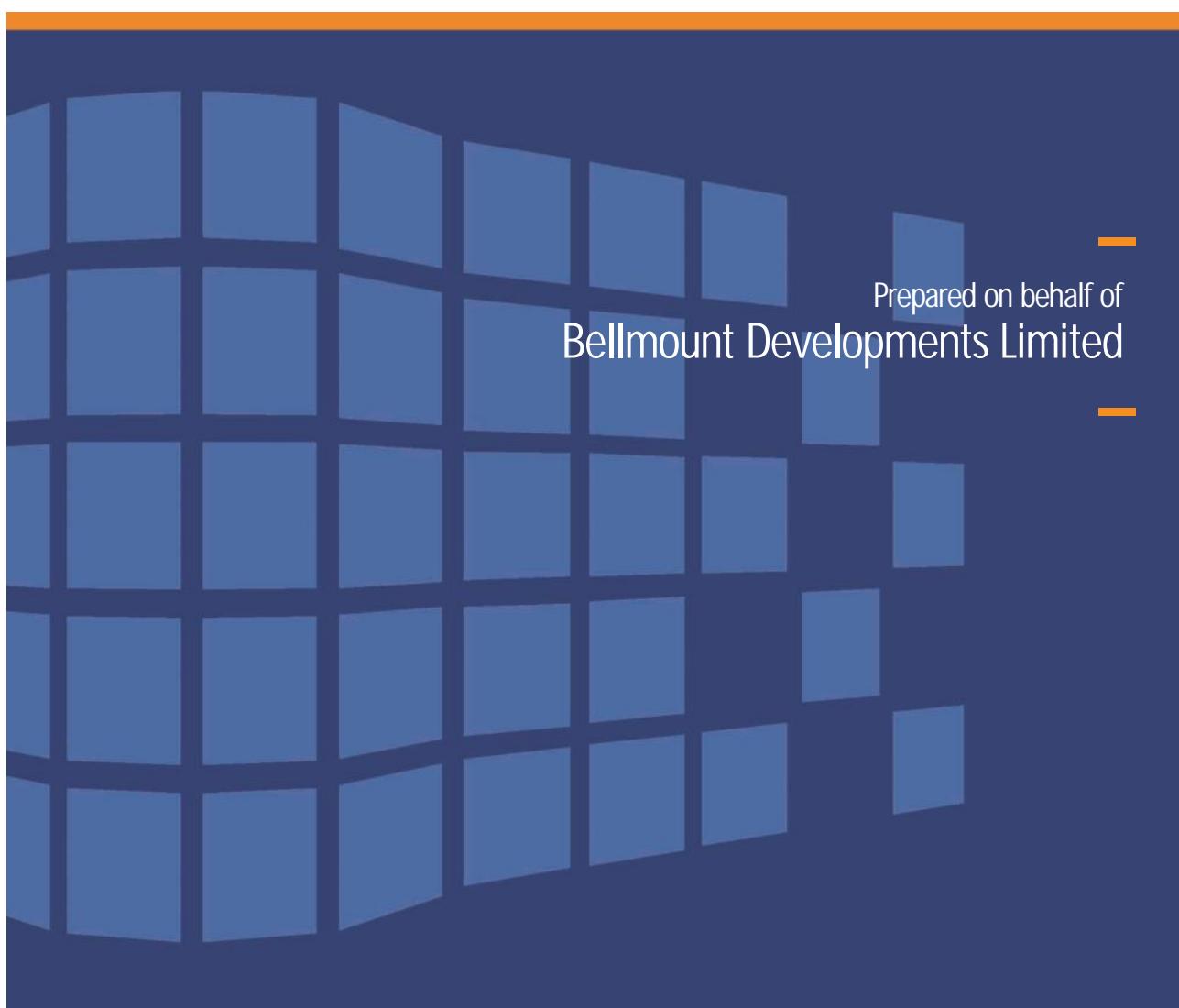


Statement of Consistency

Strategic Housing Development Application for a Build to Rent Residential development at Millfield Service Station, Redforge Road, Blackpool, Cork.

September 2021



Prepared on behalf of
Bellmount Developments Limited

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1.0 Introduction

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Butler Cammoranesi Architecture, JODA Engineering Consultants, Cathal O'Meara Landscape Architects and Pederson Focus on behalf of Bellmount Developments Limited to accompany a planning application for a Strategic Housing Development application at Millfield Service Station, Redforge Road, Blackpool, Cork.

The proposed development comprises the development of:

- The demolition of existing structures on site including a single storey building, pump island canopy, 4 no. fuel pumps and the decommissioning/removal of 4 no. underground fuel tanks; and
- The construction of 114 no. Build to Rent apartments (comprising a mix of 1 and 2 bed apartments) in 2 no. blocks, ranging in height from 4 to 9 storeys;
- 1 no. 313 sqm retail unit;
- Residential amenity facilities including a reception, residents gym, lounge area and shared workspace;
- The provision of landscaping and amenity areas including an enclosed courtyard and 1 no. rooftop garden;
- The provision of public realm improvements on Redforge Road including widened footpaths and pavement improvements, pedestrian crossing, tree planting, raised tables/planters and seating areas; and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground floor level.

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

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

- 2.1 *Project Ireland 2040: National Planning Framework* (2018);
- 2.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness* (2016);
- 2.3 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* (May 2009), Department of Environment, Heritage and Local Government;
- 2.4 *Urban Design Manual – A Best Practice Guide* (UDM) 2009, Department of Environment, Heritage and Local Government;
- 2.5 *Design Manual for Urban Roads and Streets* (DMURS) 2013, Department of Transport, Tourism and Sport;
- 2.6 *2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities*, 2018, Department of Housing, Planning and Local Government;
- 2.7 *Urban Development and Building Heights – Guidelines for Planning Authorities, 2018*, Department of Housing, Planning and Local Government;
- 2.8 *Childcare Facilities Guidelines*, June 2001.

- 2.9 *The Planning System and Flood Risk Management, 2009;*
- 2.10 *Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).*

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

- 3.1 *Cork Metropolitan Area Transport Strategy (CMATS) 2020*
- 3.2 *Cork Metropolitan Area Strategic Plan (MASP);*
- 3.3 *Cork City Development Plan 2015; and*
- 3.4 *North Blackpool Local Area Plan 2011.*

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Redforge Road, Blackpool, Cork, with reference to the relevant national and local planning policy documents, as detailed in section 1.1.

The layout has been informed by detailed site investigation works and assessment of the requirements of national policy and local planning policy to ensure that it is compliant with *policy objectives*.

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

1.2.1 Context

The proposed site is located on Redforge Road, to the immediate north of Blackpool Retail Park. The site is situated c. 200m from Blackpool Shopping Centre and approximately 2km from Cork City Centre. The total gross site area comprises 0.73 hectares and has a flat topography. The site is irregular in shape.

The site is accessible via Redforge Road which runs along the eastern boundary of the site. The site is within easy walking distance of a number of commercial and community facilities, including local shops, churches and schools. The major employment of Cork City and Blackpool are within close proximity and both are well connected by public transport. The site is served by the 215, 243 and 248 bus route all of which have numerous stops within 200m of the site. The closest stop is located less than 100m to the north of the site. A bus serves the site every 30 minutes Monday to Friday.



Fig. 1 Subject site at Redforge Road outlined in red.

1.2.2 Density & Housing Mix

The **Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas** (Section 5.8 of the **2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)**) states that for 'Public Transport Corridors' (defined as lands within 500 metres walking distance of a bus stop), the greatest efficiency in land usage will be achieved by providing in general minimum net residential densities of 50 dwellings per hectare, subject to appropriate design and amenity standards, with the highest densities being located at bus stops, and decreasing with distance away from bus stops.

The **2015 Cork City Development Plan (CDP)** includes policies for housing density that respects the Government's wish to deliver a sound return on infrastructure investment, particularly in relation to public transport, but also provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the City. The CDP states that *within the city the minimum residential density in Suburban areas should be 35-50 dwellings per hectare and that the residential density of developments in central and inner suburban (pre-1920) areas of the city will normally be higher than 75 dwellings per hectare responding to the nature of their context.*

Using the developable area, the overall density has been calculated at 160 units per ha.

Statement of Consistency: DENSITY

An overall residential density of 160 units per hectare has been achieved in accordance with Section 5.8 of the **Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009**. This density is also in line with the Cork City Development Plan 2015.

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore imperative that the market ensures the development of a greater mix of house types, and an increase in the delivery of smaller dwelling units in tandem with larger family homes. The proposed layout proposes 114 no. Build to Rent apartments, with a total floor area of 9,955 sqm arranged in 2 no. block. The apartments are set in a variety of 1 and 2 bed configurations, in a number of different unit types and sizes that will appeal to a broad range of tenants. The apartments range in size from 49 sqm 1 bed apartments to 80 sqm 2 bed apartments. The variety of apartment sizes proposed focuses on providing choice, affordability and quality housing in accordance with the relevant policies.

Statement of Consistency: HOUSING MIX

In accordance with Objective HOU 3-3 of the CDP, the proposed development provides a range and mix of 77 no. 1 bed apartments (67.5%) and 37 no. 2 bed (mix of 3 and 4 person) apartments (32.5%) to meet the needs of the area.

1.2.3 Layout

Connectivity

The subject site is strategically located in close proximity to shops and services in Blackpool and the City Centre, and has strong pedestrian and cyclist connectivity to the services and amenities that both the local area and the city have to offer.

The vehicular activity on the site will therefore be kept to a minimum, with pedestrian and cyclist connectivity to be the priority within the scheme. Pedestrian circulation routes loop around the buildings to provide a short amenity walk for residents. The proposed scheme includes shared surfaces and a quality public realm to enhance the pedestrian and cyclist focus of the development and ensure a safe and pleasant walking environment.

Inclusivity

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

All areas, whether public, private or communal, are well defined and accessible to all, encouraging the use of the public realm by the residents. All buildings are designed and sited to provide passive surveillance of the public realm, including courtyards, paths and grassed open spaces.

Distinctiveness

The settlement of Blackpool was formed through incremental expansion of the City. The settlement was subject to significant residential growth in the later twentieth century. The development was low density, consisting mainly of detached and some semi-detached houses on large plots. The most recent expansion, mostly in the 21st century, has largely consisted of new high-rise retail and office development and housing estates and apartment developments of a higher density than earlier developments. These contain a mix of units. The proposed design and layout of the development will create a residential development which will complement the existing development of Blackpool but be sufficiently individual to promote their own sense of place.

Parking

No vehicular parking is provided on site. A total of 114 no. bicycle parking is provided in covered and secure racks close to building entrances. The traffic to the site is expected to be from pedestrians and cyclists as well as occasional delivery and refuse collection.

Detailed Design

The proposed apartments are designed to reflect the existing development of the area in a contemporary way while including some vernacular details which reflect the heritage of the area. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting.

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

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

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

Statement of Consistency: LAYOUT

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

1.2.4 Landscape & Amenity

Public Realm

The proposed development is set around communal open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The apartments are arranged to overlook the courtyard open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These open spaces are overlooked by the surrounding apartments which will foster a sense of ownership amongst the community. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including low planting/walls and semi-transparent boundary treatments such as railing.

Privacy & Amenity

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

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

Statement of Consistency: LANDSCAPE AND AMENITY

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with this SHD application in accordance with Objective 16.1 of the CDP. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall high quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

Efficiency

An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. The proposed scheme has been carefully designed to ensure that it utilises the site to its maximum potential whilst ensuring that there will not be an adverse impact on the general residential amenities of the area including overlooking, loss of light and loss of privacy.

Landscaped areas consist of outdoor courtyards and rooftop terrace areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible.

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

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

Adaptability

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

Statement of Consistency: SUSTAINABILITY

The sustainability of the proposed development is based on the principle criteria of the Urban Design Manual and a detailed Design Statement is submitted with this SHD application in accordance with Objective 16.1 of the CDP. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.

2.0 National & Regional Planning Policy

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

- Project Ireland 2040: National Planning Framework (2018);
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- 2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- Childcare Facilities Guidelines, June 2001.
- The Planning System and Flood Risk Management, 2009;
- Southern Regional Assembly: Regional Spatial and Economic Strategy, (2019).

2.1 Project Ireland 2040: National Planning Framework, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
2a	A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.	✓ The proposed development is located within one the five cities, in Cork City.
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	✓ The proposed development is located on a brownfield site within the urban settlement of Blackpool and is therefore in accordance with Objective 3a.
3b	Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.	✓ The proposed development is located on a brownfield site within Blackpool, which is located within Cork City and is therefore in accordance with Objective 3a.
4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	✓ The proposed development creates a high-quality residential development which integrates with the existing established residential communities of the surrounding areas. ✓ The proposed development provides quality open spaces and landscaped areas in a central area of Blackpool. ✓ The proposed development will meet the needs of workers in Blackpool where currently there is an undersupply of accommodation. ✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this application all of which are aimed at demonstrating the quality of the buildings and residential environment being created.
5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	✓ The proposed development will add to the densification of Cork City and maximise the use of public transport. It will create a new neighbourhood where currently there is under-utilised land.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
6	<p>Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</p>	<ul style="list-style-type: none"> ✓ The existing brownfield site is currently underutilised and used as a service station. The development of a high-density residential scheme will rejuvenate the area bringing a level of activity that is currently absent.
7	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on <i>inter alia</i>:</p> <ul style="list-style-type: none"> ✓ Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; ✓ Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes; ✓ In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth. 	<ul style="list-style-type: none"> ✓ The proposed development is located on a brownfield site proximate to the employment hubs of Blackpool and Apple in Hollyhill. ✓ The site's zoning facilitates residential development and is appropriate for high density development.
8	<p>To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Dublin of an increase in population of approximately 20-25% (or 235,000 - 293,000 people) by 2040.</p>	<ul style="list-style-type: none"> ✓ The proposed development will provide high density residential development that will facilitate an increase in the population of Cork city.
11	<p>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</p>	<ul style="list-style-type: none"> ✓ The proposed development seeks permission for a residential density of 160 units/ha on a brownfield site. ✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.
13	<p>In urban areas, planning and related standards, including building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.</p>	<ul style="list-style-type: none"> ✓ The proposed development ranges in height from 4 to 9 storeys. The proposed heights are consistent with emerging trends for development in the area. ✓ The application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria.
26	<p>Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.</p>	<ul style="list-style-type: none"> ✓ The site is located within Blackpool in close proximity to the employment hubs of Blackpool, Cork City Centre and Apple in Hollyhill. ✓ The development promotes pedestrian and cyclist movements to and from the scheme. It is therefore considered that the proposed development encourages future occupants to live active lifestyles.
27	<p>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed</p>	<ul style="list-style-type: none"> ✓ The proposed development is a town centre site that will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> ✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian links throughout the site. ✓ 114 no. cycle parking spaces are proposed throughout the site for future occupants and visitors.
28	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.	<ul style="list-style-type: none"> ✓ The proposed development provides for 1 and 2 bed units, that will cater for a range of household sizes. ✓ The Applicant will comply with their Part V obligations and deliver 12 no. social and affordable housing units. ✓ Open space is located at ground floor level, accessible directly from the public street, and is arranged to offer full connectivity between all the residential blocks. ✓ The scheme incorporates both residential support amenities together with community uses. ✓ The proposed development is Part M compliant and thus includes access for people with disabilities.
31	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <ul style="list-style-type: none"> ✓ The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations. 	<ul style="list-style-type: none"> ✓ A child care facility is not provided on site. See attached Childcare Demand Report which Demonstrates that the demand for childcare within the scheme is low and can be met by the existing provision in the area.
32	Target the delivery of 550,000 additional households up to 2040.	<ul style="list-style-type: none"> ✓ The proposed development will contribute 114 no. new households to the target.
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.	<ul style="list-style-type: none"> ✓ The proposed development provides 114 units on a brownfield site within close proximity to Cork City Centre.
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> ✓ There is a deficit in accommodation suitable for the mobile population that work in the area. This is evidenced by the high number of people who commute into the area daily. The proposed development responds to this deficit. ✓ The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size ability or disability ✓ The proposed development is Part M compliant.
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.	<ul style="list-style-type: none"> ✓ The proposed development is an infill development, designed to maximise density and height, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in apartment type accommodation.
52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all	<ul style="list-style-type: none"> ✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	relevant environmental legislation and the sustainable management of our natural capital.	✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge
54	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	✓ The proposed development incorporates adequately sized waste management facilities at ground floor level that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
57	Enhance water quality and resource management by: Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.	✓ A Site-Specific Flood Risk Assessment Report by JODA Consulting Engineers accompanies this application.
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	✓ The site's past is recognised in the proposed development.
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.
64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	✓ Given the site's location, no car parking for residents is proposed. This will serve to promote a modal shift in transport and a reduction in emissions. ✓ 114 no. cycle parking spaces are provided within the scheme. ✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.
75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	✓ An Ecological Impact Assessment and Natura Impact Assessment by Malone O'Regan Environmental report are included with this application. ✓ EIA Screening Report and Statement on EIA Screening Process by McCutcheon Halley are included in the planning application.

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

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pillar 2: Accelerate Social Housing	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: J 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion J Mixed-Tenure Development on State Lands and other lands	✓ The proposed development provides 10% social housing units in line with legislative requirements. The development will therefore contribute 12 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.
Pillar 3: Build More Homes	Increase the output of private housing to meet demand at affordable prices	Key actions: J Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021)	✓ The proposed development will provide 114 no. residential units and will therefore contribute towards the target.
Pillar 4: Improve the Rental Sector	Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.	Key actions: J Encourage “build to rent”	✓ The proposed development is a Build to Rent scheme, it is designed to high standards and will support greater choice for tenants in the rental market.

2.3 Sustainable Residential Development in Urban Areas, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3	Application of 12 Best-Practice Criteria	✓ Compliance with each of the criteria is addressed in Section 2.4.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes – The design complies with design guidelines requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes – The layout provides for distinct pedestrian and residential areas with local level access and footpaths, provided throughout the site. Pedestrian and cyclist connectivity are priority throughout the scheme. Pedestrian circulation routes are provided on the courtyard areas situated to the west of the apartment block. Generous pedestrian paths are provided as part of the streetscape on Redforge Road. Level access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided throughout the entire site.
Chapter 4 Sustainable Neighbourhoods	Are lands in accordance with sequencing priorities of development plan / LAP?	✓ Yes – The site is zoned for ‘District Centre’ in the Cork City Development Plan.
	Assessment of the capacity of existing schools.	✓ Yes – Existing primary and secondary schools within the area with the closest being the St Aidan’s Community School which is 1.7km to the east.
	Input of other necessary agencies.	✓ Yes – Irish Water and Cork City Council have been consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	✓ Yes – Community and support facilities such as a retail space, reception, lounge area and shared workspace are proposed as part of the proposed development.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	✓ Yes – The site is served by the 215, 243 and 248 bus route all of which have numerous stops within 200m of the site. The closest stop is located less than 100m to the north of the site. A bus serves the site every 30 minutes Monday to Friday.
	Will the development:	
	- Priorities public transport, cycling and walking.	✓ Yes – The environs provide a good network of footpaths and cycle paths and an existing bus route. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.
	- Ensure accessibility for everyone	✓ Yes – The layout and unit design fully complies with the requirements of Part M of the Building Regulations and principles of Universal Design.
	- Encourage more efficient use of energy	✓ Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m ² /yr to achieve the expected 2020 NZEB target rating.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> - Include right quality & quantity of public open space. 	<p>✓ Yes – There is a provision of 1,875 sqm or 19% open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality.</p>
	<ul style="list-style-type: none"> - Include measures for satisfactory standards of personal safety and traffic safety. 	<p>✓ Yes – The layout is compliant with DMURS requirements.</p>
	<ul style="list-style-type: none"> - Present an attractive and well-maintained appearance. 	<p>✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space will be easy to maintain and are well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.</p>
	<ul style="list-style-type: none"> - Promote social integration, provide for diverse range of household types, age groups and housing tenures. 	<p>✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Planning and Design Statement.</p>
	<ul style="list-style-type: none"> - Protect and where possible enhance the built and natural heritage. 	<p>✓ Yes – New planting will increase the biodiversity of the site and reinforce the existing conditions.</p>
	<ul style="list-style-type: none"> - Provide for Sustainable Drainage Systems. 	<p>✓ Yes – SuDs principles have been incorporated throughout the site.</p>
Chapter 5 Cities and Larger Towns	<ul style="list-style-type: none"> - Are residential densities sufficiently high in location which are, or will be, served by public transport. 	<p>✓ Yes – The density is 160 units per hectare. This is an appropriate density for lands in Blackpool and complies with the standards set out for sites on ‘Public Transport Corridors’.</p>
	<ul style="list-style-type: none"> - Are higher densities accompanied by high qualitative standard of design and layout? 	<p>✓ Yes – The design and layout provides for high qualitative standard of units and private and public open space.</p>
	<ul style="list-style-type: none"> - Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking? 	<p>✓ Yes – There is a sufficient separation distance between the apartments and neighbouring residential dwellings.</p>
Chapter 7 The Home and Its Setting	<ul style="list-style-type: none"> - In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings. 	<p>✓ Yes – The external finishes and landscape design have been designed to provide a high-quality environment.</p>
	<ul style="list-style-type: none"> - Decent levels of amenity, privacy, security and energy efficiency. 	<p>✓ Yes - All units have access to private space and public open space is well overlooked. Units are designed to comply with the expected 2020 NZEB standard in terms of energy efficiency.</p>
	<ul style="list-style-type: none"> - Will orientation of dwelling and internal layout maximise levels of daylight and sunlight? 	<p>✓ Yes – the design has been informed by a comprehensive sunlight/daylight assessment prepared by Passive Dynamics. All units have been designed to maximise daylight and passive solar energy gains.</p>
	<ul style="list-style-type: none"> - Has privacy been considered in design of the home. 	<p>✓ Yes – The layout has been designed to avoid overlooking by adjacent properties. All apartments are designed to prevent acoustic transfer.</p>
	<ul style="list-style-type: none"> - Has the design sought to create child and pedestrian friendly car-free areas? 	<p>✓ Yes – Good pedestrian and cycling routes are provided throughout the development, with car free access to open spaces. Pedestrian circulation routes are provided on the pedestrian streets that run throughout the site. Generous pedestrian paths are provided as part of the streetscape on Redforge Road. Level access is provided between the public realm and the communal courtyards. Excellent cycling facilities are</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		provided throughout the entire site which link to existing cycling facilities in the area.
	- Do all houses have an area of private open space behind the building line?	✓ Yes – All apartments have a private open space area in the form of a balcony or terrace.
	- Has the design been influenced by the principles of universal design?	✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.
	- Has adequate provision been made for the storage and collection of waste materials?	✓ Yes – All apartments have areas for the storage and sorting of recyclables and adequate bin storage to serve the development is located at ground floor level.

2.4 Urban Design Manual - A Best Practice Guide, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
1. Context: How does the development respond to its surroundings?	<ul style="list-style-type: none"> ▪ The development seems to have evolved naturally as part of its surroundings. ▪ Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. ▪ Form, architecture, and landscaping have been informed by the development's place and time. ▪ The development positively contributes to the character and identity of the neighbourhood. ▪ Appropriate responses are made to the nature of specific boundary conditions. 	<ul style="list-style-type: none"> ✓ The proposed development is located on Redforge Road. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments. ✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. The landscape masterplan by Cathal O'Meara Landscape Architect has been developed to provide a structure which strengthens and supports the overall design concept. This approach ensures that the scheme acts as an attractive and sustainable development within Blackpool, while also contributing to the character and identity of the area. ✓ With regard to boundary conditions, considerable effort has been made to respond positively to this wherever possible. Existing boundary trees are retained and supplemented where appropriate to minimise the impact on existing habitats as well as existing residents in the immediate surrounding area.
2. Connections: How well connected is the new neighbourhood?	<ul style="list-style-type: none"> ▪ There are attractive routes in and out for pedestrians and cyclists. ▪ The development is located in or close to a mixed-use centre. ▪ The development's layout makes it easy for a bus to serve the scheme. ▪ The layout links to existing movement routes and the places people will want to get to. ▪ Appropriate density, dependent on location, helps support efficient public transport. 	<ul style="list-style-type: none"> ✓ The proposed development is set around a network of courtyards, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and employment areas within Blackpool. The pedestrian routes provided throughout the site will enhance the integration and connectivity of the scheme at a local level, connecting the site the established developments within the area. ✓ The site is accessed via Redforge Road to the east. The routes throughout the site are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. ✓ The centres of activity provided within the site, including the public amenity areas are located to the west of the block offering the community easy access to important local services.
3. Inclusivity:	<ul style="list-style-type: none"> ▪ New homes meet the aspirations of a range of people and households. ▪ Design and layout enable easy access by all. 	<ul style="list-style-type: none"> ✓ The proposed apartment units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
How easily can people use and access the development?	<ul style="list-style-type: none"> ▪ There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly. ▪ Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. ▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. 	<p>people and household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</p> <p>✓ Public, private and communal amenity spaces have been developed to suit all ages, teenagers, adults and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.</p>
4. Variety: How does the development promote a good mix of activities?	<ul style="list-style-type: none"> ▪ Activities generated by the development contribute to the quality of life in its locality. ▪ Uses that attract the most people are in the most accessible places. ▪ Neighbouring uses and activities are compatible with each other. ▪ Housing types and tenure add to the choice available in the area. ▪ Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood. 	<p>✓ A variety of uses, such as a retail space, reception, lounge area and shared workspace have been provided to support the future residential community as well as the existing residents in the surrounding area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of the city and suburbs. These uses are located at highly accessible locations within the site.</p> <p>✓ A wide variety of unit types have also been provided with a choice of 1 and 2 bedroom apartment variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Cork.</p>
5. Efficiency: How does the development make appropriate use of resources, including land?	<ul style="list-style-type: none"> ▪ The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. ▪ Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. ▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation. ▪ The scheme brings a redundant building or derelict site back into productive use. ▪ Appropriate recycling facilities are provided. 	<p>✓ An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained.</p> <p>✓ Landscaped areas consist of courtyard areas and rooftop terraces and are located throughout the site at both ground and rooftop level. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have been incorporated wherever possible.</p>
6. Distinctiveness: How does the proposal create a sense of place?	<ul style="list-style-type: none"> ▪ The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. ▪ The scheme is a positive addition to the identity of the locality. ▪ The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. ▪ The proposal successfully exploits views into and out of the site. 	<p>✓ A distinct and recognisable scheme is proposed through the architectural and design treatment of the form, fenestration and material colours and finishes. The height of the blocks along Redforge Road are set at an appropriate scale in relation to the road and path widths, and the Millfield Cottages to the north and west. The courtyard areas surrounding the building comprise of high quality hard and soft landscaping, street furniture and planting and form a transition between the</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<p>semi-public areas for residents and the public realm of the street. The proposed design and layout of the development creates an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.</p> <p>✓ Consideration will be given to the use of place names that are synonymous with the area. The proposed development uses an architectural language that is robust and reflects the areas past.</p> <p>✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently individual to promote its own sense of place.</p> <p>✓ The buildings use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is given to balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</p> <p>✓ Where appropriate, apartments benefit from the attractive views both internal to the site as well as longer range views over the adjacent area.</p>
7. Layout: How does the proposal create people-friendly streets and spaces?	<ul style="list-style-type: none"> ▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. ▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. ▪ The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. ▪ Traffic speeds are controlled by design and layout rather than by speed humps. ▪ Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts. 	<p>✓ The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site.</p> <p>✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath and cycle network. All routes are scaled appropriately to enhance legibility.</p> <p>✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.</p>
8. Public Realm: How safe, secure and enjoyable are the public areas?	<ul style="list-style-type: none"> ▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use. ▪ The public realm is considered as a usable integrated element in the design of the development. ▪ Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood. 	<p>✓ The scheme is designed to balance the private and public open amenity needs of the community. The layout attempts to maximise the number of units which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into units.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ There is a clear definition between public, semi private, and private space. ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<p>✓ The open spaces have been designed to be overlooked where possible. Specific units have been developed for corners in order to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.</p> <p>✓ A clear definition is provided between public and private areas. Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones.</p>
9. Adaptability: How will the buildings cope with change?	<ul style="list-style-type: none"> ▪ Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. ▪ The homes are energy-efficient and equipped for challenges anticipated from a changing climate. ▪ Homes can be extended without ruining the character of the types, layout and outdoor space. ▪ The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office. ▪ Space in the roof or garage can be easily converted into living accommodation. 	<p>✓ The apartments will contribute a greater range of unit types and sizes for the area. Providing more options for young workers to reside in the area.</p> <p>✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.</p>
10. Privacy and Amenity: How does the scheme provide a decent standard of amenity?	<ul style="list-style-type: none"> ▪ Each home has access to an area of useable private outdoor space. ▪ The design maximises the number of homes enjoying dual aspect. ▪ Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. ▪ Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units. ▪ The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables. 	<p>✓ The proposed layout has been designed to ensure that each residential unit within the development has a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning the blocks. Windows are sited to prevent overlooking into adjacent private spaces. Generous private amenity space is provided throughout the development, which meets the guidelines set out for minimum private amenity sizes and is orientated to maximise solar exposure. Landscaping will also prevent direct views into the units from the street and public areas. All homes have adequate storage areas and areas for sorting of recyclables.</p>
11. Parking: How will parking be secure and attractive?	<ul style="list-style-type: none"> ▪ Appropriate car parking is on-street or within easy reach of the home's front door. ▪ Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. ▪ Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. ▪ Materials used for parking areas are of similar quality to the rest of the development. ▪ Adequate secure facilities are provided for bicycle storage. 	<p>✓ No car parking is provided on site. This approach is consistent with the Design Standards for new apartments which recommends car parking be minimised for apartments in central / areas that are well served by public transport.</p> <p>✓ Secure facilities are provided for bicycle storage, in line with the requirements of the CDP.</p>
12. Detailed Design:	<ul style="list-style-type: none"> ▪ The materials and external design make a positive contribution to the locality. ▪ The landscape design facilitates the use of the public spaces from the outset. 	<p>✓ The proposed design responds to the local vernacular. The subject scheme presents significant challenges to create a complimentary identity which respects the</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
How well thought through is the building and landscape design?	<ul style="list-style-type: none"> ▪ Design of the buildings and public space will facilitate easy and regular maintenance. ▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. ▪ Care has been taken over the siting of flues, vents and bin stores. 	<p>history of the area while promoting a high-quality design. The proposed design does this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that respect and enhance the local setting and the existing buildings within the surrounding area.</p> <p>✓ The proposed landscape design frames the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways, which are treated as an integral part of the public realm. The selection of materials and planting are durable and facilitate easy maintenance</p>

2.5 Design Manual for Urban Roads and Streets, 2013

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Integrated Street Networks	<ul style="list-style-type: none"> ▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport? 	<p>✓ The 'centres of activity' within the proposed development are the open spaces areas and community/resident facilities. These centres are located to provide the maximum accessibility for all residents, both of the proposed development and the surrounding area. This accessibility includes pedestrian/cyclist accessibility. All centres are also linked to the comprehensive network of footpaths and cycle paths in order to prioritise pedestrian and cyclist movement.</p>
Movement and Place	<ul style="list-style-type: none"> ▪ Does the development create a legible street hierarchy that is appropriate to its context? ▪ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)? 	<p>✓ The proposed layout creates a strong edge along Redforge Road, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located at ground floor level. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes in order to clearly define the transition between areas.</p> <p>✓ A wide network of footpaths and cycle routes are also provided along Redforge Road to prioritise sustainable methods of transport within the site.</p>
Permeability and Legibility	<ul style="list-style-type: none"> ▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists? ▪ Are the streets legible with maximum connection opportunities? ▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<p>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. providing a separation between vehicles and pedestrians/cyclists in order to improve circulation through the site.</p> <p>✓ Communal spaces have been sized so as to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.</p>
Management	<ul style="list-style-type: none"> ▪ Is the layout designed to self-regulate vehicle speeds and traffic congestion? ▪ Does the proposed layout minimise noise / air pollution wherever possible? 	<p>▪ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the home zones.</p>
Movement, Place and Speed	<ul style="list-style-type: none"> ▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? ▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<p>✓ The proposed development will be a car free zone.</p>
Streetscape	<ul style="list-style-type: none"> ▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? ▪ Have street trees and areas of planting been provided where appropriate? ▪ Have active street edges been provided where appropriate? ▪ Is a palette of high quality surface materials and finishes provided? 	<p>✓ The residential development is arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of place. A landscape masterplan by Cathal O'Meara Landscape Architect has been prepared and submitted as part of this planning application which creates a strong landscape structure within the pedestrian areas within the scheme and along Redforge Road.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> ✓ The proposed design has also sought to create active street edges where possible. For example, active uses, such as the reception, are proposed along the ground floor street frontages on Redforge Road. ✓ Material finishes include a palette of high quality, easily maintainable and durable materials.
Pedestrian and Cyclist Environment	<ul style="list-style-type: none"> ▪ Are footways of appropriate width provided so as to ensure pedestrian safety? ▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? ▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? ▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? ▪ Have cycle facilities been factored into the design? 	<ul style="list-style-type: none"> ✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Cycling facilities, including bicycle parking, have been factored into the design.
Carriageway Conditions	<ul style="list-style-type: none"> ▪ Are vehicular carriageways sized appropriately for their function / location? ▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? ▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? ▪ Have adequate parking / loading areas been provided? 	<ul style="list-style-type: none"> ▪ 114 no. bicycle parking spaces have been provided.

2.6 Sustainable Urban Housing: Design Standards for New Apartments, 2020

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix (SPPR 3)	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> ▪ 1-bed studio apartment = 37 sqm ▪ 1-bed = 45 sqm ▪ 2-bed (3 Person) = 63 sqm ▪ 2-bed (4 Person) = 73 sqm ▪ 3-bed = 90 sqm 	<ul style="list-style-type: none"> ✓ With regard to the subject scheme, all apartments are sized well in excess of the minimum standards: ✓ The smallest 1 bed apartment is 49 sqm and the largest is 52 sqm ✓ The smallest 2 bed apartment is 72 sqm and the largest is 80 sqm. ✓ The cumulative floor area of all apartments in the scheme is 6,891 sqm.
Dual Aspect Ratio (SPPR 4)	<p>Section 3.17 requires:</p> <ul style="list-style-type: none"> ▪ Minimum 50% dual aspect apartments in urban locations. ▪ This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas. 	<ul style="list-style-type: none"> ✓ A total of 49% of the apartments within the scheme are designed to be dual aspect at a minimum. The site is a town/district centre location and the blocks are generally orientated along a north-south axis to maximise easterly and westerly aspects.
Floor to Ceiling Height (SPPR 5)	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	<ul style="list-style-type: none"> ✓ The ceiling height of all new build apartments is consistent with what is required in the guidelines with ground floor ceiling height of all apartments at 2.7m.
Lift / Stair Cores (SPPR 6)	<p>Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.</p>	<ul style="list-style-type: none"> ✓ This does not apply for Build To Rent schemes. All lift/stair cores provided within the scheme will serve 11 no. units
Internal Storage	<p>Section 3.30 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p> <p>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	<ul style="list-style-type: none"> ✓ Each apartment unit is provided with adequate levels of storage internally and the exceedance of minimum floor levels allow for the provision of additional storage should this be required by the occupant.
Private Amenity Space	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<ul style="list-style-type: none"> ✓ All apartments are provided with a generous private balcony, well above minimum standards.
Security Considerations	<p>Section 3.28 states that apartment developments should provide residents and visitors with a sense of safety, by maximising</p>	<ul style="list-style-type: none"> ✓ All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.	apartments overlook the adjacent open spaces. All entrance points are safe and secure. They are located at street level to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.
Access and Services	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations	<ul style="list-style-type: none"> ✓ As stated previously, pedestrian and cyclist accessibility is a primary consideration of the proposed development. The development is designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, are all Part M compliant. The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces. ✓ All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.
Communal Rooms	Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.	<ul style="list-style-type: none"> ✓ 1,781 sqm of communal space has been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site.
Refuse Storage	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <ul style="list-style-type: none"> ▪ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste; ▪ In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics; ▪ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies; ▪ Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people; 	<ul style="list-style-type: none"> ✓ Appropriate facilities have been provided within each apartment block to facilitate the storage and collection of waste materials within the apartment block. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, are adequately ventilated and secure so as to minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Waste storage areas should not present any safety risks to users and should be well-lit; ▪ Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public. ▪ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles; ▪ The capacity for washing down waste storage areas, with wastewater discharging to the sewer. 	
Communal Amenity Facilities	<p>Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.</p>	<p>✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these facilities also ensure that the spaces benefit from adequate levels of sunlight.</p>
Children's Play	<p>Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.</p>	<p>✓ Open space areas have been provided throughout the scheme which provide areas for play with many located within close proximity to the proposed apartment block. These areas benefit from the passive surveillance from surrounding residential areas.</p>
Car Parking	<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	<p>✓ No parking is provided for onsite which is in line with the guidelines for Build to Rent schemes.</p>
Bicycle Parking	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	<p>✓ Cycle parking has generally been provided in line with the guidance set out in the development plan, with scope for the provision of additional spaces if required. 114 no. secure spaces have been provided for residents.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Childcare	<p>The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.</p>	<ul style="list-style-type: none"> ✓ A childcare facility is not provided. A childcare demand report has been prepared by McCutcheon Halley Planning Consultants which demonstrates that there is very limited demand for childcare places within the scheme and that this demand can be met with existing creche/childcare facilities in the area.
Build to rent (SPPR 7)	<p>Build to rent (BTR) development must be described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development and be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period; (SPPR 7).</p> <p>BTR's must also be accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as: (i) Resident Support Facilities; (ii) Resident Services and Amenities.</p>	<ul style="list-style-type: none"> ✓ BTR development is described in the public notices and is accompanied by a proposed a Section 47 agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. ✓ The BTR is also accompanied by proposals for supporting communal and recreational amenities for residents.
Build to rent (SPPR 8)	<p>For proposals that qualify as specific BTR development in accordance with SPPR 7 there will be:</p> <p>(i) No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;</p> <p>(ii) Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;</p> <p>(iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures.</p>	<ul style="list-style-type: none"> ✓ Mix of 1 bed (77 no.) and 2 bed (37 no.) proposed. ✓ Storage and private amenity space associated with individual units generally as set out in Appendix 1 of the Guidelines. ✓ No on-site car parking proposed and the scheme will have a strong central management regime.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>(iv) The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;</p> <p>(v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.</p>	<ul style="list-style-type: none"> ✓ Floor area standards generally in accordance with Guidelines notwithstanding the dispensation. ✓ Is below maximum of 12 apartments per floor per core notwithstanding the dispensation.

2.7 Urban Development and Building Heights, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
SPPR 1	<p>In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in town / city cores, planning authorities shall explicitly identify through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.</p>	<ul style="list-style-type: none"> ✓ The proposed development site is considered ideal for increased scale given its strong connectivity and central accessible location. The identification of suitable areas for increased height will undoubtedly form part of the next City Development Plan. In the absence of this guidance the current proposal will be accompanied by extensive supporting material including a Landscape and Visual Impact Assessment, and a Daylight and overshadowing analysis.
SPPR 2	<p>In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.</p>	<ul style="list-style-type: none"> ✓ The proposed development incorporates a wide range of uses including residential and residential amenity.
At the scale of the relevant city/town	<ul style="list-style-type: none"> ✓ The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport. ✓ Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the 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. 	<ul style="list-style-type: none"> ✓ The area is served by the 215, 243 and 248 bus route all of which have numerous stops within 200m of the site. The closest stop is located less than 100m to the north of the site. A bus serves the site every 30 minutes Monday to Friday. ✓ A Landscape and Visual Impact Assessment (LVIA) accompanies this planning application.
On larger urban redevelopment sites	<ul style="list-style-type: none"> ✓ Proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape. 	<ul style="list-style-type: none"> ✓ A Landscape and Visual Impact Assessment (LVIA) is submitted with this planning application. ✓ The proposed layout is arranged to maximise the existing site and to form a new street frontage to Redforge Road. The elevations have been designed to maximize views from within the apartments whilst retaining the privacy of the adjacent dwellings. The blocks have been organised with consideration to the neighbouring

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
At the scale of district / neighbourhood / street	<ul style="list-style-type: none">) The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.) The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.) The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "<i>the Planning System and Flood Risk Management – Guidelines for Planning Authorities</i>" (2009).) The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.) The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood. 	<p>dwellings, affording privacy and protecting residential amenity. Windows are strategically placed so as to avoid overlooking. Height variations are accentuated with contrasting materials or colours, as are recesses and protrusions</p> <ul style="list-style-type: none"> ✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The proposed development is not monolithic. ✓ The architectural design has been considered to minimise massing impacts through a block arrangement that ranges from 4 to 9 storeys. The varying heights and skewed lines, formed through local setbacks, add interest, and respond to the neighbouring properties ✓ . ✓ The proposed development ensures a positive edge to Redforge Road. ✓ The proposed development provides 1 and 2 bed apartments within an employment hub.
At the scale of the site / building	<ul style="list-style-type: none">) The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight ventilation and views and minimise overshadowing and loss of light.) Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's '<i>Site Layout Planning for Daylight and Sunlight</i>' (2nd edition) or BS 8206-2:2008 – '<i>Lighting for Buildings – Part 2: Code of Practice for Daylighting</i>'.) Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to the local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution. 	<ul style="list-style-type: none"> ✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light to apartments and open spaces ✓ The proposed development is in full compliance and achieves all the relevant standards.
Specific Assessments	<p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <ul style="list-style-type: none">) Specific impact assessment of the micro-climate effects such as down draft. Such 	<ul style="list-style-type: none"> ✓ A number of assessments relevant to the subject proposal are submitted with this application. Please refer to the cover letter for a full list of supporting documents.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</p> <ul style="list-style-type: none">) In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.) An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.) An assessment that the proposal maintains safe air navigation.) An urban design statement including, as appropriate, impact on the historic built environments.) Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate. 	
SPPR 3	<p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	<p>✓ See above.</p>
SPPR 4	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:</p> <ol style="list-style-type: none"> 1. The minimum densities for such locations set out in the Guidelines issued by the 	<p>✓ The proposed density of 160 units per hectare is in accordance with the "Sustainable Residential Development in Urban Areas (2007)"</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement guidelines.</p> <ul style="list-style-type: none"> 2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and 3. Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more. 	

2.8 Childcare Facilities Guidelines, 2001

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ A childcare facility is not proposed as part of the development.
Appendix 1 General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ A childcare facility is not proposed as part of the development

2.9 The Planning System and Flood Risk Management, 2009

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

2.10 Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
RPO 4	<p>Increased population growth should be planned having regard to environmental criteria including:</p> <ul style="list-style-type: none"> ✓ The assimilative capacity of the receiving environment. ✓ The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests. ✓ Areas that have potential to flood. 	<ul style="list-style-type: none"> ✓ The proposed development is situated within close proximity to the existing population centre of Cork City and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES. ✓ A Natura Impact Statement is submitted with this application.
RPO 7	<p>Holistic approach to delivering infrastructure.</p> <p>Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following:</p> <ul style="list-style-type: none"> ✓ Water services, digital, green infrastructure, transport and sustainable travel, community and social renewable energy, recreation, open space amenity, climate change, adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm. 	<ul style="list-style-type: none"> ✓ The proposed development provides for increased population growth in a central area adjacent to an area that will benefit from improvements to public transport hubs and linkages and will promote non-car modes of transport.
RPO 8	<p>Compact Growth in Metropolitan Areas.</p> <p>The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.</p> <p>The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas.</p>	<ul style="list-style-type: none"> ✓ The subject site is ideally placed for a high density development as it is located in Blackpool, in close proximity to Cork City and will benefit directly from future infrastructure improvements in the area (e.g. a new train station adjacent to the subject site).

3.0 Local Planning Policy

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

-) Cork Metropolitan Area Transport Strategy (CMATS) 2040;
-) Cork Metropolitan Area Strategic Plan (MASP);
-) Cork City Development Plan 2015; and
-) North Blackpool Local Area Plan 2011

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Key outcomes for walking in the Strategy include:</p> <ul style="list-style-type: none">) An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);) Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;) Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;) Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and) Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.	<ul style="list-style-type: none">✓ Given the subjects site close proximity to Cork City, it is envisaged that walking and cycling will be the primary means of travel to and from the proposed development.✓ Pedestrian and cyclist movement is prioritised throughout the development in a safe and well-designed manner.✓ The proposed development is to a very high standard and is highly accessible by both pedestrians and cyclists.✓ Direct pedestrian and cyclist routes are possible from the site to the bus stops located in close proximity to the site.
<p>The over-arching objective of the enhanced suburban rail services is to maximise development opportunities offered by the existing railway line in order to support a greater level of coordination between land use and transport planning. The consolidation of development within an easily walkable and cyclable catchment area of existing and proposed stations is critical to the success (or otherwise) of this strategy.</p>	<ul style="list-style-type: none">✓ The proposed development provides an appropriate scale of residential density to support the viability of the proposed transport investments as outlined in CMATS.✓ The proposed development represents a change in the National Policy and the mindset towards car free residential development in the City Centre. The reduction in parking included within the proposed development will result in the residents not having access to a car parking space and therefore will be more encouraged to avail of the other modes of transport available in the area.✓ The CMATS identifies a number of proposed train stations with one situated adjacent to the subject site, which further justifies the location and density of the scheme.

3.2 Cork Metropolitan Area Strategic Plan (MASP)

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	Sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Sustainable higher densities must be delivered, especially at public transport nodal points.	The proposal is consistent with the identified objective of achieving higher densities. The development will replace a use that is incompatible with the existing residential neighbourhood and will provide sustainable regeneration and compact growth, aligned with effective sustainable.

3.3 Cork City Development Plan, 2015

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 5: Transportation	Objective 5.1: Strategic Transportation Objectives	a. Provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of land use and transport planning, investment and service provision;	✓ The proposed development represents the sustainable use of a brownfield site as well as an integrated approach to the expansion of the existing residential development within Cork City.
		b. To reduce the percentage of persons who drive to work to 60% by 2021;	✓ 114 no. secure bicycle spaces are provided for residents as part of the proposed development to encourage residents to use alternative modes of transport.
		c. To invest in transport infrastructure based on the transport user hierarchy: pedestrians, cyclists, public transport users, freight, delivery and waste vehicles; private vehicle users;	N/A
		d. To encourage and facilitate cycling and walking for short/local trips by providing appropriate infrastructure, promoting "soft-measures" that influence change in transport behaviour, and by encouraging proximate, compact land uses;	✓ The proposed development is located within a highly accessible area in terms of access to public transport facilities. The area is served by the 215, 243 and 248 bus route all of which have numerous stops within 200m of the site. The closest stop is located less than 100m to the north of the site. A bus serves the site every 30 minutes Monday to Friday. This together with the proximity of the development to areas such as Cork City, led to the provision of no car parking facilities within the proposed development. The walkability of the development to local shops and services serves well to support the use of sustainable transport measures over private transport methods.
		e. To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands;	✓ The proposed scheme provides excellent pedestrian and cycling facilities which connect to the existing facilities within the town which will provide a direct link from the subject site to the railway station proposed as part of CMATS.
		f. To work with transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains;	✓ As above.
		g. To protect the capacity, efficiency, and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City;	✓ The development will not have an impact on the capacity, efficiency, and safety of national roads/junctions. The new population living in the development will contribute to the economic vibrancy of Cork City

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>h. To provide new local roads, streets, upgraded streets, and pathways where required to increase connectivity;</p>	<p>✓ Pedestrian and cyclist connectivity are priority throughout the scheme. Generous pedestrian paths are provided as part of the streetscape on Redforge Road. Level access is provided between the public realm and the communal courtyards.</p>
		<p>i. To actively manage capacity of the city's street system to reduce the negative impacts of congestion and to maximise the use of the existing street network;</p>	<p>✓ The proposed development is based on encouraging sustainable transport.</p>
		<p>j. To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives, while recognising the need to maintain economic vibrancy until more gaps in the existing alternative transportation systems are filled;</p>	<p>✓ The proposed scheme is a pedestrian/cyclist-based development with no parking</p>
		<p>k. To support actions aimed at improving the fuel efficiency of motorised transport;</p>	N/A
		<p>l. To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region;</p>	N/A
		<p>m. To work closely with other transport stakeholders to achieve strategic transportation objectives, incorporating the SUMP (Sustainable Urban Mobility Planning) process where feasible.</p>	N/A
	Objective 5.2: Transport Assessment	<p>Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate how sustainable transport patterns can be achieved by the development.</p>	<p>✓ The proposed development provides no facilities for car parking. This is based on the proximity of the proposed development to the city centre, as well as the assumption that residents will utilise more sustainable transport options available including the bus, walking and cycling. Having reviewed the thresholds contained in Section 2 of the Traffic and Transportation Guidelines 2014 (National Roads Authority), we consider that the development is sub-threshold and will therefore not require the submission of a Transport Assessment.</p> <p>✓ A Sustainable Transport Report and Mobility Management Plan by MHL Consulting Engineers has been submitted with this application.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Objective 5.3: Travel Plans	<p>Planning applications for new and significantly extended developments shall include a Travel Plan or a Travel Plan Statement in accordance with the following:</p> <ul style="list-style-type: none"> a. Those with more than 100 employees shall include a Travel Plan; b. Those with approximately 25 – 99 employees shall include a Travel Plan Statement; c. A Travel Plan or Travel Plan Statement may also be required in association for any proposed development that Cork City Council considers may have significant travel implications; this includes non-employment uses such as significant educational and residential development. 	<p>✓ A Mobility Management Plan and Sustainable Transport Plan by MHL Consulting Engineers has been submitted with this application.</p>
	Objective 5.6: Land use Strategies for Key Public Transport Corridors	To develop land use strategies that provide for the consolidation of development at higher densities along key public transport corridors.	<p>✓ The site is situated within 200m of a bus stop and will benefit from the pending improvements to transport services and infrastructure in the area. therefore, a density of 160 per ha is proposed.</p>
	Objective 5.10: Pedestrian and Cycling Infrastructure Design	The design of pedestrian and cycling infrastructure will be in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.	<p>✓ All pedestrian and cycling infrastructure are in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.</p>
	Objective 5.20: Mitigation of adverse Impacts on Strategic Roads	To require development proposals that would materially impact the capacity of strategic national road network to remedy or mitigate any adverse effects of their development on transport systems and/or infrastructure and make reasonable contributions towards the costs of any required mitigation, alterations or capacity enhancement works to transport systems and/or infrastructure as required.	<p>✓ N/A</p>
Chapter 6: Residential Strategy	Objective 6.1: Residential Strategic Objectives	<p>a. To encourage the development of sustainable residential neighbourhoods.</p> <p>b. To provide a variety of sizes for housing to meet the various needs of different sections of the population.</p> <p>c. To continue to work with the Approved Housing Bodies and to actively engage with all key</p>	<p>✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.</p> <p>✓ A mix of apartment types and sizes has been provided within the proposed development.</p> <p>✓ The applicant has actively engaged with the City Council in the provision of residential accommodation on the site and</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>stakeholders in the provision of housing.</p> <p>d. To continue to regenerate and maintain existing housing.</p> <p>e. To encourage the use of derelict or underused land and buildings to assist in their regeneration.</p> <p>f. To promote high standards of design, energy efficient, estate layout and landscaping in all new housing developments.</p> <p>g. To protect and, where necessary, enhance the amenities and the environment of existing residential areas.</p>	<p>the scheme includes 10% Part V housing which has been agreed in principle with the City Council</p> <p>✓ N/A</p> <p>✓ The site at present is a brownfield site utilised as a service station. The proposed development will ensure a more appropriate use for this underutilised site.</p> <p>✓ The proposed development is to a high standard in terms of design, energy efficiency, layout and landscaping.</p> <p>✓ The existing residential amenities have been protected and enhanced where necessary.</p>
	Objective 6.3: Social Housing under Part V	To require that 14% of units on all land zoned for residential units (or for a mix of residential and other uses) to be reserved for the purposes of social housing and specialised housing needs. Each application subject of Part V requirements will be considered on an individual basis to the prior agreement of the Local Authority.	<p>✓ This requirement is superseded by the requirements of the amended Planning and Development Regulations (2015), pursuant to Part V, s.96 of the Planning and Development Act 2000 (as amended), which required a provision of 10% social housing.</p> <p>✓ Please refer to the Part V Report by McCutcheon Halley Planning for details on the Part V proposal.</p>
	Objective 6.4: Housing Provision	To support and facilitate the provision of housing through various sectors including private, voluntary and co-operative housing sectors. The Local Authority will continue to implement and operate a range of housing schemes and will continue to look at viable alternatives in the delivery of suitable accommodation for all.	<p>✓ N/A</p>
	Objective 6.8: Housing Mix	To encourage the establishment of sustainable residential communities by ensuring a mix of housing and apartments types, sizes and tenures is provided. Planning applications for multiple housing units shall submit a Statement of Housing Mix detailing the proposed mix and why it is considered appropriate. The needs of special group such as the elderly and disabled shall also be considered as part of this provides.	<p>✓ A mix of apartment types and sizes have been provided within the proposed development. A Housing Quality Assessment by Butler Cammoranesi Architects is provided as part of the planning application documents..</p>
	Objective 6.9: Housing Density	To promote suitable densities to meet the needs outlined in the Core Strategy as set out in Chapter 16 Development Management.	<p>✓ The density is 160 units per hectare. This is adequate to meet the needs outlined in the Core Strategy as set out in Chapter 16.</p>
Chapter 7: Inclusive	Objective 7.2: Sustainable Neighbourhoods	To support the creation of sustainable neighbourhoods which allow access to services and facilities for all users	<p>✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
Neighbourhoods		and to foster a sense of community and a sense of place.	Urban Areas and the accompanying Urban Design Manual.
	Objective 7.18: Safe City	<p>a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas</p> <p>b. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.</p>	<p>✓ Active frontages are provided on Redforge Road. This together with the existence of on-site management will ensure that the development is maintained, and anti-social behaviour is discouraged.</p> <p>✓ As above</p>
Chapter 9: Built Heritage and Archaeology	Objective 9.26: Historic Landscape	Cork City Council will ensure the historic landscapes and gardens throughout the city are protected from inappropriate development.	✓ N/A
	Objective 9.29: Architectural Conservation Areas	To seek to preserve and enhance the designated Architectural Conservation Areas in the City.	✓ N/A
	Objective 9.32: Development in Architectural Conservation Areas	<p>Development in ACA'S should take account of the following:</p> <ul style="list-style-type: none"> ✓ Works that impact negatively upon features within the public realm such as paving, railings, street furniture, kerbing etc. shall not be generally permitted; ✓ Acceptable design, scale, materials and finishes for new developments; ✓ Original materials and methods of construction should be retained for example, timber barge boards, windows and doors should not be replaced with PVC, original roofing material types should be retained along with original forms and locations of openings, etc; ✓ Features of historic or architectural value should not be removed. 	✓ N/A
Chapter 10: Landscape and Natural Heritage	Objective 10.7: Designated Areas and Protected Species	<p>a. To protect, enhance and conserve designated areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated;</p> <p>b. To protect, enhance and conserve designated species and the habitats on which they depend;</p> <p>c. To ensure that any plan/project and any associated works, individually or in combination with other plans or projects are subject to Appropriate Assessment Screening to ensure that there are no likely significant effects on the integrity (defined by the structure and function) of</p>	<p>✓ N/A</p> <p>✓ N/A</p> <p>✓ A Natura Impact Statement has been submitted with this application..</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. When a plan/project is likely to have a significant effect on a Natura 2000 site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.</p>	
	Objective 10.10: Trees and Urban Woodland	<ul style="list-style-type: none"> a. To protect and enhance the city's tree and urban woodlands. b. To protect, survey and maintain existing important individual and groups of trees. c. To make use of tree preservation orders to protect important trees or groups of trees which may be at risk. d. To ensure that new development benefits from adequate landscape structure / tree coverage, particularly in areas of the sit with inadequate tree coverage. e. To develop an urban woodland strategy and to provide a resource to protect trees and tree groups of significance, to manage existing areas with high tree coverage and to plant new urban woodlands in areas deficient in tree coverage. f. To promote the planting of native deciduous trees and mixed forestry in order to benefit biodiversity. 	<ul style="list-style-type: none"> ✓ Existing trees are to be retained and protected where possible. ✓ As above. ✓ N/A ✓ As above. a landscaping masterplan by Cathal O'Meara Landscape Architect has been submitted with this application. ✓ Existing trees are retained and protected where possible. ✓ A landscaping masterplan by Cathal O'Meara has been submitted with this application.
Chapter 11 Recreational Infrastructure	Objective 11.7 Public Open Space	<ul style="list-style-type: none"> a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned public open space for alternative purposes; b. There will be a presumption against development on all open space in residential estates in the city, including any green area/public amenity area that formed part of an executed planning permission for development and was identified for the purposes of 	<ul style="list-style-type: none"> ✓ The proposed development will provide 1,875 m² of public open space which incorporates courtyard areas and rooftop terraces. ✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>recreation/amenity open space, and also including land which has been habitually used as a public open space. Such lands shall be protected for recreation, open space and amenity purposes;</p> <p>c. To promote public open space standards generally in accordance with national guidance contained in <i>Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities</i> (DEHLG, 2009) and the accompanying <i>Urban Design Manual – A Best Practice Guide</i>;</p> <p>d. The development of open spaces should aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community;</p> <p>e. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities;</p> <p>f. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role).</p>	<p>✓ The proposed development is generally in accordance with these national guidance documents and has had regard to the 12 no. design principles outlined in this document where relevant.</p> <p>✓ In total, the proposed public open space provision of 1,875 sqm.</p> <p>✓ The proposed open space, incorporates courtyard areas and rooftop terraces. The open spaces benefit from passive surveillance from the residential elements.</p> <p>✓ The proposed open spaces have been designed to be of the highest standard in terms of design, accessibility and surveillance. As mentioned above 1,875 sqm of the open space provided is directly open to the public. These spaces will provide an amenity and provide a focal point for activity within the scheme.</p> <p>✓ A Landscape Design Strategy and Masterplan by Cathal O'Meara Landscape Architect is submitted as part of the application and outlines the specific design outcomes for each open space provided, in line with this policy requirement.</p>
	Objective 11.8: Active Recreational Facilities	To support the development of indoor and outdoor active recreational facilities which are easily accessible to all members of the community.	<p>✓ The open space areas are designed to suit different age groups.</p>
	Objective 11.15: Children's Play Facilities	To seek the provision of children's play facilities in new developments and particularly in new larger residential developments of 75 units and over. Facilities for young children aged 0-5 should be provided within easy walking distance of homes or within the curtilage of apartment blocks. older children should have access to larger equipped play areas within 5 minutes' walk of home.	<p>✓ The open space areas are designed to suit different age groups. within easy walking distance to homes.</p>
Chapter 12: Environmental	Objective 12.3: Sustainable	Planning Applications shall include proposals for managing storm water	<p>✓ The Civil Engineering & SUDS Report by JODA Consulting Engineers outlines the proposals</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
Infrastructure and Management	Urban Drainage Systems	in accordance with details set out at www.irishsuds.com (unless superseded by policies and standards set out in the adopted "Storm Water Management Plan per Objective 12.2) and shall minimise and limit the extent of hard surfacing and paving.	for managing storm water drainage in a sustainable way.
	Objective 12.4: Surface Water Discharges from Roads	To ensure that all significant road projects/upgrades with surface water discharges to the watercourses flowing through the City's administrative area and Cork Harbour, have petrol/oil interceptors installed to prevent hydrocarbon pollution of the receiving waters.	✓ Petrol/oil interceptors have been incorporated into the proposed development.
	Objective 12.18 Air Quality	To protect and improve air quality in Cork City in accordance with the Air Quality Standards Regulations 2011 and Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC)	✓ It is envisaged that potential impacts on air quality are most likely during the construction stage of the proposed development. In order to mitigate any potential impacts at this stage, a preliminary Construction and Demolition Waste Management Plan is submitted with this application. This plan will be updated and expanded throughout the construction stage to ensure that any potential environmental impacts including those related to air quality are addressed.
	Objective 12.19 External Lighting	To require that the design of external lighting minimises the incidence of light spillage or pollution on the surrounding environment and results in no adverse impact on residential amenities or distraction to road users. Development proposals that require lighting of outdoor areas shall be required to include details of external lighting scheme and proposed mitigation measures.	✓ The proposed development will consider this requirement by including a lighting scheme that is appropriate to its urban setting and minimises any potential negative impact on residential amenity. The planning application documentation includes details of an external lighting scheme.
	Objective 12.21: Noise Levels in Developments	To require all developments to be designed and operated in a manner that will minimise and contain noise levels, where appropriate, the City Council shall apply conditions on new developments / uses that restrict noise emissions and hours of operation, in particular, night time uses such as public houses, private members clubs, casinos, fast food takeaways, restaurants and nightclubs; or conditions on noise sensitive developments / uses to mitigate the effects of existing noise levels.	✓ The proposed development is designed and detailed to ensure that the impact of noise from the proposed development is mitigated, with particular consideration to the potential impact on residential amenities.
Chapter 15: Land Use	Objective ZO8: District Centre	To provide for and/or improve district centres as mixed use centres, with a primary retail function which also acts as a focus for a range of services	✓ The proposed development is appropriate on lands zoned District Centre.

Reference	Policy Objective	Policy Provision	Statement of Consistency
Zoning Objectives			
Chapter 16: Development Management	Objective 16.1: Design Statement	All significant planning applications shall submit an accompanying design statement which provides a framework explaining how a proposed development is a suitable response to the site and its setting.	✓ A Planning and Design Statement by Butler Cammoranesi Architects is submitted to the Board in support of this application.
	Objective 16.2: Visual Impact Assessments	All significant planning applications shall submit an accompanying visual impact assessment	✓ Photomontages by Pederson Focus and a Landscape and Visual Impact Assessment by Cathal O'Meara have been submitted with the application.
	Objective 16.3: Urban Design	To deliver high quality built environment through good place making To ensure that development is designed to high qualitative standard and is cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.	✓ The proposed development has been developed having regard to the 12 no. urban design principles as outlined. As an apartment scheme, the design focuses on the creation of distinctive residential development and its integration with the surrounding area. The creation of a community and a sense of family is central to the design.
	Table 16.1: Indicative Plot Ratio Standards	Suburban Key Development Areas = 1.0 – 1.75 *Higher plot ratios may be permitted dependent on specific development and surrounding context (Section 16.16)	✓ The plot ratio of the proposed development is 1.32.
	Table 16.2: General Public Open Space Provision	General Provision = 10%	✓ The proposed development provides the following level of open space: ✓ Public Open Space – 1,875sqm (19%). ✓ Communal Open Space – 1,781 sqm (18% approx).
	Objective 16.4: Skyline and Roofscapes	The Council will seek new buildings to be designed to: <ul style="list-style-type: none"> ✓ Enhance the roofscape in terms of their bulk, massing, materials and aesthetics; ✓ Where appropriate, divide building mass into smaller elements which respect the existing cityscape and the setting and views and prospects of landmark buildings and the other special amenity views; ✓ Where appropriate locate plant housing for buildings in basements to avoid impact on views of the cityscape. 	✓ The design of the proposed development will create a landmark development at this location.
	Objective 16.5: Gated Streets	The City Council will not support proposals for gated streets and spaces	✓ Gated streets and spaces are not included within the proposed development.
	Objective 16.6: Creating	The City Council will seek to ensure that new buildings are designed to be	✓ The building has been designed to allow a great deal of flexibility to reconfigure the internal

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Adaptable Buildings	flexible and adaptable throughout the city.	arrangements in future. The ground floor areas have a taller floor to ceiling height to allow for possible alternative uses. This is considered prudent in such a central urban location.
	Objective 16.9: Sustainable Residential Development	Residential developments shall be sustainable and create high quality places and spaces which:	✓ The design complies with design guidelines requirements which will ensure a high quality of life for residents and visitors in terms of amenity, safety and convenience.
		a. Deliver high quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience.	
		b. Provide adequate open space which are practical in terms of scale and layout and naturally supervised by the aspect of the dwellings it serves.	✓ There is a provision of 19% of open space which is practical in terms of scale and layout and benefits from passive surveillance from the apartments.
		c. Provide a good range of suitable facilities.	✓ The proposed development incorporated approximately 1,875sqm of public open space which includes courtyards and rooftop terraces, which are of a sufficient size/scale to facilitate a range of community and sporting uses. These facilities will be available to the entire community, both existing and future.
		d. Prioritise walking, cycling and public transport and minimise the need to use cars.	✓ The proposed development prioritises sustainable methods of transport including walking and cycling with permeability facilitated within the development as well as connectivity in the surrounding area.
		e. Present an attractive appearance with a distinct sense of place.	✓ The layout ensures an appropriate balance between private and public open space. Public space will be easy to maintain and is well overlooked to ensure passive surveillance avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
		f. Are easy to access and navigate.	✓ The development has been designed to be universally accessible to all members of the community, regardless of age or ability.
		g. Promote the efficient use of land in terms of density and plot ratio.	✓ The density is 160 units per hectare and the plot ratio is 1.32 which complies with the standards set out for Brownfield Sites.
		h. Promote social integration and provides accommodation for a diverse range of household types and age groups.	✓ The layout provides for a mix of unit types and sizes as detailed in the Planning and Design Statement and the Housing Quality Assessment by Butler Cammoranesi Architects.

Reference	Policy Objective	Policy Provision				Statement of Consistency
		i. Enhance and protect the built and natural heritage.				✓ The proposed design of the apartments is based on a modern interpretation of traditional building forms and materials. They have been expressed in a contemporary way which respects the character of and is complementary to the existing built and natural heritage of the area.
	Table 16.4: Indicative Targets for dwelling Size and Distribution	1 person 2 person 3+ person	1 bed 2 bed 3/3+ bed	Max 20% Min 30%	Min 50%	✓ A range of apartments types and sizes are provided, comprising a mix of 1 and 2 bed units.
	Table 16.5: Minimum Overall Apartment Gross Flor Areas	1 bed 2 bed/3 persons 2 bed/4 person 3 bed	55sqm 80sqm 90sqm 100sqm	✓ These guidelines have been superseded by the 2018 Apartment Guidelines. ✓ The smallest 1 bed apartment is 49 sqm and the largest is 52 sqm ✓ The smallest 2 bed apartment is 72 sqm and the largest is 80 sqm.		
	Table 16.7: Private Open Space Standards 9Min. Requirements)	4 bed 1 bed 2 bed 3 bed	115sqm 6sqm 8sqm 12sqm	✓ Private open space has been provided for each apartment in line with the requirements set out in table 16.7.		
	Table 16.8: Car Parking Standards	Zone 3 Residential 1-2 bedroom – 1 plus 0.25 spaces for visitor parking 3-3+ bed = 2.0 plus 0.25 spaces for visitor parking	✓ No car parking spaces have been provided as part of the proposed development.			
	Table 16.9: Cycle Parking Requirements	Standard apartment – 0.50 per unit	✓ A total of 114 no. bicycle spaces have been provided as part of the proposed development.			

3.4 North Blackpool Local Area Plan 2011

Reference	Policy Provision	Statement of Consistency
Chapter 3 Area Wide Strategies	To transform the retail dominated centre into a vibrant, mixed use, urban centre with an appropriate balance of retail, residential, employments and leisure uses.	✓ The proposed development will provide an additional 114 no. residential units, retail and residential amenity space to the area. It will contribute positively to the areas character in terms of vibrancy, activity and improved local services and facilities
	To protect and improve existing residential neighbourhoods.	✓ The proposed scheme has been carefully designed to ensure that it utilises the site to its maximum potential whilst ensuring that there will not be an adverse impact on the existing residential neighbourhoods of the area including overlooking, loss of light and loss of privacy
	To create a network of linked public open spaces (along the River bride) to enhance the quality of the environment.	N/A
	To protect and improve the rural character and landscape value of the Commons Ridge.	N/A
	To Create a high quality modern built environments, establishing a distinct character and sense of place appropriate to a key development area and city gateway.	✓ The proposed development creates a high-quality residential development with a distinct character and sense of place which integrates with the existing established residential communities of the surrounding areas.
	To integrate the plan area with the surrounding suburbs through a coherent network of new routes connecting to the existing road network.	N/A
	To create a high-quality public realm addressing the River Bride and the N20 with a strong urban form.	N/A
	To protect and enhance the built heritage of the area.	✓ The proposed design and layout of the development creates a residential development which complements the built heritage of the area but is sufficiently individual to promote its own sense of place.
	To promote an integrated transport strategy, to support and sustain public transport services including the planned suburban rail services at Kilbarry.	✓ The proposed development will add to the densification of Cork City and maximise and sustain the use of public transport. It will create a new neighbourhood where currently there is under-utilised land within close proximity to the

Reference	Policy Provision	Statement of Consistency
		planned suburban rail services at Kilbarry.
	To develop the multi-modal road/street network, to facilitate a high quality public realm as outlined in the City Development Plan.	<ul style="list-style-type: none"> ✓ The proposed development is set around a network of courtyards, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and UCC and CIT. The pedestrian routes provided throughout the site will enhance the integration and connectivity of the scheme at a local level, connecting the site to the established developments within the area.
	To prioritise and promote walking and cycling through the creation of an attractive, safe and convenient network of pedestrian/cycle routes.	<ul style="list-style-type: none"> ✓ The proposed development is located in a well-connected urban location that will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour. ✓ 114 no. cycle parking spaces are proposed throughout the site for future occupants and visitors.
	To protect and enhance existing public open space ,sports ground and leisure facilities which provide for the passive and active recreational needs of existing and future residents.	<ul style="list-style-type: none"> ✓ Public, private and communal amenity spaces have been developed to suit all. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.
	To provide new parks and public open spaces, including a linear park along the River Bride and the Commons Ridge	<ul style="list-style-type: none"> ✓ Public, private and communal amenity spaces have been developed to suit all. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.
	To improve the accessibility and passive supervision of public open spaces through the development of a safe and attractive pedestrian / cycle network connection these spaces.	<ul style="list-style-type: none"> ✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath and cycle network. All routes are scaled appropriately to enhance legibility. ✓ The streets and pathways benefit from passive

Reference	Policy Provision	Statement of Consistency
		<p>surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.</p> <ul style="list-style-type: none"> ✓ The open spaces have been designed to be overlooked where possible. Specific units have been developed for corners in order to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.
	To protect and enhance the landscape assets and biodiversity of the area.	<ul style="list-style-type: none"> ✓ A Landscape and Visual Impact Assessment (LVIA) and Ecological Impact Assessment accompanies this planning application.
	To protect the quality or setting of views and prospects of special amenity value.	<ul style="list-style-type: none"> ✓ A Landscape and Visual Impact Assessment (LVIA) accompanies this planning application.
	To promote and provide local services and community facilities in locations that are accessible to where people live.	<ul style="list-style-type: none"> ✓ The proposed development seeks permission for a residential density of 152 units/ha on a brownfield site. ✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area.
	To encourage the provision of good quality childcare, education and healthcare services in North Blackpool.	N/A
	To support and promote the development of the RAPID and other disadvantaged areas.	N/A
Chapter 4: Sub-Are Strategies	It is important that the existing residential neighbourhoods On Redforge Road be consolidated by medium density infill schemes of up to 3 & 4 storeys.	<ul style="list-style-type: none"> ✓ The proposed development ranges in height from 4 to 9 storeys. The proposed heights are consistent with emerging trends for development in the area and 2018 Height Guidelines.
	Redevelopment should create active building frontages onto the Redforge Rd and the retail park access rd in order to improve the streetscape environments and attractiveness of the area.	<ul style="list-style-type: none"> ✓ The proposed layout creates a strong edge along Redforge Road, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located at ground floor level.
	The key objective is to create a permeable, accessible urban centre and coherent network of public streets, safe and attractive pedestrian / cycle routes and integrated public transport services.	<ul style="list-style-type: none"> ✓ The proposed layout provides for and ensures permeability. connections are also facilitated to the existing footpath and cycle network. All routes are scaled appropriately to enhance legibility. ✓ The streets and pathways benefit from passive

Reference	Policy Provision	Statement of Consistency
		surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.
	Pedestrian and cyclist friendly routes should be developed on Redforge Rd, Dublin Hill, and within the Kilbarry IDA Park via the Old Whitechurch Rd.	<ul style="list-style-type: none"> ✓ The proposed layout creates a strong edge along Redforge Road, as well as providing connectivity for pedestrians and cyclists. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes in order to clearly define the transition between areas. ✓ A wide network of footpaths and cycle routes are also provided to prioritise sustainable methods of transport within the site.
	In accordance with the City Development Plan, car parking provision should be restricted.	<ul style="list-style-type: none"> ✓ Given the site's location, no vehicular parking is provided. This will serve to promote a modal shift in transport and a reduction in emissions. ✓ 114 no. cycle parking spaces are provided within the scheme.
	Walking and cycling should be encouraged by the development of a network of safe, attractive and convenient access routes.	<ul style="list-style-type: none"> ✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. ✓ Communal spaces have been sized so as to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.
	The primary objective is to create a distinct, vibrant, urban environment at a scale or massing appropriate to a district centre and gateway in order to relay its important position within the city's structural plan, and that is sensitive to its location and landscape assets.	<ul style="list-style-type: none"> ✓ The proposed development is located in the Blackpool District Centre/northern suburbs of Cork City. The existing configuration of the surrounding development and roadways allows the proposed layout to respond to the existing context while also considering the site's constraints, potentials and topographical context. ✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed

Reference	Policy Provision	Statement of Consistency
		development is in accordance with the objectives for Cork City, which encourages minimum net residential densities of 50 dwellings per hectare on sites in close proximity to public transport.
	New development should reinforce and enhance the existing urban structure of the Retail Park, creating by a coherent movement network and hierarchy of streets integrating new routes with the existing routes and the landscape assets.	<ul style="list-style-type: none"> ✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials, and topographical context. ✓ The proposed layout provides for and ensures permeability. connections are also facilitated to the existing footpath and cycle network through the Retail Park. All routes are scaled appropriately to enhance legibility.
	In order to maximise street level activity and vitality, ground floor uses should accommodate commercial leisure and retail offices; narrow frontage units should be encouraged to maximize the number of access doors and street level activity	<ul style="list-style-type: none"> ✓ Retail space and residential amenity facilities are provided at ground floor level in line with this recommendation. This will strengthen the level of services and choice available around Redforge Road
	In general, the sub-area should be developed between 3 & 5-storeys, scale and massing increasing with proximity to the planned rail station. Exceptions should include local landmark buildings at important primary road junctions and civic spaces, up to 6-storeys.	<ul style="list-style-type: none"> ✓ The proposed development ranges in height from 4 to 9 storeys. The proposed heights are consistent with emerging trends for development in the area
	Well maintained and accessible public open spaces, plazas, sports and recreational facilities have a key role to play in quality of life and well being of the community	<ul style="list-style-type: none"> ✓ Public, private and communal amenity spaces have been developed to suit all. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.
	A key objective is to protect and enhance the landscape and natural heritage of the area, and to improve access to the landscape.	<ul style="list-style-type: none"> ✓ A Landscape and Visual Impact Assessment (LVIA) accompanies this planning application.