 2020 NXEB standard in terms of energy efficiency.
	- Will orientation of dwelling and internal layout maximise levels of daylight and sunlight?	✓ Yes – the design has been informed by a comprehensive sunlight/daylight assessment prepared by IES. and all apartments have been designed to maximise daylight and passive solar energy gains.
	- Has privacy been considered in design of the home.	✓ Yes – The layout has been designed to avoid overlooking and protect the privacy of adjoining properties. All apartments are designed to prevent acoustic transfer also.
	- Has the design sought to create child and pedestrian friendly car-free areas?	✓ Yes – Good pedestrian and cycling routes are provided throughout the development, with car free access to open spaces. Pedestrian circulation routes are provided on the 2 no. pedestrian streets that run in a north south direction between the courtyard blocks. Generous pedestrian paths are provided as part of the streetscape on Centre Park Road and Marquee Road and on the side that joins the Monahan Road extension, the footpath is provided within the linear park. Stepped access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided throughout the entire site.
	- Do all houses have an area of private open space behind the building line?	✓ Yes – All apartments have a private open space area in the form of a balcony or terrace.
	- Has the design been influenced by the principles of universal design?	✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.
	- Has adequate provision been made for the storage and collection of waste materials?	✓ Yes – All apartments have areas for the storage and sorting or recyclables and adequate bin storage to serve the development is located at ground floor level.

2.4 Urban Design Manual - A Best Practice Guide, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>1. Context: How does the development respond to its surroundings?</p>	<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 located in the South Docks to the east of Cork City Centre. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments. ✓ 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. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach will ensure that the scheme will act as an attractive and sustainable development within the South Docks, while also contributing to the character and identity of the area. ✓ With regard to boundary conditions, considerable effort has been made to respond positively to this wherever possible. Existing boundary trees are retained and supplemented where appropriate to minimise the impact on existing habitats as well as existing residents in the immediate surrounding area.
<p>2. Connections: How well connected is the new neighbourhood?</p>	<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. ▪ 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"> ✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and employment areas within the city. The site is accessed via the Centre Park Road to the north and Monahan's Road to the south. The is 1 no. new internal vehicular route traversing the site in a north / south direction. The remainder of the routes throughout the site are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the public amenity areas are located between each block throughout the site offering the community easy access to important local services.
<p>3. Inclusivity: How easily can people use and access the development?</p>	<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 	<ul style="list-style-type: none"> ✓ The proposed apartment 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 and layout of the proposed development will meet the requirements of all relevant

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>facilities for children of different ages, parents and the elderly.</p> <ul style="list-style-type: none"> ▪ 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. 	<p>documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</p> <ul style="list-style-type: none"> ✓ Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, 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.
<p>4. Variety: How does the development promote a good mix of activities?</p>	<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 that complement those already available in the neighbourhood. 	<ul style="list-style-type: none"> ✓ A variety of uses, such as childcare facilities, a medical facility, a gym, a café, a bar, a performance area, retail units and community rooms have been provided to support the future residential community as well as the existing residents in the surrounding area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of the city and suburbs. These uses are located at ground and first floor level of each block in highly accessible locations within the site. ✓ A wide variety of unit types have also been provided with a choice of Studio, 1, 2 and 3-bedroom apartment variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Cork.
<p>5. Efficiency: How does the development make appropriate use of resources, including land?</p>	<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. ▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation. ▪ The scheme brings a redundant building or derelict site back into productive use. ▪ Appropriate recycling facilities are provided. 	<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. ✓ Landscaped areas consist of pocket parks, residential squares and urban spaces and are located throughout the site at both podium and street level. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles will also be incorporated wherever possible. ✓ The proposed development also brings an under-utilised site back to life.
<p>6. Distinctiveness: How does the proposal create a sense of place?</p>	<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 	<ul style="list-style-type: none"> ✓ The economic growth of Cork City has always been intrinsically linked with the river and port and for many years the lifeblood of the docklands areas was the Ford Factory & Distribution Centre (which was located on the subject site). Ford employed up to 7,000 people at its peak. The industrial language of the former Ford Factory and other structures in the docklands such as the R +

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>buildings, landform and ecological features to create a memorable layout.</p> <ul style="list-style-type: none"> ▪ The proposal successfully exploits views into and out of the site. ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<p>H Hall and the Odlum's building is part of the character of the docklands. The proposed scheme will draw on aspects of this industrial heritage to create a unique docklands development, with a strong sense of place.</p> <ul style="list-style-type: none"> ✓ Consideration will be given to the use of place names that are synonymous with Ford within the proposed scheme. The proposed development uses an architectural language that is robust and reflects the areas industrial past. ✓ The proposed design and layout of the development will create a residential development which will complement the history of the docklands 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 local setting but express it in a more contemporary way. Careful consideration will be given to the individual blocks, 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 views both internal to the site as well as longer range views over the adjacent area which includes the Marina Park and the River Lee.
<p>7. Layout: 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 semi private space to the back as communal courts. 	<ul style="list-style-type: none"> ✓ The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site. ✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath network. 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>8. Public Realm: 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. 	<ul style="list-style-type: none"> ✓ The scheme is designed to balance the private and public open amenity needs of the community. The layout maximises the number of units which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into units.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ 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. ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<ul style="list-style-type: none"> ✓ The design of the public realm has considered daylight/sunlight as well as wind conditions and provided seating areas and play areas in the most appropriate locations within the open spaces. ✓ The open spaces and play areas have been designed to be overlooked where possible. Specific units have been developed for corners in order 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.
<p>9. Adaptability: How will the buildings cope with change?</p>	<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 apartments will contribute a greater range of unit types and sizes for the area. Providing more options for young families and empty nesters to reside in the area. ✓ The proposed development is designed to the nearly zero energy building (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-A3. ✓
<p>10. Privacy and Amenity: How does the scheme provide a decent standard of amenity?</p>	<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 blocks. Windows are sited to prevent overlooking into adjacent private spaces. ✓ Each apartment unit has an areas of useable private outdoor space which meets the guidelines set out for minimum private amenity sizes and will be orientated to maximise solar exposure. All balconies have also been assessed as part of the Wind and Microclimate Assessment to ensure balconies provided comfortable conditions. ✓ Landscaping will also prevent direct views into the units from the street and public areas. All homes will have adequate storage areas and areas for sorting of recyclables.
<p>11. Parking: 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. 	<ul style="list-style-type: none"> ✓ A total of 448 no. car parking spaces are provided for onsite. 398 no. residential parking spaces are provided which is line with the Council’s car parking standards which are maximum standards. This equates to 0.4 spaces per residential unit. This approach is also consistent with the

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ 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. 	<p>Design Standards for new apartments which recommends car parking be minimised for apartments in central / areas that are well served by public transport.</p> <p>✓ Secure bicycle storage for 1,851 no. spaces specifically for residents is provided throughout the development .</p>
<p>12. Detailed Design: 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. 	<p>✓ The proposed design will respond to the local vernacular. As noted above, the subject scheme presents significant challenges to create a complimentary identity which respects the industrial history of the area while promoting a high-quality design. The proposed design does this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that will respect and enhance the local setting and the existing buildings within the surrounding area.</p> <p>✓ 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 will be durable and facilitate easy maintenance</p>

2.5 Design Manual for Urban Roads and Streets, 2013

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 will be the commercial and community areas, the pocket parks, residential squares and urban spaces. These centres are located to provide the maximum accessibility for all residents, both of the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian/cyclist accessibility. All centres are also linked to the comprehensive network of footpaths in order 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, creche, schools etc.)? 	<ul style="list-style-type: none"> ✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located at ground and first floor level. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes in order to clearly define the transition between areas. ✓ A wide network of footpaths and cycle routes are also provided, both along the main streets and independent to them (i.e. through open space areas) to prioritise sustainable methods 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? Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<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 destinations (i.e. between play areas / open spaces) in order to improve circulation through the site. ✓ Communal / neighbourhood spaces have been sized so as 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"> ✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods will be incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details will also be utilised to reduce driver's perception of acceptable speeds. ✓ 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 home zones.
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? 	<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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<p>shared surfaces are used in areas to prioritise pedestrian movements and regulate vehicular speed.</p>
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 areas are arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A Landscape Masterplan by Ilsa Rutgers Architect has been prepared and submitted as part of this planning application which creates a strong landscape structure within the future streets. ✓ The proposed design has also sought to create active street edges where possible. For example, a necklace of active uses, including commercial uses, community resources and residential lobbies are proposed along the ground floor street frontages. ✓ 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? Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? 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? 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. ✓ Uncontrolled pedestrian crossings are provided in the form of shared surface areas / raised crossing and are located along the vehicular streets. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety. ✓ Cycling facilities, including parking, have been factored into the design.
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 commensurate with their function / location and in accordance with DMURS principles. Surface material are appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists. ✓ Parking and loading areas are provided in accordance with Cork City Council requests and in line with the standards set out in City Development Plan.

2.6 Sustainable Urban Housing: Design Standards for New Apartments, 2018.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> ▪ 1-bed studio apartment = 37 sqm ▪ 1-bed = 45 sqm ▪ 2-bed (3 person) = 63 sqm ▪ 2-bed (4 person) = 73 sqm ▪ 3-bed = 90 sqm <p>Section 3.12 also requires that in a scheme of 10 or more apartments, the majority of all apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%.</p>	<ul style="list-style-type: none"> ✓ With regard to the subject scheme, all apartments are sized will in excess of the minimum standards: ✓ The smallest studio apartments are 37.4 sqm. ✓ The smallest 1 bed apartments are 46.6sqm ✓ The smallest 2 bed apartments are 66sqm (3 person) and 76sqm (4 person) ✓ The smallest 3 bed apartments are 101.8sqm. ✓ The cumulative floor area of all apartments in the scheme is 73,341.2sqm.
Dual Aspect Ratio	<p>Section 3.17 requires:</p> <ul style="list-style-type: none"> ▪ Minimum 50% dual aspect apartments in urban locations. ▪ This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas. 	<ul style="list-style-type: none"> ✓ A minimum of 50% of the apartments within the scheme are designed to be dual aspect.
Floor to Ceiling Height	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	<ul style="list-style-type: none"> ✓ The ceiling height of all new build apartments is consistent with what is required in the guidelines with floor to ceiling heights of all apartments at 2.7m.
Lift / Stair Cores	<p>Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.</p>	<ul style="list-style-type: none"> ✓ All lift/stair cores provided within the scheme serve no more than 12 apartments.
Internal Storage	<p>Section 3.30 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>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	<ul style="list-style-type: none"> ✓ Each apartment unit is 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 and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<ul style="list-style-type: none"> ✓ All apartments are provided with a generous private balcony.
Security Considerations	<p>Section 3.28 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 realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of</p>	<ul style="list-style-type: none"> ✓ All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The apartments overlook the adjacent open spaces. All entrance points are safe and secure. They are located at street or podium level to ensure that pedestrian activity is maximised. The entrance points are clearly

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	ground floor apartments and access to internal and external communal areas.	identifiable through careful detailing and material usage.
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	<p>✓ As stated previously, pedestrian and cyclist accessibility is a primary consideration of the proposed development. The development has been designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, are all Part M compliant. The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces.</p> <p>✓ All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.</p>
Communal Rooms	Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.	<p>✓ 7,064sqm of communal space has been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site.</p>
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> <ul style="list-style-type: none"> ▪ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste; ▪ In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics; ▪ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies; ▪ 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; ▪ Waste storage areas should not present any safety risks to users and should be well-lit; ▪ Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public. ▪ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles; 	<p>✓ Appropriate facilities have been provided within each block to facilitate the storage and collection of waste materials generated by apartments and non-residential uses. These collection areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, are adequately ventilated and secure so as to minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> The capacity for washing down waste storage areas, with wastewater discharging to the sewer. 	
Communal Amenity Facilities	Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.	✓ 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.
Children's Play	Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.	✓ Play areas have been provided throughout the scheme and incorporated into the open space area with many located within close proximity to the proposed apartment blocks. These play areas benefit from the passive surveillance from surrounding residential areas.
Car Parking	<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	✓ A total of 448 no. parking spaces are provided throughout the scheme with 398 no. car parking spaces provided for the apartment units. All levels of parking identified are consistent with the thresholds identified by Cork City Council in Table 16.8 of the 2015 Development Plan.
Bicycle Parking	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	✓ Cycle parking has generally been provided in line with the guidance set out in the 2015 development plan, with scope for the provision of additional spaces if required.
Childcare	The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	✓ 2 no. childcare facilities are provided on site. 1 no. 458.6m ² facility and 1 no 495.6m ² facility.

2.7 Urban Development and Building Heights, 2018

Reference	Relevant Policy / Principle / Guideline	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 in 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 National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.	✓ The proposed site has been identified as a location suitable for increased building height. The scheme proposes a range of buildings heights generally from 4 to 14 no. storeys. A landmark structure of 14 storeys is situated in the south west corner of the site and will act as a gateway for the Marina District when approached from the City Centre. The scheme proposes tall buildings of c.11 storeys along the sites southern boundary defining the edge to the Marina Park. Along Centre Park Road, heights vary generally from 4 to 11 storeys. On the podium, the average residential building height is 7 storeys, stepping up to 9 storeys.
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 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 development incorporates a wide range of uses including residential, commercial, residential amenity and management space, 2 no. childcare facilities and 1 no. medical facility, a gym, café, bar and performance space.
At the scale of the relevant city/town	<p>) The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>) Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>) 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.</p>	<p>✓ The area is served by the 202-bus route which has numerous stops located within 400m of the site. a bus serves the area every 10 minutes Monday to Friday. The 202 bus stops on Monahan's Road, to the south of the site, 3 times daily. The site will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area-Based Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term). The site will have immediate access to these bus services and to the mass transit system. The area is well serviced with several large amenity sites located within walking distance of the site with the closest being Pairc Ui Chaoimh, Kennedy Park and the Marina Park all within 1km of the site</p> <p>✓ An EIAR which contains a landscape and visual assessment is submitted with this application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> ✓ The proposed development provides a number of new pedestrians and vehicular streets connecting Centre Park Road and the Monahan Road. A net density of 275 no. units per hectare is achieved by introducing buildings heights up to 14 no. storeys. The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area.
At the scale of 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 <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i> (2009). ✓ The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner. ✓ The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood. 	<ul style="list-style-type: none"> ✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The proposed development is set around a network of streets, interlinked pathways and open spaces which ensures legibility through the site and the wider urban area. ✓ A range of uses, such as commercial, residential amenity and management space, 2 no. childcare facilities and 1 no. medical facility, a gym, café, bar and performance space have been provided to support the future residential community and the existing community within the area,
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 <i>‘Site Layout Planning for Daylight and Sunlight’</i> (2nd edition) or BS 8206-2:2008 – <i>‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’</i>. ✓ 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 the 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 scale, massing and urban grain have been developed to reflect the existing and prevailing context of the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light to apartments and open spaces.
Specific Assessments	To support the proposals at some or all of these scales, specific assessments may be required, and these may include:	<ul style="list-style-type: none"> ✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the supporting assessments relevant to the

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> J Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered. J In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision. J An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links. J As assessment that the proposal maintains safe air navigation. J An urban design statement including, as appropriate, impact on the historic built environments. J Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate. 	<p>subject proposal which are submitted with this application and which include an EIA and NIS.</p>
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:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National Planning Framework 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>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 generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	<p>Compliance with the <i>Urban Development and Building Heights, 2018 Guidelines</i>, including SPPR 1 and 2 criteria is set out above. The approach to building heights has been discussed at length with the planning authorities at pre-planning (including Section 247 consultation) and at the tripartite meeting, in the context of the wider strategic and national policy parameters set out in the National Planning Framework and the <i>Guidelines on Urban Development and Building Heights</i>.</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:</p> <p>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.</p>	<p>✓ The proposed net density of 275 units per hectare is in accordance with the "Sustainable Residential Development in Urban Areas (2007)"</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ol style="list-style-type: none"> <li data-bbox="357 219 906 302">2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and <li data-bbox="357 302 906 416">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. 	

2.8 Childcare Facilities Guidelines, 2001

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.	✓ 2 no. childcare facilities (creche and Montessori school) are provided on site. 1 no. 458.6m ² facility and 1 no 495.6m ² facility.
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.	✓ 2 no. childcare facilities are provided on site. 1 no. 458.6m ² facility and 1 no 495.6m ² facility. These facilities are well above the minimum floorspace requirements and have been sized/designed to cater for the needs and scale of the proposed development

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.	✓ N/A
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ A detailed Flood Risk Assessment Report by Arup is submitted with this application.
	Development in flood risk areas should be subject to the Justification test.	✓ N/A

2.10 Southern Regional Assembly: Draft Regional Spatial and Economic Strategy, 2019

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.) Areas that have potential to flood. 	<ul style="list-style-type: none"> ✓ The proposed development is situated within close proximity to the existing population centre of Cork City and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES. ✓ An EIAR and Natura Impact Statement by Kelleher Ecology Services are submitted with this application. ✓ A Flood Risk Assessment Report by Arup is submitted with this application.
RPO 7	<p>Holistic approach to delivering infrastructure. 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:</p> <ul style="list-style-type: none">) 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 proposed development will provide for increased population growth in a central area adjacent to an area that will benefit from improvements to public transport hubs and linkages and will promote non-car modes of transport.
RPO 8	<p>Compact Growth in Metropolitan Areas.</p> <p>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.</p> <p>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 pf parks, streetscapes and public realm areas.</p>	<ul style="list-style-type: none"> ✓ The subject site is ideally placed for a high-density development as it is in close proximity to Cork City and will benefit directly from future infrastructure improvements in the area.

3 Local Planning Policy

This section looks at consistency with the following Local Policy Documents:

- J Cork Metropolitan Area Transport Strategy (CMATS) 2019;
- J Cork City Development Plan 2015;
- J South Docks Local Area Plan 2008¹;

3.1 Cork Metropolitan Area Transport Strategy (CMATS), 2019.

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Key outcomes for walking in the Strategy include:</p> <ul style="list-style-type: none"> J An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km); J Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork; J Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm; J Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and J 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"> ✓ Given the subjects site close proximity to Cork City and the Blackrock/Mahon area, it is envisaged that walking and cycling and public transport will be the primary means of travel to and from the proposed development. ✓ The proximity to both Kent railway station and Cork City Bus station facilitates walking and cycling as part of linked trips. ✓ The proposed development forms part of the wider development of the south docks area which will provide for extensive public areas which will prioritise pedestrian and cyclist movement in accordance with DMURS.
<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"> J Unlock strategic development areas in its catchment areas including the Cork City Docks, Curraheen, Ballincollig and Mahon; J Maximise the development of potential windfall sites; J Provide greater certainty for future Planning and Development, to pursue higher densities required to meet NPF population and employment targets for Cork City; J 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; J Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area. 	<ul style="list-style-type: none"> ✓ The subject site is located at what will become a key transport stop for the future LRT. The proposed development will provide an appropriate scale of residential density to support the viability of the proposed transport investments as outlined in CMATS. ✓ The proposed development represents a change in the National Policy and the mindset towards car free residential development in the City Centre. The reduction in parking included within the proposed development will result in the majority of residents not having access to a car parking space and therefore will be more encouraged to avail of the other modes of transport available in the area. ✓ With the arrival of the proposed LRT the South Docks will become a key national transport interchange and the proposed density on the subject site will reflect this.

¹ The South Docks Local Area Plan 2008 (SDLAP) contains a detailed planning strategy for the South Docks area. While the SDLAP expired in 2018, the 2015 City Development Plan makes reference to the SDLAP and states that it is to be reviewed during the Plan period. Pending completion of a new SDLAP and given the multiple references to the 2008 SDLAP in the 2015 Plan, we have included the 2008 SDLAP in this Statement of Consistency.

3.2 City Development Plan, 2015

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 5: Transportation	Objective 5.1: Strategic Transportation Objectives	a. Provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of land use and transport planning, investment and service provision;	✓ The proposed development represents the sustainable use of a brownfield site as well as an integrated approach to the expansion of the existing residential development within Cork City.
		b. To reduce the percentage of persons who drive to work to 60% by 2021;	✓ 1,851 no. bicycle spaces with an additional 502 no. visitor bicycle spaces are provided as part of the proposed development to encourage residents to use alternative modes of transport.
		c. To invest in transport infrastructure based on the transport user hierarchy: pedestrians, cyclists, public transport users, freight, delivery and waste vehicles; private vehicle users;	✓ The development is supported by LIHAF funding which will provide pedestrians, cyclists and public transport facilities along the Monahans Road extension and Eastern Gateway Bridge.
		d. To encourage and facilitate cycling and walking for short/local trips by providing appropriate infrastructure, promoting “soft-measures” that influence change in transport behaviour, and by encouraging proximate, compact land uses;	<p>✓ The proposed development is located within a highly accessible area in terms of access to public transport facilities. The area is served by the 202-bus route which has numerous stops located within 400m of the site. a bus serves the area every 10 minutes Monday to Friday. The 202 bus stops on Monahan’s Road, to the south of the site, 3 times daily. This together with the proximity of the development to areas such as Cork City and Mahon, led to the reduction of car parking facilities within the proposed development. The walkability of the development to local shops and services serves well to support the use of sustainable transport measures over private transport methods.</p> <p>✓ The site will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area Transport Strategy, which has identified the local road network surrounding the site as strategic transport corridors to incorporate high-frequency bus services along Monahan Road to the South and Marquee Road to the west, and the implementation of a mass transit system along Centre Park Road to the north (a Bus Rapid Transit system is</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			proposed in the medium term, which will be upgraded to a Light Rail Transit in the longer term). The site will have immediate access to these bus services and to the mass transit system.
		e. To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands;	✓ The proposed scheme provides space to provide a BRT/LRT on Centre Park Road.
		f. To work with transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains;	✓ As above – TII/NTA have been consulted to ensure the integration of a provision for a BRT/LRT.
		g. To protect the capacity, efficiency, and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City;	✓ The development will not have an impact on the capacity, efficiency, and safety of national roads/junctions. The new population living in the development will contribute to the economic vibrancy of Cork City
		h. To provide new local roads, streets, upgraded streets, and pathways where required to increase connectivity;	<p>✓ 1 no. new vehicular route has been proposed running in a north south direction through the centre of the site which will link Centre Park Road and the Monahan Road Extension. Access points to the proposed car parks, set down areas which cater for service vehicles and fire tender are provided on this street.</p> <p>✓ Pedestrian and cyclist connectivity are a priority throughout the scheme. Pedestrian circulation routes are provided on the 2 no. pedestrian streets that run in a north south direction between the courtyard blocks. Generous pedestrian paths are provided as part of the streetscape on Centre Park Road and Marquee Road and on the side that joins the Monahan Road extension, the footpath is provided within the linear park. Stepped access is provided between the public realm and the communal courtyards.</p> <p>✓ The proposed development also supports the provision of the Monahans Road Extension and Eastern Gateway Bridge which will greatly increase connectivity in this part of the City.</p>
		i. To actively manage capacity of the city's street system to reduce the negative impacts of congestion and to maximise the use of the existing street network;	✓ The proposed development is based on encouraging sustainable transport.
		j. To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives, while recognising	✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		the need to maintain economic vibrancy until more gaps in the existing alternative transportation systems are filled;	
		k. To support actions aimed at improving the fuel efficiency of motorised transport;	✓ The proposed development includes a significant number of EV charging points.
		l. To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region;	✓ N/A
		m. To work closely with other transport stakeholders to achieve strategic transportation objectives, incorporating the SUMP (Sustainable Urban Mobility Planning) process where feasible.	✓ The design team has worked closely with the City Council and TII/NTA to achieve strategic transportation objectives including Sustainable Urban Mobility Planning.
	Objective 5.2: Transport Assessment	Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate how sustainable transport patterns can be achieved by the development.	✓ A Traffic and Transport Assessment by Arup is submitted with this application.
	Objective 5.3: Travel Plans	<p>Planning applications for new and significantly extended developments shall include a Travel Plan or a Travel Plan Statement in accordance with the following:</p> <p>a. Those with more than 100 employees shall include a Travel Plan;</p> <p>b. Those with approximately 25 – 99 employees shall include a Travel Plan Statement;</p> <p>c. A Travel Plan or Travel Plan Statement may also be required in association for any proposed development that Cork City Council considers may have significant travel implications; this includes non-employment uses such as significant educational and residential development.</p>	✓ A Car Parking Management Plan and Outline Mobility Management Plan by Arup are submitted the application.
	Objective 5.6: Land use Strategies for Key Public Transport Corridors	To develop land use strategies that provide for the consolidation of development at higher densities along key public transport corridors.	✓ The site is situated within 400m of a bus stops, and will benefit from the pending improvements to transport services and infrastructure which will arise through the re-development of the South Docks area and the implementation of the Cork Metropolitan Area-Based Transport Strategy, therefore a net density of 275 per ha is proposed.
	Objective 5.10: Pedestrian and Cycling Infrastructure Design	The design of pedestrian and cycling infrastructure will be in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.	✓ All pedestrian and cycling infrastructure is in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads

Reference	Policy Objective	Policy Provision	Statement of Consistency
			and Streets and international best practice.
	Objective 5.20: Mitigation of adverse Impacts on Strategic Roads	To require development proposals that would materially impact the capacity of strategic national road network to remedy or mitigate any adverse effects of their development on transport systems and/or infrastructure and make reasonable contributions towards the costs of any required mitigation, alterations or capacity enhancement works to transport systems and/or infrastructure as required.	The development will not materially impact the capacity of strategic national road network. The development is supporting and helping to facilitate the provision of the Monahans Road Extension (see draft Section 47 agreement).
Chapter 6: Residential Strategy	Objective 6.1: Residential Strategic Objectives	a. To encourage the development of sustainable residential neighbourhoods.	✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.
		b. To provide a variety of sizes for housing to meet the various needs of different sections of the population.	✓ A mix of apartment types and sizes has been provided within the proposed development.
		c. To continue to work with the Approved Housing Bodies and to actively engage with all key stakeholders in the provision of housing.	d. The applicant has actively engaged with the City Council in the provision of residential accommodation on the site and the scheme includes 10% Part V housing which has been agreed in principle with the City Council.
		e. To continue to regenerate and maintain existing housing.	✓ N/A
		f. To encourage the use of derelict or underused land and buildings to assist in their regeneration.	✓ The site at present is a brownfield site not in constant use. The proposed development will ensure the regeneration of this underused site.
		g. To promote high standards of design, energy efficient, estate layout and landscaping in all new housing developments.	✓ The proposed development is to a high standard in terms of design, energy efficiency, estate layout and landscaping.
		h. To protect and, where necessary, enhance the amenities and the environment of existing residential areas.	✓ The existing residential amenities have been protected and enhanced where necessary.
		Objective 6.3: Social Housing under Part V	To require that 14% of units on all land zoned for residential units (or for a mix of residential and other uses) to be reserved for the purposes of social housing and specialised housing needs. Each application subject to Part V requirements will be considered on an individual basis to the prior agreement of the Local Authority.

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Objective 6.4: Housing Provision	To support and facilitate the provision of housing through various sectors including private, voluntary and co-operative housing sectors. The Local Authority will continue to implement and operate a range of housing schemes and will continue to look at viable alternatives in the delivery of suitable accommodation for all.	✓ N/A
	Objective 6.8: Housing Mix	To encourage the establishment of sustainable residential communities by ensuring a mix of housing and apartments types, sizes and tenures is provided. Planning applications for multiple housing units shall submit a Statement of Housing Mix detailing the proposed mix and why it is considered appropriate. The needs of special group such as the elderly and disabled shall also be considered as part of this process.	✓ A mix of apartment types and sizes has been provided within the proposed development. A Housing Quality Assessment by O'Mahony Pike Architects is provided as part of the planning application documents.
	Objective 6.9: Housing Density	To promote suitable densities to meet the needs outlined in the Core Strategy as set out in Chapter 16 Development Management.	✓ The net density is 275 units per hectare. This is adequate to meet the needs outlined in the Core Strategy as set out in Chapter 16.
Chapter 7: Inclusive Neighbourhoods	Objective 7.2: Sustainable Neighbourhoods	To support the creation of sustainable neighbourhoods which allow access to services and facilities for all users and to foster a sense of community and a sense of place.	✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.
	Objective 7.18: Safe City	a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas	✓ Active frontage, which includes commercial units, community resource spaces and residential lobbies are provided on all sides. This together with the existence of on-site management will ensure that the development is maintained, and anti-social behaviour is discouraged.
		b. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.	✓ As above
Chapter 9: Built Heritage and Archaeology	Objective 9.26: Historic Landscape	Cork City Council will ensure the historic landscapes and gardens throughout the city are protected from inappropriate development.	✓ N/A
	Objective 9.29: Architectural Conservation Areas	To seek to preserve and enhance the designated Architectural Conservation Areas in the City.	✓ N/A
	Objective 9.32: Development in Architectural Conservation Areas	Development in ACA'S should take account of the following: <ul style="list-style-type: none">) Works that impact negatively upon features within the public realm such as paving, railings, street furniture, kerbing etc. shall not be generally permitted;) Acceptable design, scale, materials and finishes for new developments; 	✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>) Original materials and methods of construction should be retained for example, timber barge boards, windows and doors should not be replaced with PVC, original roofing material types should be retained along with original forms and locations of openings, etc;</p> <p>) Features of historic or architectural value should not be removed.</p>	
Chapter 10: Landscape and Natural Heritage	Objective 10.7: Designated Areas and Protected Species	a. To protect, enhance and conserve designated areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated;	✓ N/A
		b. To protect, enhance and conserve designated species and the habitats on which they depend;	✓ N/A
		c. To ensure that any plan/project and any associated works, individually or in combination with other plans or projects are subject to Appropriate Assessment Screening to ensure that there are no likely significant effects on the integrity (defined by the structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. When a plan/project is likely to have a significant effect on a Natura 2000 site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.	✓ A Natura Impact Statement by Kelleher Ecology Services is submitted with the application.
Objective 10.10: Trees and Urban Woodland	a. To protect and enhance the city's tree and urban woodlands.	✓ Existing trees (along Centre Park Road) are to be retained and protected where possible.	
	b. To protect, survey and maintain existing important individual and groups of trees.	✓ As above.	
	c. To make use of tree preservation orders to protect important trees or groups of trees which may be at risk.	✓ N/A	
	d. To ensure that new development benefits from adequate landscape structure / tree coverage, particularly in areas of the site with inadequate tree coverage.	✓ As above. A Landscape Masterplan by Ilsa Rutgers Landscape Architect is submitted with the application.	
	e. To develop an urban woodland strategy and to provide a resource to protect trees and tree groups of significance, to manage existing areas with high tree coverage and	✓ Existing trees are retained and protected where possible.	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		to plant new urban woodlands in areas deficient in tree coverage.	
		f. To promote the planting of native deciduous trees and mixed forestry in order to benefit biodiversity.	✓ A Landscape Masterplan by Ilsa Rutgers Architect is submitted with the application
Chapter 11 Recreational Infrastructure	Objective 11.7 Public Open Space	a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned public open space for alternative purposes;	✓ The proposed development will provide 5,868 m ² of public open space which incorporates pocket parks, residential squares and urban spaces.
		b. There will be a presumption against development on all open space in residential estates in the city, including any green area/public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation/amenity open space, and also including land which has been habitually used as a public open space. Such lands shall be protected for recreation, open space and amenity purposes;	✓ N/A
		c. To promote public open space standards generally in accordance with national guidance contained in <i>Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities</i> (DEHLG, 2009) and the accompanying <i>Urban Design Manual – A Best Practice Guide</i> ;	✓ The proposed development is generally in accordance with these national guidance documents and has had regard to the 12 no. design principles outlined in this document where relevant. ✓ In total, the proposed public open space provision of 5,868 sqm.
		d. The development of open spaces should aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community;	✓ The proposed open space, incorporates pocket parks, residential squares and urban spaces. The open spaces benefit from passive surveillance from the residential elements.
		e. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities;	✓ The proposed open spaces have been designed to be of the highest standard in terms of design, accessibility and surveillance. As mentioned above 5,868 sqm of the open space provided is directly open to the public. These spaces will provide an amenity and provide a focal point for activity within the scheme.
		f. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role).	✓ A Landscape Design Strategy and Masterplan Report by Ilsa Rutgers Architect is submitted as part of the application and outlines the specific design outcomes for each open space provided, in line with this policy requirement.
			Objective 11.8: Active

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Recreational Facilitates	which are easily accessible to all members of the community.	open space areas. A gym is also provided for residents of the scheme.
	Objective 11.15: Children's Play Facilities	To seek the provision of children's play facilities in new developments and particularly in new larger residential developments of 75 units and over. Facilities for young children aged 0-5 should be provided within easy walking distance of homes or within the curtilage of apartment blocks. older children should have access to larger equipped play areas within 5 minutes' walk of home.	<ul style="list-style-type: none"> ✓ Play areas to suit different age groups are proposed within the open space areas within easy walking distance to homes. ✓ Play zones and seating areas have been provided as part of each communal open space at podium level.
Chapter 12: Environmental Infrastructure and Management	Objective 12.3: Sustainable Urban Drainage Systems	Planning Applications shall include proposals for managing storm water in accordance with details set out at www.irishsuds.com (unless superseded by policies and standards set out in the adopted "Storm Water Management Plan per Objective 12.2) and shall minimise and limit the extent of hard surfacing and paving.	✓ Please refer to the Site Infrastructure Report by Arup outlines the proposals for managing storm water drainage.
	Objective 12.4: Surface Water Discharges from Roads	To ensure that all significant road projects/upgrades with surface water discharges to the watercourses flowing through the City's administrative area and Cork Harbour, have petrol/oil interceptors installed to prevent hydrocarbon pollution of the receiving waters.	✓ Petrol/oil interceptors have been incorporated into the proposed development.
	Objective 12.18 Air Quality	To protect and improve air quality in Cork City in accordance with the Air Quality Standards Regulations 2011 and Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC)	✓ It is envisaged that potential impacts on air quality are most likely during the construction stage of the proposed development. In order to mitigate any potential impacts at this stage, an Outline Construction and Demolition Waste Management Plan by Arup is submitted with the application. This plan will be updated and expanded throughout the construction stage to ensure that any potential environmental impacts including those related to air quality are addressed.
	Objective 12.19 External Lighting	To require that the design of external lighting minimises the incidence of light spillage or pollution on the surrounding environment and results in no adverse impact on residential amenities or distraction to road users. Development proposals that require lighting of outdoor areas shall be required to include details of external lighting scheme and proposed mitigation measures.	✓ The proposed development has considered this requirement by including a lighting scheme that is appropriate to its urban setting and minimises any potential negative impact on residential amenity. The planning application documentation includes details of an external lighting scheme and proposed mitigation measures if required.
	Objective 12.21: Noise Levels in Developments	To require all developments to be designed and operated in a manner that will minimise and contain noise levels, where appropriate, the City Council shall apply conditions on new developments / uses that restrict noise emissions and	✓ The proposed development is designed and detailed to ensure that the impact of noise from the proposed development is mitigated, with particular

Reference	Policy Objective	Policy Provision	Statement of Consistency
		hours of operation, in particular, night time uses such as public houses, private members clubs, casinos, fast food takeaways, restaurants and nightclubs; or conditions on noise sensitive developments / uses to mitigate the effects of exiting noise levels.	consideration to the potential impact on residential amenities.
Chapter 15: Land Use Zoning Objectives	Objective ZO9: Neighbourhood Centre	To protect, provide for and/or improve the retail function of neighbourhood centres and provide a focus for local services	✓ The proposed development is consistent with this zoning objective and will provide a new neighbourhood centres and provide a focus for local services for the development and this part of the Docklands.
	Objective ZO16: Mixed Use Development	To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.	✓ The proposed development is consistent with this zoning objective. The development will provide a mix of uses and will provide a vibrant urban area supported by sustainable.
Chapter 16: Development Management	Objective 16.1: Design Statement	All significant planning applications shall submit an accompanying design statement which provides a framework explaining how a proposed development is a suitable response to the site and its setting.	✓ A Design Statement by O'Mahony Pike Architects is submitted to the Board in support of this application.
	Objective 16.2: Visual Impact Assessments	All significant planning applications shall submit an accompanying visual impact assessment	✓ An EIAR which includes a Landscape and Visual Impact Assessment is submitted with the application.
	Objective 16.3: Urban Design	To deliver high quality built environment through good place making; To ensure that development is designed to high qualitative standard and is cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.	✓ The proposed development has been developed having regard to the 12 no. urban design principles as outlined. As an apartment scheme, the design focuses on the creation of distinctive residential development and its integration with the surrounding area. The creation of a community and a sense of family is central to the design.
	Table 16.1: Indicative Plot Ratio Standards	Docklands (north and south docks) = 1.5 - 2.5. Plot ratio is secondary to other built form and planning considerations and should not be used to justify a particular built form as qualitative standards (such as scale, building height, enclosure ratio, space provision and quality, street widths, etc) will be overriding considerations	✓ The plot ratio of the proposed development is 2.6.
	Table 16.2: General Public Open Space Provision	General Provision = 10%	✓ The proposed development provides the following level of open space: ✓ Public Open Space – 5,868 sqm (16.1%). ✓ Communal Open Space – 7,064 sqm (19% approx).
	Objective 16.4: Skyline and Roofscapes	The Council will seek new buildings to be designed to:) Enhance the roofscape in terms of their bulk, massing, materials and aesthetics;	✓ The design of the proposed development will create a landmark development at this location. A landmark structure of 14 storeys is situated in the

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none">) Where appropriate, divide building mass into smaller elements which respect the existing cityscape and the setting and views and prospects of landmark buildings and the other special amenity views;) Where appropriate locate plant housing for buildings in basements to avoid impact on views of the cityscape. 	south west corner of the site and will act as a gateway for the Marina District when approached from the City centre.
	Objective 16.5: Gated Streets	The City Council will not support proposals for gated streets and spaces	✓ Gated streets and spaces are not included within the proposed development.
	Objective 16.6: Creating Adaptable Buildings	The City Council will seek to ensure that new buildings are designed to be flexible and adaptable throughout the city.	✓ The building has been designed to allow a great deal of flexibility to reconfigure the internal arrangements in future. The ground floor areas have a taller floor to ceiling height to allow for possible alternative uses. This is considered prudent in such a central urban location.
	Objective 16.7: Tall Building Locations	The City Council will aim to protect the special character of Cork City which have been identified as having potential for tall buildings. These are South Docklands & South Mahon. (Locations are indicated on Zoning and Objectives Maps in Volume 2)	✓ The scheme proposes a range of buildings heights from 4 to 14 no. storeys. A landmark structure of 14 storeys is situated in the south west corner of the site and will act as a gateway for the Marina District when approached from the City centre. The scheme proposes buildings of c.11 storeys along the sites southern boundary defining the edge to the Marina Park. Along Centre Park Road, heights vary from 4 to 11 storeys. On the podium, the average residential building height is 7 storeys, stepping up to 9 storeys.
	Objective 16.9: Sustainable Residential Development	Residential developments shall be sustainable and create high quality places and spaces which:	✓ The design complies with design guidelines requirements which will ensure a high quality of life for residents and visitors in terms of amenity, safety and convenience.
a. Deliver high quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience.		✓ There is a provision of 16.1% of public open space which is practical in terms of scale and layout and benefits from passive surveillance from the apartments.	
b. Provide adequate open space which are practical in terms of scale and layout and naturally supervised by the aspect of the dwellings it serves.		✓ The proposed development incorporated approximately 5,868sqm of public open space which includes pocket parks, and which will be of a sufficient size/scale to facilitate a range of community and sporting uses. The scheme also provides 4,493.3 m2 of non-residential uses comprising 5 no. retail units, 2 no. childcare facilities	
		c. Provide a good range of suitable facilities.	

Reference	Policy Objective	Policy Provision			Statement of Consistency
					(creche and Montessori school), medical centre, bar, café , venue/performance area and 2 no. community resource spaces. ✓ These facilities will be available to the entire community, both existing and future.
		d. Prioritise walking, cycling and public transport and minimise the need to use cars.			✓ The proposed development prioritises sustainable methods of transport including walking and cycling with permeability facilitated within the development as well as connectivity in the surrounding area.
		e. Present an attractive appearance with a distinct sense of place.			✓ The layout ensures an appropriate balance between private and public open space. Public space will be 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.
		f. Are easy to access and navigate.			✓ The topography of the development site is relatively flat so therefore the development is universally accessible to all members of the community, regardless of age or ability.
		g. Promote the efficient use of land in terms of density and plot ratio.			✓ The net density is 275 units per hectare and the plot ratio is 2.6 which complies with the standards set out for Brownfield Sites.
		h. Promote social integration and provides accommodation for a diverse range of household types and age groups.			✓ The layout provides for a mix of unit types and sizes as detailed in the Design Statement by O'Mahony Pike Architects.
		i. Enhance and protect the built and natural heritage.			✓ The proposed design of the apartments is based on a modern interpretation of traditional building forms and materials. They have been expressed in a contemporary way which respects the character of and is complementary to the existing built and natural heritage of the area.
	Table 16.4: Indicative Targets for dwelling Size and Distribution	Household Size 1 person 2 person 3+ person	No. Bedrooms 1 bed 2 bed 3/3+ bed	Max 15% Max 50% Min 35%	<ul style="list-style-type: none"> ✓ These are designated as indicative targets in the CDP and relate to both the household size and number of bedrooms. ✓ A range of apartments types and sizes are provided, comprising a mix of: <ul style="list-style-type: none"> ▪ 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

Reference	Policy Objective	Policy Provision	Statement of Consistency
			household size indicated in the development plan.
	Table 16.5: Minimum Overall Apartment Gross Floor Areas	1 bed 2 bed/3 person 2 bed/4 person 3 bed 4 bed	55sqm 80sqm 90sqm 100sqm 115sqm
	Table 16.7: Private Open Space Standards 9Min. Requirements)	1 bed 2 bed 3 bed	6sqm 8sqm 12sqm
	Table 16.8: Car Parking Standards	Zone 3 (Maximum Standards) Residential 1-2 bedroom – 1 plus 0.25 spaces for visitor parking 3-3+ bed = 2.0 plus 0.25 spaces for visitor parking	
	Table 16.9: Cycle Parking Requirements	Standard apartment – 0.50 per unit	

3.3 South Docks Local Area Plan, 2008

The South Docks Local Area Plan 2008 (SDLAP) contains a detailed planning strategy for the South Docks area. While the SDLAP expired in 2018, the 2015 City Development Plan makes reference to the SDLAP and states that it is to be reviewed during the Plan period. Pending completion of a new SDLAP and given the multiple references to the 2008 SDLAP in the 2015 Plan, we have included the 2008 SDLAP (and its main objectives) in this Statement of Consistency.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Zoning Objective SD 01: Mixed Use Development	To promote the development of mixed uses to ensure the creation of a vibrant urban area, working in tandem with the principles of sustainable development, transportation and self-sufficiency.	✓ A wide variety of uses have been provided to support the future residential communities as well as the existing residents in the area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of the city.
Zoning Objective SD 02: Public Open Space	To protect and provide for recreational uses, open space, natural heritage and amenity features.	✓ The proposed development ensures the protection of recreational uses, open space, natural heritage and amenity features and provides a high level of amenity and community uses for the future and existing residents of the area.
Zoning Objective SD 03: District Centre	To protect, provide for and/or improve the higher retail and commercial function of the South Docks area and provide a local focus for commercial and community services.	✓ The proposed development incorporates a number of commercial units at ground and first floor level which will improve the retail and commercial function of the south docks.
Zoning Objective SD 04	To protect, provide for and/or improve the local retail and services function of the South Docks area.	✓ As above.
Objective SD 12: South Docks Public Transport	The provision of a high-quality public transport service connecting the South Docks to the City Centre, the wider City and metropolitan area is essential. This is to be achieved through the provision of a Green Route along Centre Park Road through the core of the South Docks.	✓ Arup Engineers have worked with Cork City Council and the NTA to facilitate the BRT/LRT.
Objective SD 13: Access Infrastructure	The City Council will ensure that the following key infrastructural projects will be implemented to facilitate the sustainable development of the South Docks: <ul style="list-style-type: none">)] Additional vehicular opening span bridge crossings of the River Lee to the east at the Eastern Gateway Bridge on the marina and at Water Street. The Mill Road Bridge is subject to further detailed studies.)] Reservation of a public transportation route (Green Route) along Centre Park (north) and Mill Roads to provide a central public transport spine.)] Undertaking of further studies to determine requirements of access from the south in the long term.)] Additional modelling will be undertaken by developers and Cork City Council to mitigate traffic impacts in the residential areas adjoining the South Docks. 	✓ Marina Quarter Limited are working with Cork City Council to facilitate infrastructure (e.g. LIHAF funding, supporting the delivering of the Monahan's Road Extension and URDF funding supporting the provision of the Eastern Gateway Bridge).
Objective SD 14: Infrastructure Led Development	It is an objective of the City Council to ensure that the development of the South Docks is infrastructure led. The City Council will seek that critical infrastructure and services be in place and operational prior to the completion of significant developments within the South Docks.	✓ Marina Quarter Limited are working with Cork City Council to ensure the deliver of critical infrastructure and services.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Objective SD 15: Bridge Infrastructure	The City Council proposes three vehicular bridges with opening spans within the South Docks, such infrastructure will require further detailed engineering studies as part of the procurement process. These will examine the requirements for opening span bridge infrastructure, shipping movements, costs, visual impacts and design, specification and quality.	✓ The City Council has secured URDF funding towards the design of the Eastern Gateway Bridge.
Objective SD 16: Block Sizes	The City Council shall ensure the length of a block shall not generally exceed 60-80m between any streets or through site links, to promote accessibility and permeability of new developments.	✓ Each block is less than 60-80m.
Objective SD 17: Street Layouts	All new streets and upgrades to existing streets within the plan area shall generally be designed in accordance with the following (from front building line to front building line): <ul style="list-style-type: none"> } Urban Boulevards 25m to 35m } Through streets 19m to 24m } Access Streets 16m to 18m } Shared surface 10m to 12m } Pedestrian streets 	✓ The proposed streets are in compliance with DMURS as is outlined in section 2.3 above.
Objective SD 18: Pedestrian and Cycle Provision	The creation of a pedestrian and cycle friendly environment will be a priority in the detailed design of roads and the public realm.	✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and employment areas within the city. The site is accessed via the Centre Park Road to the north and Monahan's Road to the south. There is 1 no. new internal vehicular route traversing the site in a north / south direction. The remainder of the routes throughout the site are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the public amenity areas are located between each block throughout the site offering the community easy access to important local services.
Objective SD 19: Mobility Management Plan (MMP)	Cork City Council will require commercial and residential developments to prepare and implement Car Parking Strategies and Mobility Management Plans. Each will be assessed on a case by case basis.	✓ A Car Parking Management Plan and Outline Mobility Management Plan by Arup are submitted with the application.
Objective SD 20: Relocation of Seveso Activities and Port-related Activity	Cork City Council will actively seek the relocation of Seveso activities and port-related activities from the South Dock, working in conjunction with the operators of the Seveso activities and the Port of Cork.	✓ The Seveso sites on the eastern side of the Docklands have been relocated.
Objective SD 21: Residential Design	The City Council requires a 'confetti' type design approach, which avoids repetition and delivers architectural diversity through a mix of housing type for large land holdings and precincts.	✓ A mix of studio, 1, 2 and 3 bed apartments are proposed throughout the proposed development and will deliver architectural diversity as a mix of housing type.
Objective SD 22: Gated Communities	Gated communities will not be encouraged in the South Docks where they inhibit the development of a permeable, accessible urban quarter.	✓ Gated communities are not proposed within the development.
Objective SD 23: Residential Guidelines	In order to facilitate sustainable communities in Cork Docklands, the City Council will require all new residential development within the South Docks to comply with the minimum sizes set out in Table 4.2. Adequate storage space will be made available for each residential unit.	✓ The proposed apartments are designed in compliance with Apartment Guidelines as detailed in Section 2.4 above.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Objective SD 24: Residential Unit Mix Targets	In order to promote balanced development within the South Docks area, the City Council will promote the development of family sizes residential units to encourage a mixed population within the area. The provision of high-quality services, ample private open space (see Section 4.9.2), generous recreational areas and facilities will support this objective. The achievement of the following indicative standards in residential developments will apply: <ul style="list-style-type: none">)] Minimum of 30% 'family/flexible units of at least 90sqm)] Maximum of 15% one-bedroom units. 	✓ The proposed apartment units offer a broad range of accommodation choice suitable for all family types. Each residential unit includes ample private amenity space, and each resident has access to 5,868 sqm of public open space and 7,064 sqm of communal space.
Objective SD 25: Mixed Tenure Housing	The City Council will require that 20% of land zoned for Mixed Use Development or Inner-City Residential Neighbourhood be reserved for social and affordable housing under Part 5 of the planning and Development Act, 2000 (as amended). The City Council's preferred option for compliance with Part 5 will be the provision of units on the site. consideration may be given to the acceptance of 20% of the subject land, or to the provision of equivalent zoned lands elsewhere within the South Docks Area.	<ul style="list-style-type: none"> ✓ This requirement is superseded by the requirements of the amended Planning and Development Regulations (2015), pursuant to Part V, s.96 of the Planning and Development Act 2000 (as amended), which required a provision of 10% social housing. ✓ Please refer to the Part V Report by McCutcheon Halley Planning for details on the Part V proposal.
Objective SD 26: Retail Provision	In accordance with the City Development plan 2004, retail provision must ensure a range of local services, a vertical Mix of uses and a high quality of urban design. Retail provision within the South Docks will not detract from the core retail role of the City Centre and will be delivered In tandem with the place of residential and other employment development.	✓ A number of different sizes and spaces have been provided for commercial use and community amenity uses as part of the proposed development which will ensure a mix of uses are provided within the scheme. The Retail provision within the development will serve the local community and will not detract from the core retail role of the City Centre.
Objective SD 27: South Docks Retail Development Location	The City Council will seek to provide adequate retail services for the projected population of the South Docks area. the City Council will therefore seek the provision of one District and two Neighbourhood Centres to serve the South Docks.	✓ The proposed development provides commercial uses within the area of the site zoned as 'Neighbourhood Centre'.
Objective SD 28: Good Working Environments	The City Council will require that all new commercial developments provide well designed workplaces which provide: <ul style="list-style-type: none">)] Ease of movements and access for all.)] Character, quality and continuity with surrounding areas, services and facilities.)] Diversity in the workplace which contributes to local vitality and supports a mix of complementary uses in the wider area.)] Sustainable principles including energy and waste efficient, design and operation.)] Adaptability to changing user needs and market forces.)] System of good management and maintenance to ensure quality and consistency are maintained.)] Adequate open space. 	<ul style="list-style-type: none"> ✓ The development comprises a Strategic Housing Development. The commercial component of the proposed development is ancillary to the main residential use and will ensure ease of movement and access for all and add to the character, quality and continuity with the surrounding area and will ensure diversity in the workplace which contributes to a mix of uses. ✓ All non-residential units are adaptable to facilitate change in the future. ✓ 5,868 sqm of public open space will be available for the use of all commercial units.
Objective SD 29: South Docks Office Development	The City Council will seek to provide a balance of office uses throughout the South Docks. General offices may be located within the District and Neighbourhood Zones and also are one for consideration in the Mixed-Use Zone subject to a minimum unit size of 400 sq.m., while retail	✓ The main location for office use is on lands zoned for District Centre use. The proposed commercial units on the ground and first floor can accommodate potential office use in the future.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	offices are to be located within the District and Neighbourhood Zones.	
Objective SD 30: Cultural Uses	<p>The City Council will promote the cultural development of the South Docks, in consultation with landowners, to achieve the following:</p> <ul style="list-style-type: none">) Development of the Odlum's Buildings as a flash cultural project (see Zoning Objective SD 10: Flagship Cultural Facility).) Alternative, cultural uses for the heritage structures of the South Docks, where appropriate.) The provision of artist facilities and spaces in the area.) Originally commissioned artwork as part of the design of private developments. 	✓ Please refer to Social Infrastructure Audit by McCutcheon Halley Planning. The proposed development includes a bar, café, venue/performance area and 2 no. community resource spaces.
Objective SD 31: Community Facilities	<p>The City Council will seek the provision of three Community Centres, within the District and Neighbourhood centres within the South Docks. The location and size of each centre is subject to discussion with the City Council. the City Council will also seek to ensure the provision of a large, centrally located civic hall for community requirements. The provision of arts facilities within community spaces will also be encouraged by the City Council.</p>	✓ Community and residential amenity spaces are provided for within the blocks to provide for community uses.
Objective SD 32: Medical / Health Facilities	<p>The Medical / Health facilities listed in Section 4.6.2 shall be accommodated in the District Centre and thus in close proximity to public transport, local residential and mixed-use areas and easily accessible by road. The provision of these facilities is subject to agreement with the City Council, Health Service Executive and private providers.</p>	✓ Medical / health facilities are proposed as part of the development on the ground floor level.
Objective SD 33: Educations Facilities	<p>The City Council will seek to pursue the development of educational facilities to serve the requirements of the South Docks. Including pre-school childcare services. The provision of educational facilities will be required in tandem with the pace of residential and other development in the South Docks.</p>	✓ Marina Quarter Limited are working with Cork City Council and the Department of Education to secure educational facilities as outlined in the SDLAP.
Objective SD 34: Childcare Provision	<p>It is an objective of the City Council to work in partnership with the Cork City Childcare Company to ensure the provision of high-quality childcare facilities within the South Docks area in accordance with the Policy H28 of the Cork City Development Plan.</p>	✓ 2 no. childcare facilities are provided for within the scheme and ground and first floor level.
Objective SD 35: Conservation	<p>Cork City Council will seek to conserve and protect buildings of architectural, historical, archaeological, artistic, cultural, scientific, technical and social interest in the South Docks in the following manner:</p> <ul style="list-style-type: none">) Preservation of Protected Structures and sites of historical, architectural or artistic interest which contribute to the character of the South Docks.) Preparation of Conservation Strategies / Plans for the Ford Complex and the Georgian Docklands.) Ensure pre-development archaeological recording, survey and monitoring is carried out where appropriate.) Sensitive re-use of adaptation of buildings where appropriate will be encouraged.) Positively encourage and facilitate the careful refurbishment of historic buildings for 	✓ N/A – there are no buildings of architectural, historical or cultural merit on the site: Even though there was no Ford buildings on the site (the site was used as a distribution centre), the proposed design does incorporate some references to architectural elements associated with Ford's industrial architectural heritage into the design of the new development.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>sustainable and economically viable uses, including the provision of cultural facilities.</p> <ul style="list-style-type: none">) Ensure the context and setting of heritage structures and Protected Structures are fully considered in the assessment of new development proposals.) The sensitive refurbishment and redevelopment of the Odlum's Protected Structure.) The possible incorporation of existing site elements into new development. 	
Objective SD 36: Natural Heritage	<p>Cork City Council will endeavour to promote natural heritage and biodiversity in the South Docks. The following measures will be considered:</p> <ul style="list-style-type: none">) Planting native trees, wildflower meadows, flowering and berry producing plants to encourage wildlife such as invertebrates, birds and bats.) Creating new habitats by providing bird and bat boxes and creating ponds in strategic locations.) Providing wildlife corridors along the river and linking green spaces to allow movement of species and.) The management of the green spaces by identifying areas of no / low pesticide and herbicide use as well as creating areas of wilderness or no public access spaces could also increase biodiversity and encourage use by invertebrates, birds, otters, bats and foxes. 	<p>✓ Existing trees and vegetation will be protected and enhanced where possible.</p>
Objective SD 37: High Quality Design Principles	<p>It is an objective of the City Council to ensure that the following key principles (in addition to Policy BE 30 of the CDDP 2004 and Sections 4.8.2 and 4.9 of this plan as well as the Public Realm Strategy) apply to the urban design and architectural design of the South Docks and be reflected in the Urban Design and Architectural Statements submitted with planning applications to ensure a high quality environment:</p> <ul style="list-style-type: none">) A local identity should develop from the strategic location of the South Docks and its context. Local elements, patterns and high-quality materials can be adapted to provide a new interpretation of the city's extension and at the same time reinforcing the unique qualities and providing it with its own distinct identity.) The architectural hierarchy of the built form will deliver a legible urban structure where the character and use of a building is reflected in form and scale. A variety of building scale, form and heights should be provided, that reflect the street hierarchy.) Roofscapes should be varied and designed to be viewed from above and from ground level (with a particular focus on the design of plant equipment).) Plot sizes should reflect their use and location whilst conforming to the block sizes set out in Objective SD16. Densities shall be distributed accordingly to location and use.) Key sites, local hubs and landmark buildings should provide points of reference / orientation to an urban environment. 	<p>✓ The proposed development is located in the South Docks to the east of Cork City Centre. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context and while creating its own distinct identity.</p> <p>✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments.</p> <p>✓ 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. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach will ensure that the scheme will act as an attractive and sustainable development within the South Docks, while also contributing to the character and identity of the area.</p> <p>✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which</p>

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	<p>) Through the use of clear and legible links, various networks of streets, open space, pedestrian routes and cycle ways should be provided.</p> <p>) Buildings should be designed to allow for adaptability and future change of use. Building depth and floor-to-ceiling heights should allow for future conversion to other uses. corner sites in particular should be flexible to suit changing needs.</p> <p>) Permeability in building form should allow for streets that are designed for pedestrians. Regular breaks in block form and width and frequent access points should allow for busy streets that are interesting and provide a sense of passive security. Closed vistas and tight corners provide a sense of enclosure that can define a particular space with its own character.</p> <p>) The achievement of energy efficiencies, sustainable layout, design and density, waste management, sustainable travel and positive microclimate benefits through the implementation of sustainable principles outlined in Section 4.11 of this Plan.</p> <p>) Primary access to buildings should be from the street level. Entrances should generally be no more than 15 metres apart to increase live safe and surveillance of the street. The entrances of all buildings should reflect the scale and form of the use of the building and establish a clear identity. This should be achieved through the use of vertical elements, which project beyond the setback line, different façade types or larger openings in the façade.</p> <p>) Block interiors should ideally serve as internal courtyards, atriums, semi-private open spaces or communal gardens with safe places to play. With larger blocks, internal areas may include some mews houses or small office spaces.</p> <p>) A fundamental attribute for all of the South Docks buildings design is the principle of access for all. Parents with pushchairs, people with disabilities and the elderly should have complete access and freedom to buildings, open space, streets and amenities.</p> <p>) New developments must also have regard to housing typologies and size standards as outlined in Section 4.5.1 and illustrated in Figure 4.8a-c of this Plan.</p> <p>) Sympathetic design is especially important in proximity to existing landmark or heritage structures.</p>	<p>provide excellent connections to the bus routes, local services and employment areas within the city. The site is accessed via the Centre Park Road to the north and Monahan's Road to the south. The is 1 no. new internal vehicular route traversing the site in a north / south direction. The remainder of the routes throughout the site are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the public amenity areas are located between each block throughout the site offering the community easy access to important local services.</p> <p>✓ The proposed apartment 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 and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. Units will be flexible to allow for future adaptability.</p> <p>✓ Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, 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.</p> <p>✓ A wide variety of uses, such as childcare facilities, a medical facility, a gym and community rooms have been provided to support the future residential community as well as the existing residents in the surrounding area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of the city and suburbs. These uses are located at ground and first floor level of each block in highly accessible locations within the site.</p> <p>✓ Landscaped areas consist of pocket parks, residential squares and urban spaces and are located throughout the site at both podium and street level. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles will also be incorporated wherever possible.</p>
<p>Objective DS 38: High</p>	<p>The provision of high-density residential unit within the South Docks should provide for:</p>	<p>✓ A net density of 275 units per hectare is proposed which includes a mix of studio, 1, 2</p>

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Density Development	<ul style="list-style-type: none">) The development of defined new urban / transport nodes, extending from the City;) Vibrant, mixed community areas which can support the local economy, transport and community facilities and foster social inclusion;) High quality architectural proposals which provide a combination of designs to create a distinct identity and 'sense of place' within the South Docks;) High quality public realm environment to define neighbourhoods and provide linkages to the waterfront location of the South Docks. 	and 3 bed units. A number of commercial and community uses will also be provided.
Objective SD 39: Protection of Views and Vistas	It is an objective of the City Council to promote new developments which protect and enhance the protected views of Cork City centre. all applications for high buildings must have regard to the Cork City Views and Prospects Variation to the CDDP (Variation No. 3), to Table 4.4 and Figure 4.10 of this LAP and to the Public Realm Strategy.	✓ An EIAR including a landscape and visual impact assessment is submitted with the application.
Objective SD 40: Landmark Buildings	<p>The City Council will seek the provision of Landmark Buildings of outstanding architectural quality, durability and adaptability. The design of each will be assessed with consideration to the following elements:</p> <ul style="list-style-type: none">) Policy BE 23 of the CDDP 2004.) High quality architectural design reflecting proposed function, orientation and importance.) Assessment of contextual City-wide Visual Impact Assessment (VIA), solar aspect and micro-climate impacts.) Recommendation of the evolving Cork City Tall Building Strategy.) Regard to design of lower floors and interface with the public, semi-public and private realms.) The Urban Design and Architectural Design Statement submitted with the planning application. 	✓ The proposed site has been identified as a location suitable for increased building height. A landmark structure of 14 storeys is situated in the south west corner of the site and will act as a gateway for the Marina District when approached from the City centre. The scheme proposes tall buildings of c.11 storeys along the sites southern boundary defining the edge to the Marina Park. Along Centre Park Road, heights vary generally from 4 to 11 storeys. On the podium, the average residential building height is 7 storeys, stepping up to 9 storeys.
Objective SD 41: Design Statements	The City Council will request the principles of Safer-By-Design methods to be addressed as part of the Design Statement, which will accompany an application or new development. all applications for significant development shall address the key principles of Safer-By-Design.	✓ The safer-by-design methods are addressed in the Design Statement by O'Mahony Pike Architects submitted with the application.
Objective SD 42: Landscape Design Strategy	A detailed Landscape Plan / Design Strategy should be submitted with all major applications for development. in order to encourage design that is of the highest quality, a clear rationale for the selected design choices needs to be demonstrated. This process can be documented via a Design Statement.	✓ A Landscape Masterplan and Landscape Strategy Report by Ilsa Rutgers Architecture is submitted with this request.
Objective SD 43: Public Access and Ownership of Quayside Amenity Area	It is an objective of the City Council to acquire the Quayside Amenity Area and to make this area fully accessible to the public. The City Council will work with the ESB and other landholders to develop public access for cycling and walking along the South Quays to the Marina which in turn will be a link to a citywide system. It is envisaged that the frontage of the River Lee will be in public ownership.	✓ N/A
Objective SD 44: Public Open Space	The City Council will require the development of the South Docks to demonstrate adequate	✓ A total of 5,868m ² of public open space (16.1%). and 7,064 m ² (19% approx).of and communal open space.

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	<p>levels of public open space provision. Public open space will comprise 10-14% of the South Docks area net of the lands of marina Park and will be developed to a high standard.</p>	
<p>Objective SD 49: Open Space Provision</p>	<p>The Council will seek to establish the following key principles for new developments within the South Docks area:</p> <ul style="list-style-type: none">) Require the achievement of high-quality urban design and public open space in all developments.) Seek to achieve the levels of public open space identified in the plan.) Seek the implementation of the Public Realm Strategy.) Improve, enhance and encourage biodiversity.) Seek the development and improvement of public access, together with waterside, public realm and recreational facilities at Custom House Quay, Kennedy Quay, the South Quay Jetties and Marina.) Seek to maximise the amenity use and potential of the River Lee as a key element of development.) Seek the establishment and implementation of Marina Park into a high-quality park with active and passive amenity provision.) The park will serve the South Docks and surrounding area and will facilitate the development of a range of sports, recreational and amenity facilities. The Council will work with the GAA to accommodate the upgrading of Pairc Ui Chaoimh to a modern stadium and to facilitate the development of a Centre of Excellence.) Enhance and improve the amenities of the Atlantic Pond.) Develop and enhance an ecological park to the east of the Atlantic Ponds, utilising and protecting existing features such as Barrington's Folly, trees and woodland, wetland areas etc.) Seek the development of Kennedy Park and the Kennedy Spine Park.) Seek the development of a linear park along Marina Walk and investigate the provision of a canal and weirs to maintain a constant water height.) Promote the development of high quality, well designed pocket parks, whether as improvement of existing spaces or as new schemes in development area.) Seek to ensure that usable, high quality, well designed private or semi-private open spaces are incorporated into the new development, especially in residential areas.) Develop the play area facilities which will include the provision of a range of play areas for differing age profiles and abilities.) Promote access to open space by maximising linkages, particularly pedestrian and cyclist throughout the area and by developing continuous circuits for walking, running and cycling. 	<p>✓ The proposed open spaces have been designed to the highest standards in terms of design, accessibility and surveillance. As mentioned above 5,868 sqm of public open space is provided. These spaces will provide an amenity and provide a focal point for activity within the scheme which is highly accessible to both future and existing residents in the area.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none">) Encourage and promote the provision of high quality artwork in the public realm.) Require the design of developments that front onto streets and public open space to ensure that passive surveillance of the spaces.) Seek a detailed Landscape Plan / Design Strategy with all major applications for development. in order to encourage design that is of the highest quality, a clear rationale or the design choices made needs to be demonstrated. This process can be documented via a Design Statement.) Seek that the landscape and public realm be well-maintained and managed.) Avoid development where public open space is privatized or gated. 	
Objective SD 46: Flood Protection and Surface Water Drainage	<p>The City Council will require that key flood protection infrastructure be developed on a phased basis within the South Docks. Flood protection measures as outlined in the Infrastructure Strategy include the raising of ground levels with perimeter protection of the site.</p> <p>Surface water drainage of the new development will be directly to the river, facilitated by raised ground levels.</p>	✓ A Flood Risk Assessment Report by Arup has been submitted with this application.
Objective SD 47: Foul Drainage and Water Infrastructure	<p>The City Council will require that key drainage infrastructure elements be developed and in operation prior to the opening of major development within the South Docks. Key elements include:</p> <ul style="list-style-type: none">) Connection of South Docks to the Glashaboy Water Treatment Works via the Tivoli Watermain for primary water supply.) Connection of South Docks to the existing 600mm watermain in Mahon, for surety of supply.) Extension of the existing foul drainage collection system serviced by the strategic 3.0m dia. Interceptor Sewer to docklands. 	✓ N/A
Objective SD 48: Telecoms Supply	<p>Telecoms supply to the South Docks will be served by an extension of the existing Fibre Optic Cable, Cork Metropolitan Area Network (man), through a carrier-neutral network that will enable ICT infrastructure to act as a key attractor for the south docks.</p>	✓ N/A
Objective SD 49: Public Utilities	<p>It is an objective of the City Council to install a culvert on the key road network to house selected utilities for ease of long-term maintenance and upgrade.</p>	✓ N/A
Objective SD 50: Ground Contamination Remediation	<p>The City Council will work with landowners and developers in the South Docks and the Environmental Protection Agency to deal in a planned and comprehensive manner with contaminated sites.</p>	✓ This issue has been addressed in the Soils chapter of the submitted EIAR for details on the site investigation works.
Objective SD 51: Sustainable Legacy of South Docks	<p>Cork City Council will encourage developers to leave a legacy of high-quality developments, which are sustainable, conservation-conscious, aesthetically pleasing and user friendly and which have high standards of amenity, safety and convenience. In the design of new developments within the South Docks, regard should be had to current guidelines including:</p>	✓ The proposed development has been designed to a high quality, with high quality materials and amenity spaces provided and with regard to all building and regulatory requirements.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> J Cork City Development Plan 2004, Chapter 7: Environmental Management and Section 7.19: Sustainability Checklist. J Building Regulations 1997-2007, including Technical Guidance Document 'L' May Edition 2006. J EU Directive on the Energy Performance of Buildings (DIR 2002/91EC). This Directive states that from 1st January 2007 new dwellings that applied for planning permission on or after this date will require a Building Energy Rating (BER) Certificate. This certificate will also be required before a building may be offered for sale or rental from 1st January 2009. J Residential Density Guidelines 1999, Department of the Environment and Local Government. J National Climate Change Strategy 2007-2013. J The National Energy Policy Framework 2007-2020, Energy White Paper – “Delivering a Sustainable Energy Future for Ireland”. 	
<p>Objective SD 52: Energy Efficiency and Renewable Measures</p>	<p>Cork City Council will require new developments to demonstrate energy saving measures and sustainable / renewable energy technologies where possible. The following measures shall apply to the South Docks development.</p> <p>Measures to improve energy performance and reduce total energy requirement:</p> <ul style="list-style-type: none"> J Cork City Council will promote and encourage the development of the 'low energy dwelling' as standard. The current nationally approved energy rating methodology and software should be used to certify new developments. Cork City Council will look to promote a minimum of 'B1' rating (energy performance less than 100kWh/m²/yr) and CO₂ emission compliance to the national regulations for residential developments. All domestic / residential and commercial developments are obliged to conform to the Building Regulations and Technical Guidance and will be subjected to further Building Energy Rating (CER) requirements in the future. J Enhanced levels of insulation in walls, roofs and floors, high standard glazing windows and doors for low energy domestic housing. Optimum use of insulation should also be used for non-domestic buildings. <p>Measures to seek an optimum and sustainable energy supply for South Docks development:</p> <ul style="list-style-type: none"> J Use of energy efficient space and water heating systems. J District heating will be a favoured option for large scale domestic and commercial / industrial developments. J Cork City Council will encourage and promote the use of Renewable Energy Technologies in partnership with the private sector. J Cork City council is currently examining the possibility of geothermal energy in the South Docks. When available, results of the 	<p>✓ Units are designed to achieve an energy rating of less than 45kw/m²/yr the achieve the expected 2020 NZED target rating.</p>

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	<p>study should influence the development in the South Docks.</p> <p>Measures to improve the management of energy use and to promote energy awareness.</p> <ul style="list-style-type: none">) Use of Building Energy Management System (BEMS) as a standard approach to better monitoring and controlling of the energy use of large-scale buildings, commercial buildings or building clusters.) In non-domestic buildings, heating/cooling controls, energy efficiency lighting both internal and external, timer and programmable controls for all motive power used on site (e.g. HVAC, compressors, fans etc).) Display the status of energy use to occupants to encourage behaviour changes regarding energy conservation and better energy operation. Technologies such as Smart Meter could be employed in both domestic and non-domestic buildings.) Preference will be given to the use of renewable or recycled materials, efficient use and minimum waste production. Regard should be had to the full lifecycle cost and environmental impact of materials.) As an initial step towards achieving greater environmental sustainability, Cork City Council is proposing the introduction of carbon-reduction / carbon neutral developments for new buildings being constructed within the South Docks. Each buildings energy performance calculation must be carried out by qualified or accredited experts. Developers will be required to investigate the use of renewable energy as a part of their overall energy assessment. 	
Objective SD 53: Precinct Development	The City Council will require that large planning applications in precinct areas must be accompanied by a Delivery and Implementation / Phases	✓ A phasing programme by O'Mahony Pike Architects is submitted with this application and included in the Design Statement by O'Mahony Pike Architects.
Objective SD 63: Development of Marina Precinct	<p>Cork City Council will seek to ensure that the following key projects will be implemented to guide the full development of the Marina Precinct:</p> <ul style="list-style-type: none">) Development of a neighbourhood Centre incorporating a public transport stop.) Raising of ground levels along Centre Park Road to mitigate against flooding and subsequent replacement of existing trees with semi-mature trees.) Promote mixed use development and Neighbourhood Centre uses.) Development of two Tall Landmark Buildings, in accordance with Section 4.8.2.) Provision of opening Eastern Skew Bridge as a landmark/gateway structure.) Development of community facilities.) Upgrade and continue the South Docks quayside walkway.) Promotion of artists working spaces and work/living spaces.) Provision of part of the Post Primary School. 	<p>✓ The proposed development incorporates a neighbourhood centre where commercial and community uses will be provided. A wide range of uses including commercial, community uses, 2 no. childcare facilities, 1 no. gym, 1 no. medical facility and community rooms are provided throughout the scheme.</p> <p>✓ A landmark structure of 14 storeys is situated in the south west corner of the site and will act as a gateway for the Marina District when approached from the City centre. The scheme proposes tall buildings of c.11 storeys along the sites southern boundary defining the edge to the Marina Park. Along Centre Park Road, heights vary generally from 4 to 11 storeys. On the podium, the average residential building height is 7 storeys, stepping up to 9 storeys.</p>

