



COAKLEY O'NEILL
town planning

Planning Statement

Kinsale Road LRD

Prepared in June 2025 on behalf of
BML Duffy Property Group Limited

Document Control Sheet

Client	BML Duffy Property Group Limited
Project Title	Kinsale Road LRD
Job No.	CON23173
Document Title	Planning Statement
Number of Pages	49

Revision	Status	Date of Issue	Authored	Checked	Signed
1	Draft	9 th April, 2025	RH	AON	
3	Final	10 th June, 2025	RH	AON	

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1.0 INTRODUCTION

- 1.1 BML Duffy Property Group Limited seek planning permission for the development of a new residential neighbourhood in the form of a Large-scale Residential Development LRD at an infill site of the former Vita Cortex facility, Kinsale Road/Pearse Road, Cork City.
- 1.2 The proposed development has been the subject of 2no. Section 247 pre-application consultation meetings with Cork City Council on 7th February 2024 and 14th May 2024. Further, a Section 32(c) pre-planning meeting was carried out on the 20th November 2024.
- 1.3 This report sets out our considerations as to how the proposed development is aligned with the proper planning and sustainable development of the area, having regard to feedback received during the S247 and 32(C) pre-planning phases.

2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The infill site is the location of the former Vita Cortex manufacturing facility and is approximately 1.21 ha¹. The site is bounded to the east the Kinsale Road and to the west by Pearse Road.
- 2.2 The immediate area surrounding the site is mixed use, primarily residential, in nature. Immediately adjacent to the site to the south is the site of the former Top Tile, a retail warehouse, which has recently had the benefit of a Part 8 permission for a 5-storey apartment block of 39no. apartments (15no. 2-bed units; 24no. 1-bed units) and is now cleared for development, and a hoarding has been erected. Musgrave Park (Virgin Media Park) bounds the site to the south. Further south is a McDonalds Restaurant. To the south-east is the Turner's Cross Retail Park. J.C Desmond & Co Motor Factors is located to the immediate north of the proposed development site, between the 1 and a half storey semi-detached no.4 Pearse Road and the single storey detached bungalow known as Lyman. Further north is the Tory Top Road neighbourhood centre. To the east is Slieve Mish Park, a mature suburban residential area, and to the west is Pease Road which is generally characterised by single-storey bungalows.
- 2.3 The site is well connected to the city centre via the Kinsale Road which hosts a number of high frequency bus routes in addition to cycle lanes. The site is also well connected to the wider Cork Metropolitan Area via the Kinsale Road which has direct access to the South Link Road.
- 2.4 The site has remained vacant since Vita Cortex ceased operations in 2011 and was placed on the Derelict Sites register by Cork City Council in 2017. Demolition and decontamination works have taken place on the site on foot of application register reference 21/40647, granted on 7th April 2022. Further remediation works are to commence shortly following a recent grant of permission for these works on the 13th August 2024 under planning application reference 24/42868.

¹ The proposed full extent of the red line boundary includes part of the Kinsale Road to facilitate service connections.

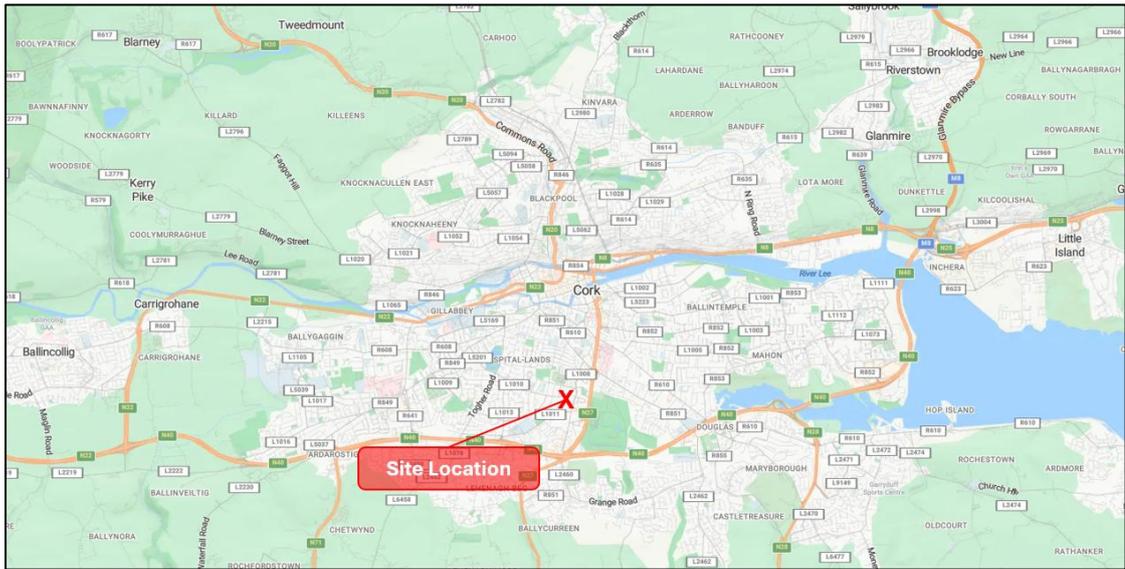


Plate 1. Strategic site location.

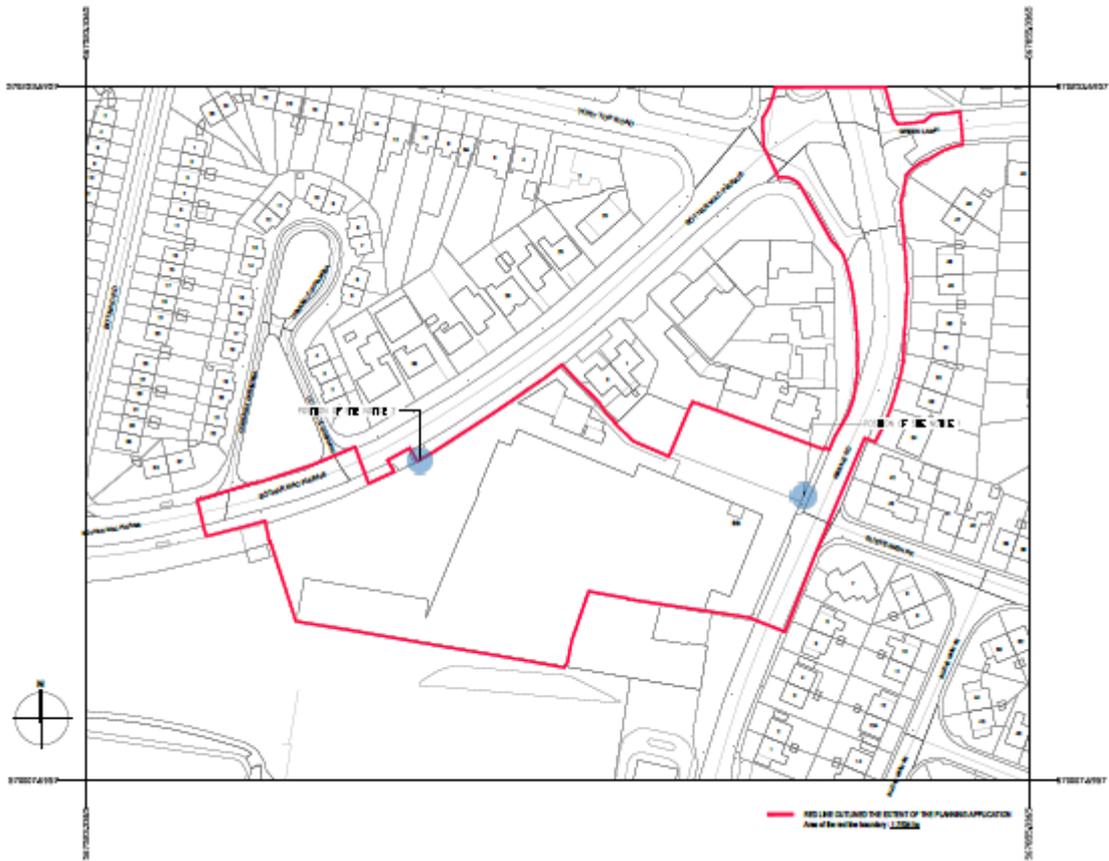


Plate 2. Subject site generally outlined in red.

3.0 PLANNING POLICY AND HISTORY

3.1 This section sets out the relevant national, regional, and local policy applicable to the proposal.

National Planning Framework First Revision (2025)

3.2 The National Planning Framework First Revision was approved by the Government on the 8th of April 2025.

3.3 The NPF focuses on the need to appropriately reflect changes to Government policy that have taken place since its initial publication seven years ago, such as climate transition, regional development, demographics, digitalisation and investment and prioritisation.

3.4 The NPF strengthens the core strategy with more defined and ambitious compact growth targets, strengthened mechanisms for the monitoring the progress and implementation of the NPF and strengthened coordination across government for infrastructural projects.

3.5 The NPF outlines that to 2040 there will be a population of 6.1 million representing a growth of one million people from today's population, which will require a housing output of an additional 50,000 residential units per annum.

3.6 The NPF outlines that it remains a priority to achieve the compact growth of cities and towns. This is reflected in the following policies:

National Policy Objective 7: *Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth.*

National Policy Objective 8: *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.*

3.7 It is an objective of NPF to see the delivery of 50,000 housing units per annum to accommodate the planned population growth of Ireland – this reflected in **National Policy Objective 42**, which state:

To target the delivery of housing to accommodate approximately 50,000 additional households per annum to 2040.

3.8 In this context, the NPF is focused on supporting ambitious growth targets to enable the four cities of Cork, Limerick, Galway and Waterford to each grow by at least 50% over 2016 levels to 2040 and to enhance their significant potential to become cities of scale.

3.9 In order to achieve compact growth, the NPF is also focused on making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

- 3.10 National Policy Objective 3 projects approximately 330,000 additional people over 2022 levels in the Southern Region (c. 450,000 additional people over 2016-2040) i.e. a population of just over 2 million.
- 3.11 Table 2.1 sets out the target for Cork City and suburbs to grow by 96,000 people to at least 320,000 in total.
- 3.12 Key future planning and development and place-making policy for the Southern Region includes:

Implementing the Metropolitan Area strategic spatial plans for Cork, Limerick and Waterford cities that secure long-term transformational and rejuvenation-focused city development, with a special emphasis on capitalising on the potential of underutilised and publicly owned and centrally located sites and activating their potential to boost the population and economic output levels of city centre areas as drivers for wider regions.

- 3.13 The NPF states that Cork needs to accommodate a greater proportion of the growth it generates within its metropolitan boundaries, while offering improved housing choice, transport mobility and quality of life.
- 3.14 Furthermore, key future growth enablers for Cork include:

Progressing the sustainable development of new brownfield and greenfield areas for housing along existing and planned high capacity public transport corridors with a particular focus on large-scale Transport Orientated Development (TOD) opportunities within the metropolitan area.

Identifying infill and regeneration opportunities to intensify housing development in inner city and inner suburban areas, supported by public realm and urban amenity projects.

Climate Change

- 3.15 Since at least 2010, climate change mitigation and adaptation measures have been a key element of planning legislation and policy in Ireland, with one of the core aims being to reduce GHG emissions by promoting sustainable, integrated settlement and transportation strategies. The Climate and Low Carbon Development Act, 2015 and the latest Climate Action Plan 2024 are focused on delivering on Ireland's targets to halve emissions by 2030 and reach net-zero no later than 2050.

Urban Development and Building Height Guidelines (2018)

- 3.16 The Guidelines are premised on there being "a presumption in favour of buildings of increased height in our town /city cores and in other urban locations with good public transport accessibility" (para 3.1). They require Local Authorities in their plans to be "more proactive and more flexible in securing compact urban growth through a combination of both facilitating increased densities and building heights, while also being mindful of the quality of development and balancing amenity and environmental considerations."
- 3.17 Specifically, SPPR (Specific Planning Policy Requirement) 3A of the Guidelines state that where:

- *an applicant for planning permission sets out how a development proposal complies with a number of criteria [in relation to design, context, visual impact, wind assessment, daylight/sunlight/overshadowing, etc.], and*
- *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,*

then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

3.18 Therefore, proposals for tall buildings can no longer be ruled out in principle in the built-up footprint of Cork City.

3.19 The Guidelines set out three development management principles that planning authorities must follow when assessing planning applications, namely if the proposal positively assists:

in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres.

3.20 The proposed development is consistent with NPF objectives regarding brownfield urban development that supports modal shift, and especially with the National Strategic Outcome of delivering compact growth in urban centres. The proposed development will respond to the NPF target of 50% of new housing growth in Cork within the existing built-up footprint, on brownfield lands.

3.21 In addition, the Guidelines list multiple development management criteria, regarding different scales of development, that applicants must satisfactorily demonstrate to the planning authority that their application follows. These criteria are as follows:

At the scale of the relevant city/town

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

- Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views.

- Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.

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

At the scale of district/ neighbourhood/ street

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

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

- The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).

- The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

- The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

At the scale of the site/building

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

- Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

Specific Assessments

- Specific impact assessment of the micro-climatic effects such as downdraft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.

- In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.

- An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.

- An assessment that the proposal maintains safe air navigation.

3.22 The proposed developments consistency and alignment with these criteria are assessed in Section 6.0 below and in the Building Heights Rationale Report prepared by Coakley O'Neill Town Planning which accompanies this application.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

3.23 The Sustainable Residential Development and Compact Settlements Guidelines were published in 2024 with a view to ensuring that new housing developments are provided at a residential density which is appropriate to the development's location and context while also ensuring to provide an adequate supply of housing.

3.24 With a view to creating compact and balanced residential developments and settlements, the Guidelines set out the appropriate density ranges for a range of settlement types, this includes:

Areas and Density Ranges Dublin and Cork City and Suburbs:

City Centre: The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork.

City - Urban Neighbourhoods The city urban neighbourhoods category includes:

- i. the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses,*
- ii. strategic and sustainable development locations,*
- iii. town centres designated in a statutory development plan, and*
- iv. lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8)– all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.*

It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.

3.25 Policy and Objective 5.1 of the Sustainable Residential Development and Compact Settlements Guidelines addresses Public Open Space and states:

It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments. The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.

3.26 The following Specific Planning Policy Requirement, which relates to car parking, is of relevance:

SPPR 3 - Car Parking *It is a specific planning policy requirement of these Guidelines that:*

- i. In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.*
- ii. In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.*
- iii. In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.*

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

3.27 The following Specific Planning Policy Requirement, which relates to cycle parking, is also of relevance:

SPPR 4 - Cycle Parking and Storage

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

- (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as*

location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

Regional Spatial and Economic Strategy for the Southern Region (2020)

- 3.28 The *Regional and Spatial Economic Strategy for the Southern Region* (RSES) sets out a 12-year development plan for the Southern Region based on the strategic objectives of the NPF. The strategy acknowledges that Cork is targeted to be one of the fastest growing areas in the state over the next 20 years.
- 3.29 Compact sustainable growth is one of the guiding principles of the Cork MASP. The MASP contains population growth targets for 2031 that are consistent with those in the NPF that are set for 2040.
- 3.30 According to section 5 of the Cork MASP, Cork City and Suburbs are to grow by 75,000 by the year 2031, with a target population of 283,669 for that year.
- 3.31 In addition to regional policies and objectives, the RSES identifies the following policies for the development of the Cork Metropolitan Area:

Cork MASP Policy 1(a): *To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region.*

Cork MASP Policy 2: *Seek delivery of the following subject to the required appraisal, planning and environmental assessment processes:*

- a) To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.*
- c) Seek investment to achieve regeneration and consolidation in the city suburbs. Seek high quality architectural and urban design responses to enhance the uses of the waterfront and all urban quarters.*
- f) Seek to achieve High Quality Design to reflect a high-quality architectural building stock in all urban quarters*
- h) Strengthen Social and Community Development.*

- 3.32 The RSES also outlines that the Suburbs of Cork City have a potential residential yield of 3,998 units.

Cork City Development Plan 2022–2028

- 3.33 The *Cork City Development Plan 2022-2028* (hereafter the Plan) is the relevant statutory plan under which the regulation and development of the subject site is to be considered. Below, are out policy provisions and objectives of the Plan that are relevant to the consideration of this LRD application.
- 3.34 The Plan, through objectives 3.3 and 3.4, seeks to optimise the redevelopment of brownfield lands for principally residential development.
- 3.35 The Plan identifies a number of Neighbourhood Development Sites within the City. The Plan identifies these sites as having the potential to act as catalyst developments for the site's wider environs. The Plan sets out the following objective for these sites:

Objective 10.100 Neighbourhood Development Sites:

Cork City Council in collaboration with landowners and relevant stakeholders will progress the neighbourhood development sites through active land management. These sites will benefit the local neighbourhood and support compact growth. Development proposals will address the relevant points highlighted by the text and icons associated with the maps and relevant objectives throughout this plan.

- 3.36 The site of the proposed development is identified within the Plan as Neighbourhood Development Site 6. The Plan identifies that the site is zoned as ZO 8 Neighbourhood and Local Centres.



Plate 3 Subject Site (net developable area) Indicatively Outlined in Relation to the Cork City Zoning Objectives

- 3.37 As per the Plan, the development objective of ZO 8 Neighbourhood and Local Centres is to 'protect, provide for or improve local facilities'. The Plan outlines that developments within this land use zoning should

provide a mix of uses which will contribute to the existing local community, appropriate uses include convenience retail, services and employment opportunities.

- 3.38 The Plan identifies that this site has the potential for a number of uses with a priority for housing developments.
- 3.39 The Plan indicates that 14% of this population growth is to be accommodated within the city suburbs, where the Plan identifies a potential residential yield of 7,811 units by 2028. The Plan outlines the goal to develop these additional units in a manner which is in keeping with the principles of the 15-minute city, creating accessible, vibrant and compact communities. With regard to this, the following objectives are of relevance:

Objective 2.5: Cork City's Role as a Primary National and Regional Driver

To support the delivery of compact liveable growth in Cork City that enables the City to increase its role as a primary national and regional driver and increase the achievement of regional parity in accordance with NPO 1a of the NPF and RPO 6 of the RSES for the Southern Region.

Objective 2.10 The 15-Minute City

To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.

Objective 2.6 Neighbourhood Mix:

Promote high quality neighbourhoods by increasing the range of community, recreational, local enterprise, cultural and leisure related facilities.

Objective 2.31 Compact Growth:

It is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy.

- 3.40 **Objective 11.1 Sustainable Residential Development** applies to the proposed development and is as follows:

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

- a. *Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding "dead" spaces;*

- b. *Prioritise walking, cycling and public transport, and minimise the need to use cars;*
- c. *Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;*
- d. *Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;*
- e. *Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;*
- f. *Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;*
- g. *Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;*
- h. *Provide a mix of land uses to minimise transport demand;*
- i. *Promote social integration and provide accommodation for a diverse range of household types and age groups;*
- j. *Enhance and protect green and blue infrastructure and biodiversity;*
- k. *Enhance and protect the built and natural heritage.*

3.41 The Plan outlines the target building heights for the various areas of Cork City, which has been based off the Cork City Urban Density, Building Height and Tall Building Study 2021. This study identified areas in Cork City which have the potential to accommodate taller buildings with regard to an area's proximity to infrastructure such as public transport. The area of the proposed development is ide within the Plan as being within the South Link Road Corridor within the city's inner suburbs. This area has a height target of 3 – 4 storeys.

3.42 The Plan notes, 'The building height of development will respond directly to the proposed density of development, the character of an area, as well as block development typologies, site coverage and a range of other factors'. The Plan also identifies the minimum and maximum density standards for new residential development in Cork, table 11.2 outlines that for the South Link Corridor of the city there is a target of 50 – 100 dwellings per hectare.

3.43 Section 11.160 of the Plan also requires that development proposals for 100 or more homes will be required to prepare and submit a Community Infrastructure Assessment. In addition, objective 3.21 of the Plan states that, in the case of residential development proposals in excess of 75 dwellings, the development of purpose-built childcare facilities will generally be required.

3.44 In terms of surface water drainage, Section 11.217 of the Plan states that:

Development proposals shall be designed to integrate naturalised and biodiverse SUDS into the site and wider green and blue infrastructure network. Schemes should replicate natural drainage as closely as possible, maximising benefits for water quality, biodiversity and amenity.

3.45 Section 11.224 of the Plan concerns the protection of biodiversity and promotes the integrated provision for biodiversity enhancement in all developments.

- 3.46 Section 11.226 of the Plan stipulates that the layout of proposed new residential developments must be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- 3.47 The Plan requires that multi-unit residential developments should provide a minimum of 1 no. EV equipped parking space per 5 no. car parking spaces, that apartment developments should provide 1 no. motorcycle parking bay for every 10 no. car spaces, and that 5% of car parking spaces provided should be set aside for PRM (persons with reduced mobility).
- 3.48 The Plan bicycle parking standards require that sheltered bicycle parking should be provided at a rate of 0.5 no. per suburban apartment, and 1 no. per twenty-five children enrolled at a crèche.

3.1 PLANNING HISTORY

3.1.1 The following planning applications relate to the site:

- **Application REF 24/42868:** Permission was granted on the 13th August 2024 for the remediation of the site, which will involve a combination of excavation and off-site disposal of impacted soils, pump and treatment of groundwater, and importation of stone/soil for backfilling.
- **Application REF 21/40647:** Permission was granted on 7th April 2022 for the demolition of buildings and associated structures (excluding a substation) at the Former Vita Cortex as well as areas of hard standing and car parking.
- **Application REF 99/23020:** Permission was granted on 7th June 1999 for the development of a two-storey office building and associated car parking.

3.1.2 The following planning applications relate to the areas adjacent to the site and are of relevance:

- **Part 8 - Kinsale Road:** In August 2022, Cork City Council by way of a Part 8 planning application approved planning permission for the development of 39no. of dwellings units (24 X 1-bed, 15 X 2-bed), 3no. of car spaces, 27no. of bicycle parking spaces and all associated site development works at a site on the Kinsale Road to the immediate south of the proposed development site.
- **Application Reg. Ref. 22/40906:** Permission was granted on 21st September 2022 for a 4-7 storey Primary Care Centre, ground floor pharmacy at the site of the former CMP Dairy at Kinsale Road and Tramore Road, Cork.
- **SHD Reg. Ref. ABP-312866-22:** On 16th June 2022, An Bord Pleanála granted permission for a Strategic Housing Development which comprises of the demolition of existing structures, construction of 352 no. apartments, 254 no. Build to Rent apartments, creche and associated site works at the former CMP Dairy Site, known as Creamfields, Kinsale Road and Tramore Road, Cork.

4.0 CONSULTATION

- 4.1 2no. S247 pre-planning consultation meetings were carried out, the 1st on 7th February 2024 (ref: 195/23), and the 2nd on 14th May 2024 (ref: 56/24).
- 4.2 On 20th November 2024, a Section 32(c) pre-planning meeting (Cork City Council LRD Reference: LRD 007-24) was held between Cork City Council and the applicants and their design team in respect of the proposed development of the subject site.
- 4.3 The applicant's response to Cork City Council's Opinion is summarised in the Statement of Response to Council Opinion prepared by Coakley O'Neill Town Planning Ltd., copies of which accompany the planning application. Cork City Council's Opinion is appended to the Statement of Response.

5.0 DEVELOPMENT PROPOSAL

- 5.1 The proposed development will consist of a Large-Scale Residential Development (LRD) on the brownfield site of the former Vita Cortex Plant, Kinsale Road and Pearse Road, Cork.
- 5.2 The proposed development will consist of a Large-Scale Residential Development (LRD) of 170no. residential units (158no. apartments and 12no. townhouse apartments, to include 51no. 1-bed units, 84no. 2-bed units, 35no. 3-bed units) arranged in 4no. blocks varying in height from four to part eight/part nine storeys over ground. The proposed development also includes: a crèche, café and management office on the ground floor level of Block 3 and 4no. retail units on the ground floor level of Block 4; 514no. bicycle spaces, including 162no. visitor spaces, located either in 4no. bike sheds at undercroft level and ground level, or on the public plaza at ground level; 9no. motorcycle spaces, and 82no. shared car parking spaces (including 13no. EV spaces and 6no. accessible spaces, 3no. of which are EV spaces) at undercroft level and ground level; the provision of private, communal and public open space, including all balconies and terraces; rooftop solar panels and green roofs; internal roads and pathways; new vehicular and pedestrian access points from Kinsale Road and Pearse Road, including a terraced entrance, with cycle wheel ramp, from Pearse Road; 6no. bin stores at undercroft level and ground level; the relocation and upgrade of 1no. ESB substation; signage; and all associated site development works, drainage, including nature-based SuDS measures, and all hard and soft landscaping and boundary treatments. The proposed development will also facilitate the future implementation of BusConnects along Kinsale Road. The application relates to a development which comprises or is for the purpose of an activity requiring an Integrated Pollution Control Licence issued by the Environmental Protection Agency (EPA).
- 5.3 The application may also be inspected online at the following website: <https://kinsaleroad-lrd.ie>.
- 5.4 The proposed 170no. apartment units across 4no. blocks ranging in height from 4 to part 8/part 9 storeys, will include, 51no. 1-bed units; 84no. 2-bed units and 35no. 3-bed units, broken down as follows:
- 51no. 1-bed apartment units.
 - 76no. 2-bed apartment units.
 - 31no. 3-bed apartment unit.
 - 8no. 2-bed townhouse units; and
 - 4no. 3-bed townhouse units
- 5.3 The proposed creche comprises of 250m² of internal floor space and a 163m² external play area. The creche has been designed to accommodate 18no. children (3no. 0-1 year olds, 7no. 1-3 year olds and 8no. 3-5 year olds). The proposed café is 140m² in area and includes an external seating area.
- 5.4 The proposed development will also include a total of 82no. shared car parking spaces, of which 58no. are will serve the residential development, and 24no. will serve the non-residential uses, and will include 13no. EV spaces and 6no. accessible spaces overall (3no. of which are EV spaces), 514no. bicycle spaces, and 9no. motorcycle spaces.

5.5 The key development statistics are as follows:

Development Statistic	Proposed Development
Site Area	1.21ha
No. dwellings	170no. including: <p style="text-align: right;">51no. 1-bed dwellings. 84no. 2-bed dwellings (76no. apartments, 8no. townhouses). 35no. 3-bed dwellings (31no. 3-bed apartment, 4no. 3-bed townhouses).</p>
Gross Floor Area	17,575m ²
Support Facilities	Management Office (100m ²)
On site Facilities	Creche (250m ²), café (140m ²), 4no. retail units (930m ²)
External Amenity Space	2,896.8m ² , including: <p style="text-align: right;">1,389.1m² public open space and plaza 1,507.7m² communal amenity space</p>
Part V	20no. units (10% applies as site purchased prior to 1.8.2021): (4no. 1 bed apartments; 8no. 2 bed apartments; 2no. 2bed townhouses; 4no. 2-bed townhouses; 2no. 3-bed townhouses)
Plot Ratio	1.5:1 (excluding basement)
Site Coverage	26% (excluding basement)
Residential Density	140 units/ha
Building Height	4-part 8, part 9 storeys
Aspect	49.4% of dwellings are dual aspect (having regard to section 3.17 of the Guidelines 2023, which require at least 33% of the units as dual aspect in some intermediate locations, i.e. on sites near to city or town centres – the site is a designated Neighbourhood Development Site and a zoned Neighbourhood/Local Centre; close to high quality public transport – existing bus route and proposed BusConnects route); where it is necessary to ensure good street frontage - street frontage along Kinsale Road and Pearse Road; and subject to high quality design, as is evidenced in the architectural package.
Private Open Space	All private open space provided (balconies/terraces) is either at or above the standards in the Guidelines 2023
Storage Space	All storage space provided within individual dwellings is either at or above the standards in the Guidelines 2023
Cycle Spaces	514no. spaces, of which 324no. spaces are for the residential uses (1.9 spaces per dwelling). In addition, there are 162no. visitor cycle spaces for the residential uses. This provision is consistent with SPPR 4 of the 2024 Guidelines.
Car Spaces	82no., of which 58no. spaces (including 4no. disabled spaces and 9no. EV spaces) are for the residential uses (0.34

	per dwelling, consistent with SPPR 3 of the 2024 Guidelines).
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Table 3. Key Development Statistics



Plate 4. Proposed Development in the existing and permitted context – aerial view looking westwards



Plate 5. Proposed Development in the existing and permitted context – aerial view looking southwards



Plate 6. Proposed Site Layout Plan (Level 1)



Plate 7. Proposed Landscape Masterplan

6.0 PLANNING APPRAISAL

Principle of Development

- 6.1 The Government launched its *Housing for All* Plan in 2021 to tackle the national housing crisis, which has been ongoing for the last decade. The Housing for All plan pledges to deliver 33,450 new homes in 2024 and 40,500 a year by in 2030. The ESRI projects a requirement of 44,000 homes per annum to 2030. It is also an objective of the Draft National Planning Framework to facilitate the delivery of 50,000 housing units per annum to 2040.
- 6.2 The scale of anticipated growth in housing underpins the acute shortage of housing supply and the acute housing demand to which the proposed development seeks to respond.
- 6.3 The Cork City Development Plan 2022, through objectives 3.3 and 3.4, also seeks to optimise the redevelopment of brownfield lands for principally residential development. The proposed development site is brownfield, zoned and serviced/serviceable lands in an evolving, intermediate, regeneration area that is served by existing and proposed public transport and existing pedestrian and cycling infrastructure that is ideally placed to accommodate a large-scale residential development.
- 6.4 That the site is zoned as *ZO 8 Neighbourhood and Local Centre* in the Plan, and is also a designated Neighbourhood Development Site, which envisages compact and sustainable development, particularly for residential use, further confirms its suitability for the proposed development of the nature and scale proposed.
- 6.5 In the context of objective 10.100 in relation to Neighbourhood Development Sites, the proposed development will provide a mixed use, primarily residential scheme which has placed public realm as a priority, creating a new urban neighbourhood in a compact manner.
- 6.6 In accordance with the land use zoning objective, which seeks to "*protect, provide for or improve local facilities*"; the proposed development also provides a mix of appropriately-scales uses which will contribute to the existing local community, include convenience retail, retail services and neighbourhood-scale employment opportunities.
- 6.7 In this context, as the proposed development will provide 170no. new homes in the Cork City suburbs, in line with the policies for the site and the land use zoning objective, it can be concluded that the proposed development is acceptable in principle.

Dwelling Types and Mix

- 6.8 As set out in Table 4 below, the proposed mix is 30% 1-bed; 49.4% 2-bed and 20.6% 3-bed dwellings, in the form of apartments and townhouses to complement the existing receiving environment, which comprises primarily 3-bed semi-detached dwellings, and to respond to the evolving, regeneration-led character of the area, in particular the adjacent permitted Part 8 scheme which provides 61.5% 1-bed units

and 38.5% 2-bed units, which was considered an acceptable mix having regard to the prevailing housing mix in the area, to deliver a balanced community and a range of housing options to meet all needs.

	Total	Percentage	Development Plan Range
1-bed	51	30%	15%-25%
2 Bed	84	49.4%	30%-40%
3 Bed	35	20.6%	25%-35%
Total	170	100%	-

Table 4. Proposed Dwelling Mix.

6.9 The proposed mix of 1, 2 and 3-bed units in this instance responds to the sites:

- brownfield nature,
- neighbourhood/local centre zoning objective,
- designation as a Neighbourhood Development Site, which designation prioritises residential uses,
- existing and proposed sustainable transportation options,
- existing, established amenities in the vicinity,
- pattern of permitted development in the vicinity,
- capacity to support compact and sustainable growth, and
- capacity to provide a range of housing options for the benefit of the local neighbourhood in response to objective 10.100 of the Plan, as well as the inclusion of Assisted Living accommodation to cater for a diverse tenure in an established suburban location of the City.

6.10 As illustrated in the accompanying HQA prepared by BKD, the proposed residential units meet and exceed the floor area standards of the Apartment Guidelines.

Density and Height

6.11 The proposed development comprises of 4no. blocks ranging in height from 4 to part 8/part 9 storeys. The net residential density is 140 dwellings per hectare (dph).

6.12 In relation to density and having regard to the provisions of the Cork City Development Plan, the site is identified as being within the Inner Urban Suburbs and as the South Link Road Corridor where a height target of 3-4 storeys should be achieved. Table 11.2 further identifies a residential density target of 50-100 dph in this area.

6.13 The Plan also identifies that the prevailing character and site context will be key measures in determining the appropriate heights and densities in relation to development proposals. In this respect we note the following:

- the generally 2-storey character of the existing context.

- the 5-storey apartment block of 39no. units on a site of 0.183ha (a density of 213 units/ha) to the immediate south of the proposed development site approved by Cork City Council as a Part 8 development, above the target height and densities of the Plan.
- the Creamfields SHD, 1-15 storeys in height, at the junction of Tramore Road and Kinsale Road of 606no. units on a site of 3.39ha (a density of 178.8ha/unit) c. 220m further south along the Kinsale Road, also above the target height and densities of the Plan.

6.14 The proposed development, which is of a lower density than the permitted precedent in the vicinity, provides a variation in height that mediates between the existing and permitted character of the area, noting that the emerging pattern of development categorised by taller buildings. As evidenced in the contextual images provided in the Architectural Design Statement, the proposed development will make an appropriate contribution to placemaking and legibility on this brownfield, neighbourhood centre zoned site.

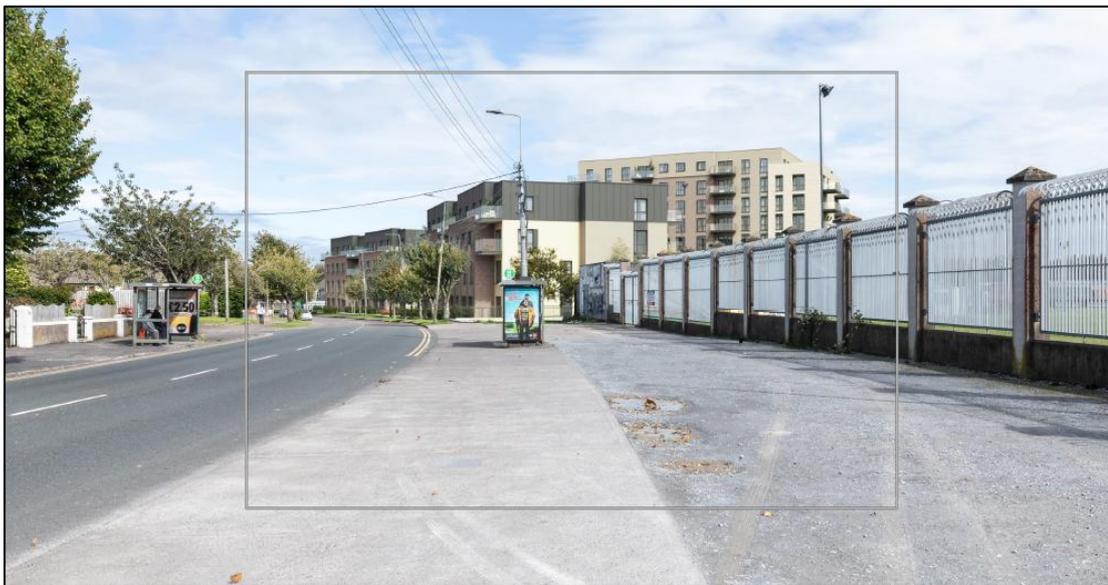


Plate 8. Proposed Development viewed from Pearse Road looking north

6.15 In relation to density, Section 3.3.1 of the Sustainable Residential Development and Compact Settlements Guidelines is of relevance. Section 3.3.1 and Table 3.1 identifies that in City Urban Neighbourhoods it is a policy objective that residential densities in the range of 50-250 dph shall generally be applied. Such Urban Neighbourhoods can be characterised by:

- the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses – the proposed development site is located in a compact medium density residential neighbourhood of the city that has evolved over time to include a greater range of land uses, including retail park types uses at Turner's Cross Retail Park to the south.*
- strategic and sustainable development locations – the proposed development site benefits from existing and proposed sustainable transportation options.*

- iii. *town centres designated in a statutory development plan* – the proposed development site is a zoned neighbourhood/local centre and Neighbourhood Development Site.
- iv. *lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8)– all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport* - the proposed development site will be served by a Bus Connects route along Kinsale Road, with good access to adjacent employment and educational options.

6.16 In this context and having regard to the criteria set out in the Sustainable Residential Development and Compact Settlements Guidelines, the density proposed is appropriate given the context of the proposed development, within the existing built footprint of Cork City, located in a medium density residential area which has evolved to cater for a mix of uses. Further to this, the Kinsale Road provides the site with significant connectivity as well as being the location of a planned high-capacity BusConnects bus corridor.

6.17 In relation to height of the proposed development, a Building Height Rationale Report has prepared by Coakley O'Neill Town Planning Ltd accompanies this application. The statement sets out the rationale for the proposed height and has regards to standards set out in the Urban Development and Building Height Guidelines (2018) and the emerging pattern of permitted development in the area.

6.18 Justification for the height of Block 3, which is proposed at part 8/part 9 storeys, is considered further in the Architectural Design Statement. Its location towards the southern boundary of the site serves as a landmark building and focal point for the scheme itself and for the wider inner suburb of Turner's Cross. It is also justified in architectural and urban design terms regarding the importance of landmark/focal buildings in urban environments and Cork's evolving skyline in this regard, as it will:

- Increase density in an area well-served by public transport, infrastructures and facilities
- Sensitively respond to the existing townscape, landscape character and setting of the city
- Effectively contribute to place-making, an enhanced city image and co-ordinated skyline
- Enhance legibility and local distinctiveness
- Provide a comprehensive development with quality architectural and urban design
- Minimise negative impacts on the immediate environment, its residents and neighbours

6.19 The Architectural Design Statement also comments that:

- with the articulated silhouette and being just tall enough to be an identifiable marker for the site, Block 3 makes a positive contribution to the city skyline, without distorting the local character and identity.
- while it marks the location of the new development and aids wayfinding locally, the scale of Block 3 is small enough at long range so as not to impose too greatly on the immediate surroundings.
- with Block 3 located in the middle of the site, blocks 1, 2 & 4 have street frontage, and are, therefore, able to address the local character.
- From mid-range and close up views, block 3 does not stand out beyond the rest of the development.

- The quality materials being proposed, stone and brick, will ensure a longevity to the architectural integrity of the building.
- There is no significant visual impact on any designated view in the vicinity of the site.

Social and Community Infrastructure

6.20 Section 11.160 of the Plan also requires that development proposals for 100 or more homes will be required to prepare and submit a Community Infrastructure Assessment. In this context, a Social and Community Audit (SCA) has been prepared in respect of the proposed LRD and accompanies this application. The Social and Community Audit concludes that, other than the provision of childcare facilities, the catchment area of the proposed development has sufficient community infrastructure to accommodate the population increase arising from the proposed development and to provide for a high quality of life for future occupants.

Crèche

6.21 Objective 3.21 of the Plan states that, in the case of residential development proposals in excess of 75 dwellings, the development of purpose-built childcare facilities will generally be required. In this regard, it is proposed to provide a childcare facility on site with capacity to cater for 18no. children. A Childcare Needs Assessment accompanies this application to demonstrate the suitability of the proposed creche facility.

Retail

6.22 Four retail units are proposed for the ground floor of Block 4. These retail units will be of neighbourhood scale and will be occupied by convenience retail/retail service type uses that fall within the definition of a shop as defined in Article 5(1) of the Planning and Development Regulations, 2001, as amended. In the event of a grant of planning permission, the applicant will accept a condition requiring that the Planning Authority is notified of the prospective retail use prior to occupation.

Traffic, Transport and Connectivity

6.23 Access to the site is proposed via both Pearse Road and Kinsale Road. Pedestrian access is to be provided via both Pearse Road and Kinsale Road with vehicular access for the residential dwelling units and management offices proposed via a dedicated ramp into the undercroft basement from Pearse Road. Kinsale Road will provide vehicular access to the crèche and dedicated retail space. The ground floor units along Pearse Road will be directly accessible along the road.

6.24 A Traffic and Transportation Assessment has been undertaken by PUNCH Consulting Engineers and accompanies this submission. As part of the TTA a capacity analysis was carried out on 4 Junctions as requested by Cork City Council on 01 May 2024. In addition to this, the Council also indicated that the committed elements of the Creamfields Primary Care Centre and Residential Development should be included in this assessment.

- 6.25 Junction modelling indicates that the proposed development will have very little impact on the surrounding existing junctions and road network. The signalised junction worst affected by the proposed development is the Pearse Road/Kinsale Road Junction. Signalised modelling at this junction indicates that the proposed development is projected to result in a maximum increase of +7% Degree of Saturation (DOS) by the design year 2027. Given the already congested nature of the junction, this represents a minor relative impact.
- 6.26 Priority junctions also affected by the proposed development are Kinsale Road/Slieve Mish Park, the proposed development entrance along Pearse Road and the proposed development entrance along Kinsale Road. Modelling at these junctions indicate that the maximum Ratio of flow to capacity (RFC) is 11%. As such, it can be said that the junctions analysed will not experience any significant impact from the proposed development.
- 6.27 The TTA also concludes that the proposed development has placed a significant emphasis on a modal shift by way of providing reduced car parking provision, increased cycle infrastructure and pedestrian permeability.
- 6.28 The traffic impact assessment for the proposed development concludes overall, that the development will have minimal impact on the surrounding road network. Junction modelling shows only a modest increase in traffic.
- 6.29 The proposed internal roads and parking layout is detailed in the architect and landscape architect's drawings. The internal layout has been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and the Recommendations for Site Development Works. To ensure that the proposed development is compliant with DMURS, PUNCH Consulting Engineers produced a Statement of Compliance and is included as part of the planning application documentation.
- 6.30 A Mobility Management Plan (MMP) has been completed by PUNCH Consulting Engineers and is included in the submission. The objectives of the Mobility Management Plan for the proposed development are as follows:
- a) To encourage/increase the use of public transport, walking and cycling for residents and visitors for work-related travel and to facilitate travel by bicycle, bus and train.
 - b) To reduce the overall number of single occupant vehicles trips for journeys to work and work-related travel.
 - c) To integrate mobility management into the development decisions, policies and practices to work closely with governing bodies on means and use of transport services around the vicinity of the development site.
 - d) To provide information and have resources readily available to increase awareness and continue education on sustainable modes of travel for both residents and visitors to the development.
 - e) To increase car-pooling amongst residents.

Construction Environment Management Plan

- 6.31 An Outline Construction Environmental Management Plan (OCEMP), including construction waste management, has been completed by PUNCH Consulting Engineers and is included in the submission. A maximum of a 36-month construction programme is envisaged. This timeframe is an estimate and can vary depending on weather, resource availability, and specific site conditions.
- 6.32 An Outline Construction Traffic Management Plan has also been completed by PUNCH Consulting Engineers, which includes details of the following:
- It is proposed that construction vehicles will access the site from Kinsale Road and Pearse Road via existing access points.
 - The Main Contractor will be required to submit a site layout plan that will detail the proposed location of the site compound and associated welfare facilities.
 - An upper limit of 100no. construction staff is expected to be involved during construction at any given time. Typically, these vehicles will arrive before 8am and depart after 6pm or in accordance with any condition attached by Cork City Council in the event of a grant of planning permission.
 - Most of the material to be delivered to site will travel via Pearse Road or Kinsale Road.
 - Materials from quarries and other suppliers are also likely to travel via the N27 and regional roads. These suppliers are yet to be specified. The CTMP will specify locations of these suppliers and the haul routes to be used from each location to each working area.

Landscape and Amenity

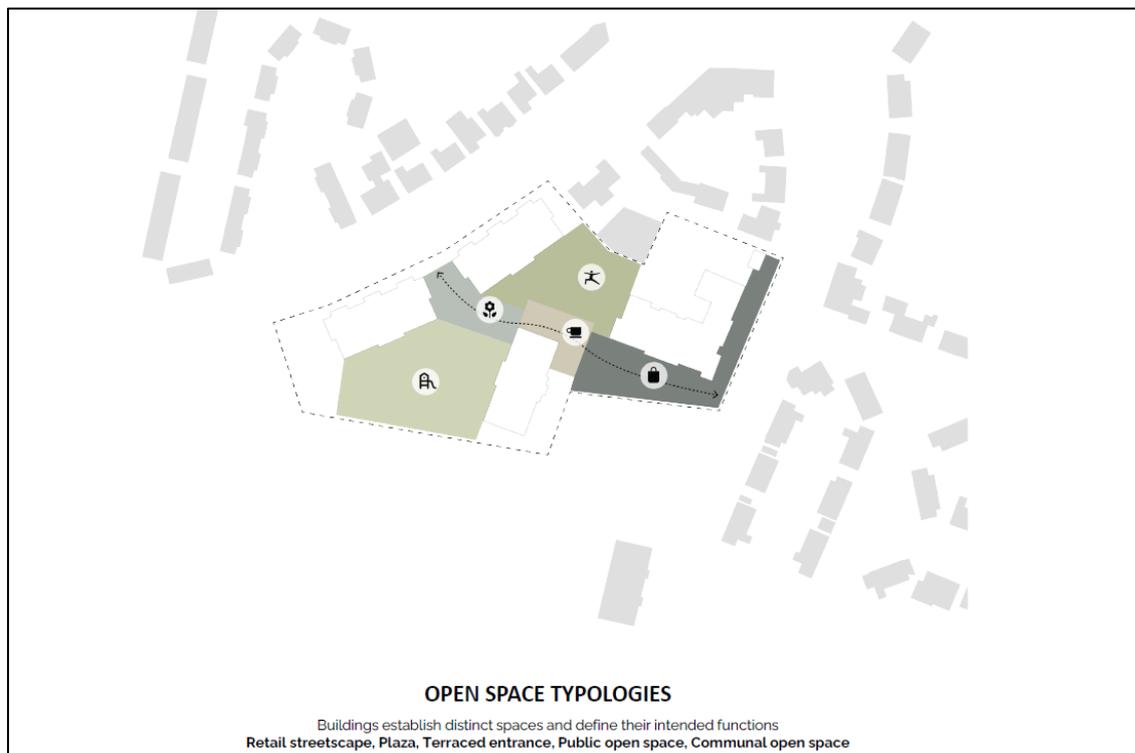


Plate 9. Proposed Development open space typologies

- 6.33 As illustrated in Plate 9, the proposal includes a hierarchy of landscaping and amenity areas, in the form of an active open space area, retail streetscape, plaza, terraced entrance, and communal podium courtyard. The provision of public open space for the overall development is 1,389.1m², or 11.52%, which is in line with the standards set out in the 2024 Guidelines (Policy and Objective 5.1). The area of semi-private dedicated open space (communal amenity space) is 1,507.7m², or 12.50%. In total, there is 2,896.8m² open space provided for the overall scheme.
- 6.34 The Landscape Design Rationale provided by CSR sets out the design considerations that have informed the proposed landscape plan.
- 6.35 Additionally, the application is accompanied by a Landscape and Visual Appraisal prepared by CSR which identifies the landscape and visual constraints, and likely effects in relation to the proposed development, which concludes that:
- From a landscape perspective,
 - the landscape effect resulting from a Medium landscape sensitivity, and a Medium magnitude of change, is considered to be Moderate. The proposed development will incur change contemplated in the zoning objective and reflected in developments permitted in the vicinity.
 - The proposed apartment buildings, which range from four to nine storeys in height, will incur a change to the character and perception of the local area within which traditional two-storey suburban housing will be punctuated by higher density development.
 - However, the nature of the proposed development is reflective of on-going change in the wider locality, the proximity of the site to the city centre and the zoning of the lands for *Neighbourhood and Local Centre*.
 - The development will deliver a high-quality neighbourhood which is evident in the design characteristics of the proposed buildings and the integration of accessible, up-lifting public realm spaces and green infrastructure.
 - Overall, the landscape effect is considered to be Beneficial.
 - From a visual perspective,
 - There are no adverse effects arising from the proposed development on views in the vicinity of the site or on any views included in Cork City Council's View Management Framework including Strategic Linear Views from Tramore Valley Park.
 - Having regard to the verified views included in the photomontages prepared for the proposed development, the majority of the views are within 200m of the subject site, the furthest being 600m away in Tramore Valley Park. The views are concentrated along local streets and thoroughfares and within residential neighbourhoods.
 - The visual effects associated with the proposed development are found to be Moderate for 3no. views, High for 9no. views, and No Change for 1no. view. The quality of visual effects is found to be Neutral for 6 of the views, Beneficial for 6 of the views and No Change for the remaining view. There is a predominance of beneficial and neutral findings arising from the assessment.

- Careful consideration of the form, height, massing and materiality of the proposed buildings ensures the delivery of a high-quality residential development appropriate to the site and locality, designed in compliance with housing design and planning standards in respect of avoidance of adverse overlooking or overshadowing.
- Proposed tree planting on the site will have a softening effect along boundaries, through the public realm and public open spaces and at main entrance points to the development from Pearse Road and Kinsale Road. The effect will be enhanced as the planting matures in the medium to long term.

6.36 The Landscape and Visual Appraisal concludes that, the assessment of 13 viewpoints within 200 metres of the site, including Kinsale Road, Curragh Road, Pearse Road, and Tory Top Road, there will be no adverse effects arising from the proposed development on views in the vicinity of the site or on any views included in Cork City Council's View Management Framework including Strategic Linear Views from Tramore Valley Park.

Daylight/ Sunlight

- 6.37 A Daylight and Sunlight Analysis has been prepared by 3D Design Bureau (3DDB), which concludes that:
- The Vertical Sky Component (VSC) analysis indicates adverse impacts on two properties: the granted Part 8 scheme fronting Kinsale Road and a house at 4 Pearse Road.
 - A total of three adversely affected windows/rooms have been identified in the house at 4 Pearse Road, with two of the windows located on the gable wall that directly faces the proposed development.
 - Most of the affected windows and rooms are associated with the granted Part 8 apartment. The severity of the impact, on this Part 8 scheme, ranges from '*minor*' to '*major*' (12 no. windows/rooms), depending on the specific façade and floor level. Notably, this building has inherent constraints such as large balconies or windows facing directly onto opposing walls within its own design, which increase its sensitivity to potential impacts from neighbouring developments. Furthermore, supplementary information on the internal layouts of the Part 8 scheme enabled an additional No Sky Line (NSL) assessment. The NSL results are very positive, with only three rooms shown to be adversely affected. All of these rooms are located on the ground floor and are part of single-aspect apartments facing directly toward the proposed development. However, and it is to be noted, that the Part 8 scheme is built right along the boundary of the two sites and it is evident that it would be impacted to a greater degree under a 'Mirror Image' study. Therefore, the setback of Block 4 of the proposed scheme should be taken as a positive.
 - Regarding impact to sunlight levels, the Annual and Winter Probable Sunlight Hours (APSH/WPSH) studies show overwhelmingly positive results. No windows were found to be adversely affected in either study. In fact, two rooms/windows of existing surrounding properties, demonstrated a beneficial impact in the APSH results.

- The impact Sun on Ground (SOG) study also yielded positive outcomes. One of the two assessed areas experienced a negligible impact, while the other showed a beneficial impact due to the removal of existing evergreen trees.

6.38 It can be concluded that the scheme is performing favourably from a daylight and sunlight perspective.

Glint and Glare Study

6.39 A Glint and Glare Analysis has been prepared by LINT Geospatial as part of the application to determine the potential glint and glare effect on aviation receptors, if any, from the installation of Solar PV panels as part of the proposed development.

6.40 The study determined that there is:

- potential for green glare only (low potential for after-image) arising from the development for any of the heli-pad approaches
- no potential for glare for the runway approaches at Cork Airport.
- no potential for glare for the ATC-Tower at Cork Airport.

6.41 The results, which are considered acceptable, leads to the conclusion that *'there would be no potential for hazardous glint and glare effects to aviation receptors caused by the installation of Solar PV panels at the proposed development'*,

Microclimate

6.42 The application is accompanied by a Wind Microclimate Study carried out by B-Fluid Ltd. which looked at the possible wind patterns around the area, under mean and peak wind conditions typically occurring in Cork, and its possible impact on pedestrian levels of comfort/distress.

6.43 Some of the key findings of the study (among others) include:

- the planned development aligns with the Lawson Comfort Criteria, confirming that no areas are unsafe and the proposed development does not create conditions of distress. All the ground amenities outlined in the report can be utilized according to their intended scope.
- the proposed development construction, the wind on the surrounding urban context remains suitable for the intended use when compared with the baseline situation.
- The proposed development does not impact or give rise to negative or critical wind speed profiles at the nearby adjacent roads, or nearby buildings. Moreover, in terms of distress, no critical conditions were found for "Frail persons or cyclists" and for members of the "General Public" in the surrounding of the development.

6.44 Based on the findings of the study, it was concluded that under the assumed wind conditions typically occurring within Cork for the past 15 years:

- *The development is designed to be a high-quality environment for the scope of use intended of each areas/building (i.e. comfortable and pleasant for potential pedestrian).*
- *The development does not introduce any critical impact on the surrounding buildings, or nearby adjacent roads.*

Noise Impact Assessment

6.45 A Noise Impact Assessment has been prepared by CLV Consulting, assessing both inward and outward noise impact for the proposed development.

6.46 The outward noise impact assessment considered the potential for the proposed residential development to impact on identified noise sensitive receptors in the vicinity during both the construction and operational stages, while the inward noise impact assessment quantified the external noise environment in the vicinity of the development buildings and determine the noise mitigation measures required to be incorporated into the design of the development in order to ensure that any potential noise impacts on the proposed development are minimised in accordance with the established criteria limits.

6.47 The Outward Noise Impact assessment found that:

- During the construction phase of the project, there is only expected to be a slight to moderate noise impact on the nearest residential dwelling to the northeast (4 Pearse Road) during some construction phases when they occur in close proximity. Predicted construction noise emission levels at all other noise sensitive receptors in the vicinity would be compliant with the recommended thresholds.
- The predicted noise levels associated with building services plants are within the criteria of 45 / 50dB LAeq,T at the nearby residential receptors for daytime and night time periods respectively and are therefore negligible.
- The predicted noise levels associated with the café activities, the creche external play area, and retail unit delivery truck events are all within the daytime criterion of 50dB LAeq,T at the nearby residential receptors and are therefore negligible.
- The noise levels associated with additional vehicular traffic on roads and the car parking are also predicted to be negligible.

6.48 The findings of the Inward Noise Impact assessment are as follows:

- In accordance with the ProPG 2017 and BS 8233 guidance documents, a suitable approach has been adopted in order to ensure an acceptable external ambient noise environment could be achieved. The approach is further detailed in the Noise Impact Assessment report submitted with this application.
- Mitigation measures were developed for development apartment blocks taking into consideration guidance for internal noise levels within residential spaces from *BS 8233 (2014): Guidance on Sound Insulation and Noise Reduction for Buildings* and the predicted external noise levels.

- It was concluded that, provided the above developed mitigation measures are appropriately incorporated into the development design, the development should be fully compliant with the internal area noise requirements contained within the ProPG 2017 and BS 8233 guidance documents and the magnitude of the inward noise impact on the proposed development internal areas would therefore be considered negligible.

Services

- 6.49 PUNCH Consulting Engineers have prepared an Engineering Report and drawings which contain details regarding the proposals to service the site. PUNCH Consulting Engineers' documents indicate that adequate physical infrastructure is available to support the proposed development.
- 6.50 In relation to a proposed water connection, a Confirmation of Feasibility (Ref: CDS24001801) has been received from Uisce Éireann (UE) in relation to the proposed development, this Confirmation of Feasibility is contained within Appendix B of the Planning Engineering Report prepared by PUNCH. UE cited that the watermain network has insufficient capacity to supply the proposed development and a network upgrade upstream of the proposed connection point. UE advised that the works will be carried out by UE and cost of the upgrade will be carried by the developer to be agreed at Connection Application Stage following planning approval.
- 6.51 In relation to foul water drainage, it is proposed that the foul sewer will discharge by gravity to the existing 450mm combined sewer which flows northwards along Kinsale Road to the east of the site. A new manhole will be constructed at the connection point along the existing sewer. As outlined in the Confirmation of Feasibility contained within Appendix B of the Planning Engineering Report prepared by PUNCH, the proposed connection to the external existing wastewater network is feasible without any infrastructure upgrade by Uisce Éireann.
- 6.52 In relation to Surface Water Drainage a new surface water sewer network shall be provided for the proposed development which will be entirely separated from the foul water sewer network. All surface water run-off from roof areas and hardstanding areas are designed to be collected by a gravity pipe network. It is noted in the Uisce Éireann Confirmation of Feasibility included within Appendix B of the Planning Engineering Report, that surface water generated from the proposed site is not permitted to discharge into the Uisce Éireann network at this location. This will necessitate the construction of a dedicated surface water gravity main extending northbound along Kinsale Road which will connect into the existing 900mm diameter storm water network located 150m north of the proposed development

Climate and Sustainability

- 6.53 Having regard to prevailing climate policy, as well as best practice and the highest industry standards, the proposed development has been consciously designed to prioritise the reduction of GHG emissions, through encouraging modal shift, in the form of reduced car parking provision and increased bicycle parking, as well as proposing building energy efficiency, and the support of biodiversity through the use of SuDS. The proposed development also includes a comprehensive tree and shrub planting strategy

aimed at greening the site to enhance the biodiversity potential of the site in line with the All-Ireland Pollinator Plan by using a range of native and high value non-native species throughout the development.

- 6.54 A Sustainability Statement prepared by PUNCH Consulting Engineer, which notes the following:
- The layout is designed with climate adaptation in mind, orienting buildings to maximize natural light and passive heating while minimizing heat loss.
 - Green corridors and shaded walkways are included to help mitigate urban heat island effects.
 - The design adheres to Building Regulations Part L.
 - High-performance thermal insulation is used throughout the development to minimize energy consumption for heating and cooling.
 - In accordance with Solar Design Guidelines for Ireland, the buildings are oriented and designed to maximize solar gain during the winter and minimize overheating during the summer.
 - The ventilation for the apartments shall be provided by the EAHP and be classed as mechanically ventilated.
 - The drainage proposals are designed to manage the increased rainfall and extreme weather events associated with climate change.
 - In line with the Environmental Noise Regulations 2018, noise and air pollution during construction will be managed using measures such as low-noise machinery, dust suppression systems, and restricted working hours.
 - To manage noise and air pollution during the operation of the building, the design includes soundproofing measures, high-efficiency HVAC systems, and air quality monitoring.
- 6.55 The SuDS strategy has been prepared by PUNCH Consulting Engineers in accordance with the Cork City Development Plan 2022.
- 6.56 The SuDS strategy ensures that surface water runoff is controlled to prevent flooding. This is achieved through green/blue roofs, rain gardens, bioretention areas, and permeable surfaces, which are designed to manage runoff volumes and rates according to The SuDS Manual - CIRIA C753 and Greater Dublin Strategic Drainage Study Regional Drainage Policies - Volume 2.
- 6.57 The SuDS Measures proposed, as detailed in the Planning Engineering Report, include 440 sqm of permeable paving, 2,140 sqm of Green Roofs, 1,200 sqm of Blue Roofs and 162sqm of bio-retention measures.

Environment

- 6.58 Screening Reports for Environmental Impact Assessment and Appropriate Assessment have been prepared by Greenleaf Ecology.
- 6.59 In terms of EIA, the proposed development comes within the definition of a 'project' for the purposes of EIA. It is a class specified in Part 1 or Part 2, Schedule 5, Planning and Development Regulations 2001, as amended, and does not equal or exceed any relevant quantity, area or limit where specified for that class.

In addition, the proposed development is of a class specified in Part 2, Schedule 5, of the Planning and Development Regulations 2001, as amended, but does not equal or exceed a relevant quantity, area or other limit specified [sub-threshold development].

- 6.60 An EIA Screening exercise was however carried out to determine the potential for the proposed development to have significant environmental effects or not. This assessment concluded that no significant effects on the environment are considered likely to arise. On this basis it is considered that the development does not require Environmental Impact Assessment and that an EIAR is not necessary.
- 6.61 In terms of Appropriate Assessment, an AA Screening has been prepared to assess whether the proposed development, individually or in-combination with other plans or projects, and in view of best scientific knowledge, is likely to have a significant effect on any European site(s). The nearest designated site in the Natura 2000 network is the Cork Harbour SPA (Site Code: IE0004030), which is located c. 2.1km to the east of the proposed development site. There are no direct ecological or hydrological connections between the subject site and the SPA.
- 6.62 Through an assessment of the source-pathway-receptor model, which considered the zone of influence of effects from the proposed development and the potential in-combination effects with other plans or projects, the following was concluded:
- The proposed Kinsale Road LRD, Cork, either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.*

Archaeology

- 6.63 The proposed development site is brownfield, having been previously in active industrial use until c. 2012. The proposed development site has been subject to recent permissions for demolition of the former industrial use and remediation of the site, and no archaeological issues were noted. It is considered that there is no requirement for any archaeological assessment.
- 6.64 In relation to the former industrial use, the choice of materials including brick and metal cladding are chosen to reflect the industrial heritage of the site, previous occupied by an amalgam of concrete and metal buildings. This industrial feel will be represented in the bronze cladding of Block 4 signalling the new entrance to the site, the cladding of Block 3 as a marker for the development, as well as throughout the landscaping and wayfinding of the development.

Part V

- 6.65 Preliminary proposals to satisfy the developer's Part V obligations to include 20no. units (10% applies as site purchased prior to 1.8.2021) comprising 4no. 1-bed apartments; 8no. 2 bed apartments; 2no. 3 bed apartments; 4no. 2-bed townhouses; 2no. 3-bed townhouses. It is intended at this juncture to enter into an arrangement with Cork City Council for these units.
- 6.66 Preliminary costings have been provided by the applicant and are enclosed with this submission.

Outline Operational Waste Management Plan

6.67 An Outline Operational Waste Management Plan has been prepared by PUNCH Consulting Engineers Ltd estimates the type and quantity of waste to be generated from the proposed development. It is estimated that the total weekly waste arisings will result in a requirement for 40 no. 1,100 litre wheelie bins per week. 6no. bin stores are proposed in the development to support operational waste. A suitable division of these containers (general waste vs recyclables) will be developed by the operator to suit demand and to ensure that suitable arrangements are provided for communal waste containers for segregated waste. Figure 3-2 in the Outline Plan illustrates via a Swept Path Analysis how Waste Collection Vehicles can access the proposed development site.

7.0 CONSISTENCY WITH LOCAL PLANNING POLICY

- 7.1 This section has been prepared to demonstrate the proposed development's alignment with the Cork City Development Plan 2022-2028.
- 7.2 Following a review of the Development Plan, the objectives that are considered to relate to the proposed development were extracted and were used to inform the design of the proposal. Each relevant objective is listed below and presented with a corresponding comment illustrating how the development aligns with each:

Core Strategy (Chapter 2)

Objective Number	Policy/ Objective	Comment
Objective 2.14	<p><i>Walkable Neighbourhoods</i></p> <p><i>New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</i></p> <p><i>A. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces.</i></p> <p><i>B. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces.</i></p> <p><i>C. Ensuring a child friendly and age friendly environment applying universal design principles with a mix of household types.</i></p> <p><i>D. Designing a safe place that enables access for all.</i></p> <p><i>E. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services.</i></p> <p><i>F. Being well-connected with easy access to public transport and active travel.</i></p> <p><i>G. Providing enhanced permeability for walking and cycling.</i></p>	<p>The development is characterised by a high degree of permeability for both pedestrians and cyclists, from Pearse Road – Kinsale Road.</p> <p>There are two large areas of open space in the proposal, this includes a large open green space within the site with play facilities. Additionally, a large open public realm is proposed fronting onto the Kinsale Road, allowing for the retail and café uses to activate this public space which also provides for public seating.</p> <p>The site is located approximately 130m south of the existing 203 and 209 bus service.</p> <p>Additionally, Kinsale Road is identified within the CMATS as a priority bus corridor under the BusConnects scheme, providing occupants of the site increased public transport connectivity.</p> <p>The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p>

<p>Objective 2.17</p>	<p>Neighbourhood Design <i>The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.</i></p>	<p>The proposed development will result in the establishment of a new residential neighbourhood on a Neighbourhood Development Site, with a focal building to act as a focal point, with uses and amenities that will enhance the local area.</p> <p>The proposed development will comprise materials of a high-quality finish that not only respects the character of the receiving environment but builds on the local character by taking cues from the local materials and some design details.</p> <p>The landscape design incorporates a hierarchy of spaces that will offer a variety of active and passive recreational uses.</p> <p>Green roofs and solar panels are proposed.</p>
<p>Objective 2.31</p>	<p>Compact Growth <i>It is an objective to target the delivery of 65% of all new homes in cork city on lands within the existing built footprint of the city, as set out in the core strategy.</i></p>	<p>The proposed development is on a brownfield site within the existing built footprint of Cork City, this context combined with the compact nature and layout of the proposed development, will contribute to Cork City achieving compact, sustainable growth in line with the strategic policy outcomes and objectives of the Revised National Planning Framework.</p>

Delivering Homes and Communities (Chapter 3)

Objective Number	Policy/ Objective	Comment
<p>Objective 3.1</p>	<p>Planning for Sustainable Neighbourhoods <i>Cork City Council will seek to:</i> <i>a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-Minute City concept;</i> <i>b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how</i></p>	<p>Placemaking is a key aspect throughout the design of the scheme and helps create a sense of place and belonging for all residents.</p> <p>The scheme has been designed in accordance with the various standards contained in the <i>Sustainable Residential and Compact Settlements Guidelines (2024)</i>.</p>

	<p><i>neighbourhood integration, health and wellbeing and enhancement is central to this;</i></p> <p><i>c. Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual – A Best Practice Guide', Universal Design principles and any updates;</i></p> <p><i>d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods;</i></p> <p><i>e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods;</i></p> <p><i>f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.</i></p>	<p>The series of open spaces and levels of connectivity and permeability and outdoor play areas will encourage activity and social interaction outdoors.</p> <p>The provision of a crèche, centrally located within the site will support the different character areas and create small communities/neighbourhoods within the overall development which will all support the creation of a sustainable community on site.</p> <p>The open space and connectivity will also ensure integration with the existing and proposed adjacent communities.</p> <p>The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p> <p>In terms of street hierarchy and vehicular connectivity as per the Design Manual for Urban Roads and Streets (DMURS), the site is proposed to be accessed through 2no. main vehicular entrance from Pearse Road along the western boundary and the Kinsale Road to the east boundary.</p> <p>Corner and landmark buildings provide orientation cues for logical wayfinding and give a distinctive character to the proposed development.</p> <p>Active frontages provided through the café and retail uses enliven the edge of streets, creating a more interesting and engaging environment and ensures the streets are overlooked by generating pedestrian activity as people come and go from buildings.</p>
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Objective 3.5	<p>Residential Density</p> <p>Cork City Council will seek to:</p> <p>a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and</p> <p>b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;</p> <p>c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;</p> <p>d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.</p>	<p>The proposed density of 140 dwellings per hectare is an appropriate density for the site which fully aligns with the density strategy of the <i>Sustainable Residential and Compact Settlements Guidelines</i> (2024).</p> <p>The proposed density can be considered in the context of the evolving pattern of development in the vicinity yet still strikes an appropriate balance between existing density in the vicinity and the objective to encourage more compact and dense forms of urban development.</p> <p>This density has had regard to creating a permeable and integrated development design to promote the creation of a successful neighbourhood and to engage with the existing communities adjacent.</p> <p>A high-quality architectural design is proposed as well as high-quality public realm, in order to deliver a scheme that will be a positive addition to the City's built environment.</p>
Objective 3.6	<p>Housing Mix</p> <p>Cork City Council will seek to:</p> <p>a. Implement the provisions of the Joint Housing Strategy and HNDAs as far as they relate to Cork City;</p> <p>b. Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in "Density Done Well" in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;</p> <p>c. Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities,</p>	<p>The proposed mix is 30% 1-bed; 49.4% 2-bed and 20.6% 3-bed dwellings, in the form of apartments and townhouses to complement the existing receiving environment, which comprises primarily 3-bed semi-detached dwellings, and to respond to the evolving, regeneration-led character of the area, in particular, the adjacent permitted Part 8 scheme which provides 61.5% 1-bed units and 38.5% 2-bed units, which was considered an acceptable mix having regard to the prevailing housing mix in the area, to deliver a balanced community and a range of housing options to meet all needs.</p>

	<p><i>including a balance of family sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);</i></p> <p><i>d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</i></p> <p><i>e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;</i></p> <p><i>f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.</i></p>	
Objective 3.20	<p><i>Cork City as a Child-Friendly City</i></p> <p><i>To promote Cork as a child-friendly city by considering the design needs of young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.</i></p>	<p>As outlined, the development includes the development of 2no. public open spaces which include a large green space with the provision of play space and 1no. public plaza spaces. 1no. large green space is to be provided for resident's use.</p> <p>The open space areas will encourage children's play and ensure the proposed development provides ample opportunities for children's social interaction and exercise throughout the site.</p> <p>The proposed shared surfaces have been designed to ensure the proposed development is a safer environment for everyone navigating the site, including children.</p> <p>The proposed development has also been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p>
Objective 3.21	<p><i>Childcare Facilities</i></p>	<p>The proposed development includes the provision of a new crèche comprising of 233.1 sqm of internal floor space and a 163</p>

	<p><i>To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will:</i></p> <p><i>a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered;</i></p> <p><i>b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed;</i></p> <p><i>c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.</i></p>	<p>sqm external play area. The creche has been designed to accommodate 18no. children (3no. 0-1 year olds, 7no. 1-3 year olds and 8no. 3-5 year olds).</p> <p>The provision and capacity of the creche has been provided on the basis of the Social and Community Audit and Childcare Needs Assessment which has been prepared as part of this submission.</p>
<p>Objective 3.29</p>	<p><i>Neighbourhood Recreation and Amenity</i></p> <p><i>a. To finalise the Cork City Active Recreation Infrastructure Study to guide the implementation of this policy objective and other related objectives in the wider Plan;</i></p> <p><i>b. To support and facilitate the development of outdoor and indoor recreational facilities, play facilities and services to cater for all-age groups and people of all abilities on suitable sites;</i></p> <p><i>c. To support the clustering of recreational facilities, particularly in locations that are well served by walking, cycling and public transport;</i></p> <p><i>d. To promote more multi-functional facilities such as Multiple Games Areas (MUGAs) and multi-use internal courts/halls where there is a deficit in existing facilities across a range of sports/active recreation uses. This does not imply a relaxation of the open space standards for new development proposals;</i></p> <p><i>e. To support the provision of formal and informal play areas with appropriate equipment and where possible, incorporating nature-based play equipment and layouts. These, where practical, should seek to appeal to a range of age cohorts through their layout and equipment;</i></p>	<p>2no. large open spaces are centrally positioned within the site to create active and passive recreational and meeting spaces which will provide for the needs of all users of the site.</p>

	<p><i>f. To discourage the redevelopment of recreational facilities to alternative, non-community uses unless it can be demonstrated there is suitable and accessible (by walking, cycling and public transport) alternative provision elsewhere with sufficient capacity to compensate for the loss of the facility.</i></p>	
Objective 3.35	<p>Safe and Secure City</p> <p><i>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;</i></p> <p><i>b. To encourage buildings and spaces to be designed with safety and security in mind to avoid anti-social behaviour, reduce and prevent crime and create safe places for all;</i></p> <p><i>c. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.</i></p>	<p>The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas.</p>

Transport and Mobility (Chapter 4)

Objective Number	Policy/ Objective	Comment
Objective 4.5	<p>Permeability</p> <p><i>a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.</i></p> <p><i>b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed.</i></p> <p><i>c. Prepare a permeability strategy for areas throughout the city.</i></p>	<p>The proposed development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site.</p> <p>The development provides direct pedestrian and cyclist links to Pearse Road and Kinsale Road.</p> <p>In order to prioritise the safe pedestrian and cyclist navigation through the site no-thru access for vehicles is proposed.</p>

Placemaking and Managing Development (Chapter 11)

Objective Number	Policy/ Objective	Comment
Objective 11.1	<p><i>Sustainable Residential Development</i></p> <p><i>Residential developments shall be sustainable and create high quality places which:</i></p> <p><i>a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces;</i></p> <p><i>b. Prioritise walking, cycling and public transport, and minimise the need to use cars;</i></p> <p><i>c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</i></p> <p><i>d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i></p> <p><i>e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i></p> <p><i>f. Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;</i></p> <p><i>g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;</i></p> <p><i>h. Provide a mix of land uses to minimise transport demand;</i></p> <p><i>i. Promote social integration and provide accommodation for a diverse range of household types and age groups;</i></p> <p><i>j. Enhance and protect green and blue infrastructure and biodiversity;</i></p> <p><i>k. Enhance and protect the built and natural heritage.</i></p>	<p>The proposed development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces. The open space areas comprise of:</p> <ul style="list-style-type: none"> • Large Open Space which provides active and passive recreation. • Large public plaza with meeting spaces. • Large Open space for residents of the site. <p>The series of open spaces and levels of connectivity and permeability will encourage activity and social interaction outdoors.</p> <p>The site is located approximately 130m south of the existing 203 and 209 bus service.</p> <p>The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p> <p>Important to the scheme’s success is varying the public realm by incorporating large open spaces with shared surfaces, which along with the mix of housing typologies and different architectural treatments helps defining the different character areas within the overall development.</p>
Objective 11.2	<i>Dwelling Size Mix</i>	<p>The proposed mix is 30% 1-bed; 49.4% 2-bed and 20.6% 3-bed dwellings, in the form</p>

	<p><i>All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances.</i></p> <p><i>Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.</i></p> <p><i>Purpose-Built Student Accommodation schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions.</i></p> <p><i>Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.</i></p>	<p>of apartments and townhouses to complement the existing receiving environment, which comprises primarily 3-bed semi-detached dwellings, and to respond to the evolving, regeneration-led character of the area, in particular, the adjacent permitted Part 8 scheme which provides 61.5% 1-bed units and 38.5% 2-bed units, which was considered an acceptable mix having regard to the prevailing housing mix in the area, to deliver a balanced community and a range of housing options to meet all needs.</p>
<p>Objective 11.3</p>	<p><i>Housing Quality and Standards</i></p> <p><i>a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures;</i></p> <p><i>b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments;</i></p> <p><i>c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design</i></p>	<p>Table 11.10 of the Development Plan sets out qualitative design aspects to be addressed in housing developments, in terms of layout, orientation and form, outside space, and usability and ongoing maintenance.</p> <p>The proposed site layout focuses on the creation of distinctive streetscapes and open spaces that helps generate a highly efficient and well-designed scheme and assists in contributing to placemaking.</p> <p>The proposed scheme has been carefully considered and the layout has been organised such that public and private areas are clearly defined and legible.</p>

	<p><i>solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating;</i></p> <p><i>d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space;</i></p> <p><i>e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste;</i></p> <p><i>f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below. [i.e. The Quality Housing for Sustainable Communities (Gol, 2007); The Sustainable Urban Residential Development in Urban Area (Gol, 2009); Urban Design Manual (Gol, 2009); Sustainable Urban Housing: Design Standards for New Apartments (Gol, March 2018 and updated December 2020); The Building Regulations.</i></p>	<p>Different scales and design and materials have been used and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding.</p> <p>The proposed development has been designed so residential units are overlooking streets and public open spaces which provides passive surveillance. Landscaping and tree planting are provided along the roads/streets which assists in providing a sense of enclosure.</p> <p>Active frontages enliven the edge of the streets creating a more interesting and engaging environment and ensures the street is overlooked by generating pedestrian activity as people come and go from buildings.</p> <p>49.4% of the apartment will be dual aspect.</p> <p>Bins and bikes stores will be built from durable materials in keeping with the design palette. The dimension of these bins areas has been designed to satisfy the three-bin system.</p> <p>The accompanying Housing Quality Assessment which accompanies this planning application demonstrates the compliance of the proposed townhouses, and apartments with the standards of the 2024 Guidelines.</p>
<p>Objective 11.4</p>	<p><i>Daylight Sunlight and Overshadowing (DSO)</i></p> <p><i>All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out</i></p>	<p>A Daylight and Sunlight Analysis has been prepared by 3D Design Bureau. The study found that the Spatial Daylight Autonomy value in 492 no. habitable rooms meets or exceeds the appropriate target values, which makes it a compliance rate of above 99%.</p>

	<p><i>design objectives for the scheme itself and its context that should be included in the Design Statement.</i></p> <p><i>The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed.</i></p> <p><i>Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites.</i></p>	<p>Regarding the potential impacts on adjoining properties, assessment of effect on No Sky Line (NSL), Annual/Winter Probable Sunlight Hours (APSH/WPSH), and Sun On Ground in Existing Gardens, all yielded positive results.</p>
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Key Growth Areas & Neighbourhood Development Sites (Chapter 10)

Objective Number	Policy/ Objective	Comment
<p>Objective 10.100</p>	<p>Neighbourhood Development Sites</p> <p><i>Cork City Council in collaboration with land owners and relevant stakeholders will progress the neighbourhood development sites through active land management. These sites will benefit the local neighbourhood and support compact growth. Development proposals will address the relevant points highlighted by the text and icons associated with the maps and relevant objectives throughout this plan.</i></p>	<p>The proposed development of the LRD comprising of 170no. units will provide for the creation of a new neighbourhood in line with national, regional and local policy requirements for compact growth.</p> <p>The proposed development includes a mix of uses in addition to the primary residential use including a café, retail units and creche. This will allow for the development to contribute to the wider existing and emerging community needs.</p>
<p>Objective 10.100</p>	<p>Neighbourhood Development Site 6</p> <p><i>A mix of uses including Residential and Convenience Retail, with a priority for residential use.</i></p>	<p>The proposed development of the LRD aligns with the specific objective for the development of the site. Providing a mix of uses with a priority for residential.</p>

		<p>As indicated, the uses proposed include 170no. apartment units, 1no. café, 1no. creche and 4no. retail units.</p> <p>The proposed mix of uses will create for a new high quality urban neighbourhood.</p>
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Land Use Zoning Objectives (Chapter 12)

Objective Number	Policy/ Objective	Comment
Objective ZO 8	<p><i>Neighbourhood and Local Centres</i></p> <p><i>To protect, provide for or improve local facilities.</i></p> <p><i>Neighbourhood and Local Centres contribute to sustaining liveable communities and neighbourhoods by fulfilling a local convenience retail, employment and service function, providing a mix of uses and range of services, at an appropriate local scale.</i></p> <p><i>Development proposals in this zone must serve local needs and must demonstrate how the proposal would respect, reflect or contribute to the character and vibrancy of the particular Neighbourhood and Local Centre, commensurate with the nature and scale of the development. Developments must deliver a quality urban environment and public realm with a focus on accessibility and permeability.</i></p>	<p>The proposed development of the LRD comprising of 170no. residential units, 1no. creche, 1no. café and 4no. retail units provided a range of uses which are in keeping with the land use zoning objective.</p> <p>The development will create a new urban neighbourhood which will connect to and serve the existing community through the range of uses provided as well as the high quality public open spaces and public realm which will allow for play areas and meeting places to allow for social interaction.</p>

8.0 CONCLUSION

- 8.1 The need for the proposed development is justified on the basis of the urgent requirement for new residential dwellings on appropriately zoned and serviced sites within Cork City.
- 8.2 The proposed development is located on a brownfield site within the existing built-up footprint of the Cork City Suburbs. The proposed development is in line with national, regional and local planning policies which are principally focused on the delivery of future residential development in a compact manner, prioritising brownfield land redevelopment over greenfield urban sprawl.
- 8.3 The proposed development site is a zoned Neighbourhood/Local Centre, and a designated Neighbourhood Development Site. The proposed development will rejuvenate this part of the city and deliver a new residential neighbourhood of an appropriate scale and mix of uses that responds to these strategic objectives.
- 8.4 Having regard to the Development Plan objectives for the area, and the pattern of development in the vicinity, the proposed development will make a high-quality contribution to the evolving sustainable regeneration of this area of the city at an appropriate density and height, that will strengthen the character of the area and support the existing community.
- 8.5 The proposed development does not give rise to any undue negative environmental effects. The proposal will not adversely affect the residential amenity of adjoining properties. The proposal does not give rise to issues in relation to flooding, ecology, natural or built heritage or archaeology and the site can be successfully serviced and connected to existing public systems.
- 8.6 Given the above, it is submitted that the proposed development is in accordance with the proper planning and sustainable development of the area.