

## **Response to An Bord Pleanála Pre-Application Consultation Opinion**

For Development at the former Finbarr Galvin Motor Dealership site fronting on to Victoria Cross Road and Orchard Road, Bishopstown, Cork.

on behalf of Belmont Developments Limited

**August 2022**



**McCutcheon Halley**  
CHARTERED PLANNING CONSULTANTS

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## Contents

1. Introduction .....	3
2. Statement of Response to Specific Information Requirements .....	7
2.1 Response to issues raised under Articles 297 and 298 .....	7
2.2 Additional Information requested under Article 285(5)(b).....	17
3. Notification of Statutory Bodies.....	21
Appendix A .....	22

# 1. Introduction

This report addresses the specific information requirements and issues raised by An Bord Pleanála (ABP) in their Notice of Pre-Application Consultation Opinion (Case Ref. ABP-312211-21) issued on 27<sup>th</sup> April 2022 in relation to the proposed Strategic Housing Development (SHD) at the former Finbarr Galvin Motor Dealership site fronting on to Victoria Cross Road and Orchard Road, Bishopstown, Cork.

The Opinion issued by the Board was subsequent to a tri-partite meeting which took place on April 5<sup>th</sup>, 2022. Following the tri-partite meeting the Board issued an Opinion in accordance with Section 6(7) of the Planning and Development (Housing) and Residential Tenancies Act (as amended) and advised that a number of items needed to be addressed in accordance with the requirements of articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, including the following:

1. Further consideration and justification of the documents as they relate to the height and massing of development proposed on the site.

The application should be accompanied by a detailed rationale and justification for the proposed development, having regard to the pattern of existing and permitted development in the surrounding area, the provisions of the City Development Plan and the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities, 2018. A full landscape and townscape Visual Impact Assessment an associated rendered CGI's should be submitted which should in particular, consider views to the development on the approach from Victoria Cross to the north.

This may require possible amendment to the documents and or design proposals submitted.

2. Further consideration of, and possible amendment to the documents having regard to the need to accommodate adequate levels of bicycle parking for future residents of the development, and for visitors thereto. Application documentation should demonstrate that the functional and operational requirements of such parking provision are met, including requirements in relation to ceiling height, circulation and access.
3. Further consideration and elaboration of the proposals with regard to the design and layout of the proposed riverside walkway and cycleway. Application documentation should clearly describe the nature and extent of the development and works proposed in this regard, including details of access to the walkway and cycleway, proposed finishes and its relationship with the proposed adjoining communal residential open space.
4. Further consideration of, and possible amendment to the documents having regard to the need to accommodate the servicing and operational needs of the development. In this regard, consideration

should be given to measure to ensure that deliveries and collections, including refuse and bin collection, can be facilitated without impacting on the operation of the adjoining road network. The plan should identify bin storage and collection and staging areas, which should not obstruct or interfere with pedestrian movement along the adjoining roads and footpaths. Consideration should also be given to the provision of appropriate set-down facilities for residents and or visitors.

This may require possible amendment to the documents and or design proposals submitted.

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

1. A statement, and appropriately detailed drawings, describing the relationship between the proposed development and the adjacent permitted development to the south (PA 18/37795, 19/38385, ABP Ref ABP-306714-20). The response should identify and describe any common spaces or linkages between the two developments and their management. The layout should seek to obviate the creation of any unsupervised or dead spaces between these developments.
2. Detailed section drawings illustrating the relationship between the proposed development and the adjacent residential property to the east. The application should clearly address any potential impacts thereon in terms of overlooking or overshadowing.
3. A response to the matters raised in the report of (i) the Cork City Council Traffic Operations section and (ii) the Urban Road and Street Design sections.

Plan and section drawings accompanying the application should illustrate how the proposed development layout provides for and accommodates future public transport and pedestrian and cycle provision along Victoria Cross Road / Wilton Road.

4. a Construction Environmental Management Plan and a Construction Traffic Management Plan which should consider potential cumulative impacts with adjoining development to the south.

A Construction and Demolition Management Plan should address the potential for the presence of hazardous materials within existing structures or for contaminated soils within the site, and any required mitigation or management measures.

5. A Student Accommodation Management Plan, providing details of the ongoing management of the proposed development, including any use of the facility as tourist accommodation outside of term.
6. (i) a report addressing the matters raised in the report of the Cork City Council Drainage Section.

(ii) Further detail in respect of the treatment of, and relationship with, the existing Irish Water combined sewer and the public surface water sewer to the east and west of the site respectively. The application should demonstrate that any necessary wayleave and associated maintenance requirements are provided for within the development, including any required building set-back or revised landscaping arrangements.

7. A report that specifically addresses the proposed materials and finishes to the scheme, including specific detail of external finishes, landscaping and paving, pathways, entrances and a boundary treatments. Particular regard should be had to the requirement to provide high quality, durable and sustainable finishes which have regard to the context of the site.
8. Plan and section drawings showing existing and proposed ground levels across the site and clearly describing how any transition in levels between the proposed development and the adjoining public realm will be created.
9. The application should include a comprehensive daylight and sunlight assessment examining the proposed dwellings units and amenity and open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides like the BRE Site Layout Planning For Daylight and Sunlight (2<sup>nd</sup> edition) or BS 8206-2: 2008 – Lighting for Buildings – Part 2: Code of Practice for Daylighting.

The assessment should provide a comprehensive view of the performance of the development in respect of daylight provision. Where any alternative, compensatory design solutions in respect of daylight are proposed these should be clearly identified and justified, and their effect appropriately described and or quantified. The assessment should demonstrate the due regard was had to any screening to windows proposed to address potential overlooking of adjoining properties.

10. An Operations and Servicing Management Plan, which should also address the management of likely vehicular access and parking demands at both the commencement and end of each academic term.
11. The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2018 unless it is proposed to submit an EIAR at application stage.

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

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

- Inland Fisheries Ireland
- Irish Water
- National Transport Authority
- Transport Infrastructure Ireland

## 2. Statement of Response to Specific Information Requirements

We will respond to the item requested under articles 297 and 298 in Section 2.1 and the additional information requested under Article 285(5)(b) of the Regulations in Section 2.2 (Items 1 to 17) below (Items raised by the Board are highlighted in bold italics).

### 2.1 Response to issues raised under Articles 297 and 298

1. ***Further consideration and justification of the documents as they relate to the height and massing of development proposed on the site.***

***The application should be accompanied by a detailed rationale and justification for the proposed development, having regard to the pattern of existing and permitted development in the surrounding area, the provisions of the City Development Plan and the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities, 2018. A full landscape and townscape Visual Impact Assessment an associated rendered CGI's should be submitted which should in particular, consider views to the development on the approach from Victoria Cross to the north.***

***This may require possible amendment to the documents and or design proposals submitted.***

A Planning and Design Statement prepared by Butler Cammoranesi is included with this application and includes a detailed justification in relation to the height and massing of the proposed development.

The Planning and Design Statement also includes a detailed rationale and justification for the proposed development, having regard to the pattern of existing and permitted development in the surrounding area, the provisions of the City Development Plan and the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities, 2018. A full landscape and townscape Visual Impact Assessment by Cathal O'Meara Landscape Architects and associated rendered CGI's by Pederson Focus have been submitted with this application which consider views to the development on the approach from Victoria Cross to the north.

#### **Height and Massing**

The overall building height and massing has been modulated in response to issues raised to mitigate impact, maximise access to daylight, ventilation and views while minimizing overshadowing and loss of light on adjoining developments. Building height has been reduced from an initial 8 storeys, to 6 storeys in line with the as-



permitted height of the adjoining student accommodation block to the south, limiting the overall impact of the proposal.

The proposed set back from the Victoria Cross Road will facilitate urban realm improvements as well as the planned CMATS transport infrastructure upgrades in the area. The proposal also respects the requirement for a set-back from the River enabling the provision of amenity space and a proposed amenity walk while also serving to limit potential impact on residential properties to the east.

The design relates to the as-permitted student accommodation scheme on the adjoining site to the south, Ref. ABP 306714-20, the Board's decision notes:

*"the Board considered that, subject to compliance with the conditions ..., the proposed development would be in accordance with the objectives of the National Planning Framework, the Cork City Development Plan 2015- 2021, would be acceptable in terms of height, scale and mass, would not seriously injure the visual amenities of the area and would not seriously injure the residential amenities of adjoining properties and would represent an appropriate design response to the site's context in close proximity to a public transport corridor and a third level education facility, and would be acceptable in terms of pedestrian, cyclist and traffic safety. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area."*

In this regard, the height of the building has been reduced in-line with the as-permitted height of 6 storeys. The parapet shoulder level of the proposed building is set to match that of the as-permitted building in order to present a uniform terrace-like appearance to the street. The lattice of openings articulating the facade sufficiently distinguish the proposal from the as-permitted building. Overall, the design aims to create a degree of harmony between the proposals for the sites while allowing each to maintain its own unique identity.

Importantly, the design accords with Cork City Urban Density, Building Height, and Tall Building Study which notes specific development height approaches for the Victoria Cross area, that is subsequently called "The Victoria Cross Exception":

*"Whilst this part of Victoria Cross falls within this 'out suburbs' category in terms of the density and building height strategy, it has emerged as a focus for high density student accommodation given its proximity to the University College Cork Campus. Therefore, given high density student accommodation in this location would support sustainable lifestyles and, most particularly, active travel, this northern part of Victoria Cross is considered a*

*specific exception. High density student housing developments at densities appropriate in the highest two categories of this strategy would be considered appropriate here."*

Contiguous sections provided at a variety of scales show the proposed building in the wider context illustrating the various interfaces such as roads, including proposed BRT transport corridor and the relationship to the river and surrounding properties. The drawings also serve to illustrate the predominance of large scale / tall buildings in the area, including the Crow's Nest (10 storeys), the as-permitted Kellehers Tyres (9 storeys) to the north, the former bottle factory site on the Carrigrohane Road (10 storeys) to the west and the adjoining as-permitted building (6 storeys) to the south.

In massing terms, the sections illustrate the appropriateness of the buildings height, in line with the adjoining as-permitted development, relative to the taller buildings at Victoria Cross to the north. The step down in height serves, in urban design terms, to maintain the primacy of Victoria Cross while ensuring greater harmony with the buildings in the immediate vicinity of the site.

Overall, the proposed development is commensurate with the scale of the surrounding context and wholly consistent with the evolving character of this City gateway location.

It is noted that Initial designs presented at pre-planning consultation was based on an 6-8-storey development. Building height was primarily concentrated towards the south boundary of the site, adjoining as-permitted student accommodation development to the south (ABP-306714-20). A total of 97 apartments (inc. 75 studios) / 222 bedrooms were proposed.

In response to the issues raised by An Bord Pleanála (ABP) in their Notice of Pre-application Consultation Opinion following tri-partite meeting on the 5<sup>th</sup> April 2022, the following design amendments have been incorporated:

- The height of the building has been reduced from 8 to 6 storeys to reduce the overall impact on the surrounding context and in particular the residential properties on Orchard Road, east of the site;
- Overall apartment / bedroom numbers have been reduced from 97 apartments (inc. 75 studios) / 222 bedrooms to 78 apartments (inc. 56 studios) / 206 bedrooms;
- Plot ratio and density has been reduced;
- The reduction in building height results in a more appropriate visual massing and scale;
- The design of the studio units has been revised so that the floor area meets the 25m<sup>2</sup> requirement of Variation 5 of the

2015 Cork City Development Plan so as not to set an undesirable precedent for future development. This has resulted in a general decrease in studio bedroom numbers;

- Potential for overlooking of adjoining properties and private gardens to the east of the site has been addressed through the application of saw-tooth windows, louvre screens and opaque glazing where necessary to limit direct overlooking;
- Provision has been made for vehicle set-down and general access inc. fire tender;
- The building has been set back from the Victoria Cross Road to accommodate planned transport infrastructure i.e. BRT / LRT (CMATS);
- The building has been set back from the Glasheen River in line with the requirements of the BWAAP to facilitate an amenity walk/cycleway along the Glasheen River;
- The east-leg of the building cantilevers above the existing large diameter sewer as per the as-permitted development in line with the requirements of Cork City Council Engineers and Irish Water.

The building has been designed in response to its surroundings including neighboring properties and the wider context, as well as key elements such as the required transport and river corridors. Salient aspects of note:

- The design responds to the general plan form of the site and appropriately addresses the road/transport corridor, river, boundary conditions as well as the wider context of neighbouring properties.
- Building heights and massing have been modulated in response to issues raised to mitigate impact, maximise access to daylight, ventilation and views while minimizing overshadowing and loss of light on adjoining developments;
- Height has been reduced to 6-storeys, in line with the adjoining as permitted development;
- The design forms a strong urban edge to the street with a shared amenity courtyard space to the east;
- The increased setback from the existing pavement mitigates the overall impact on Victoria Cross Road;
- The building steps back from the River along its Eastern boundary to provide an east facing amenity space for students and potential future riverside walkway;

- The overall form of the development facilitates permeability through and around the building and site;
- Apartments have good access to daylight, ventilation and views;
- Communal private and open space includes a central / external amenity area, roof top terrace, apartment balconies and shared common areas (TV/games/laundry etc.) located on the ground floor level to activate the street and riverside frontage.

### Studio Apartment Design

The design presented at pre-planning stage included 75 studio apartments. The client believes that it is important to offer a mix of bedroom types, to meet the variety of needs, in particular, of post-graduate students. It is acknowledged that cluster living tends to be favored by first year and undergraduate students whereas more mature, post-graduate students prefer greater independence. Other schemes in the area (Crows nest (no studio apartments), Kelleher Tyres site (3 studio apartments)) are all based on larger apartments and cluster living. There is a current shortfall of studio apartments to rent in this area to serve the needs of postgraduate and mature students. The proposed development consisting of 75 studios will address the urgent need for studio apartments in this area. Please refer to correspondence at Appendix A from Tide Construction which outlines the need for studio apartments.

It is noted that the floor area of the proposed studio apartment was in and around 17sqm. This was based on what the operator referred to as the standard size studios typically offered in the UK student housing market. The 25sqm studio apartment requirement (Variation 5 of the Cork City Development Plan) was considered to be a Premium studio, which it was felt, would be outside the affordability threshold of the majority of students looking to rent accommodation in Cork, including post graduate students.

In response to the issues raised by Cork City Council and echoed by An Bord Pleanála, the design of the studio apartments has been revised so that the floor area meets the 25m<sup>2</sup> requirement of Variation 5 of the Cork City Development Plan, so as not to set a precedent for future development. This has resulted in a general decrease in studio bedroom numbers and overall unit numbers as follows:

- Pre-planning proposal: 97 apartments inc. 75 studio apartments, total: 222 bedrooms.
  - Application proposal: 78 apartments inc. 56 studio apartments, total: 206 bedrooms.
- 2. Further consideration of, and possible amendment to the documents having regard to the need to accommodate**

***adequate levels of bicycle parking for future residents of the development, and for visitors there to. Application documentation should demonstrate that the functional and operational requirements of such parking provision are met, including requirements in relation to ceiling height, circulation and access.***

Vehicle (for emergency vehicles) and bicycle access to the site is primarily from Orchard Road. The site also connects directly to the adjoining, as-permitted student development (ABP 306714-20) to the south and on to Ashbrook Heights. Access between Orchard Road and the road serving Ashbrook Heights will facilitate improved cyclists and pedestrians as well as facilitating accessibility for emergency and essential service vehicles.

A vehicle access and service strategy has been prepared by MHL Engineers which demonstrates that the functional and operational requirements of parking provision for emergency vehicles are met. The report notes that connectivity throughout the scheme is heavily weighted towards the pedestrian but that access for certain service / emergency vehicles is necessary for the future management of the site. The report address access requirements for the following vehicles / frequency:

- Fire Tender / Ambulance: In the event of an emergency
- Sewer / Facade maintenance: Infrequent
- Delivery / Taxi (set down on to Orchard Road): Daily Weekly
- Service/refuse collection: Weekly / Bi-weekly

Providing adequately for the above fulfils the design aspirations of DMURs, providing enhanced access to both our client's development and adjoining properties in the event of an emergency. Emergency/ Service vehicles would utilise the existing road infrastructure and emergency access laneway to facilitate access to the building.

Pedestrian permeability - the integration of pedestrian facilities will serve to increase footfall in the area, closer interconnection will provide benefit to future residents.

This proposed development seeks to embrace the objectives set out in DMURS by implementing a design that will improve the space abounding the site and facilitating the delivery of local CMATS objectives. The site accommodates the delivery of improved bus and pedestrian services along Victoria Cross Road. The application proposes improvements to the nearby footpaths abounding the site, to accommodate a large pedestrian area. This carriageway proposal follows discussions with Cork City Council in relation to planned CMATS projects, including the intended LRT which are to pass the site. All of these improvements will serve to improve sustainable connectivity to the site, aligning with DMURS objectives.

### **Bicycle Parking / Ceiling Heights**

A Planning and Design Statement prepared by Butler Cammoranesi is included with this application Section 6.6 - Residential Design Standards of the Planning and Design Statement demonstrates that adequate levels of bicycle parking for future residents of the development, and for visitors there to be provided for. The design statement demonstrates that the functional and operational requirements of such parking provision are met, including requirements in relation to ceiling height, circulation and access.

The apartment design focuses on the requirements for shared student living - good levels of daylight, natural ventilation including dual aspect / corner living rooms, provision of adequate storage space and future adaptability. Proposals for renewable energy form part of the design proposal.

The proposal includes a mix of apartment sizes from studio to cluster apartments including 10no. Part M accessible apartments / studios (at a ratio of 1:20). Apartment sizes are in line with current student accommodation standards. The majority of apartments are orientated east-west and south to maximise the number of apartments which can avail of south facing aspect / extended hours of daylight/sunlight to the living spaces.

The proposed development is designed to be sustainable, creating high quality places and spaces which:

- Provide the necessary environment required to deliver a quality of life for residents and visitors in terms of amenity, safety and convenience;
- Provide adequate open space which will be practical in terms of scale and layout and be naturally supervised by the aspect of the dwellings it serves
- Provide a good range of suitable facilities including, car park (set down), bicycle parking, resident community common space and amenity areas;
- Ensure that walking, cycling and access to public transport will be prioritised to minimise the need to use cars – close proximity to the city centre and third level institutional uses will enable the development to meet this requirement;
- Present an attractive appearance with a distinct sense of place;
- Will be easy to access and navigate;
- Will promote the efficient use of land in terms of density and plot ratio relative to its setting.

In line with the above the design provides for the following

### **Parking**

In consideration of the site's proximity to UCC and existing local public transport routes, car parking is not provided for within the scheme. Set down space is provided at the southern portion of the adjoining site as indicated in MHL Operations and Servicing Management Plan Fig 7. The set down area will facilitate general drop-off /collection for both taxis and private vehicles on a daily / peak time basis i.e. start and end of term.

### **Cycle Parking**

Communal cycle parking is provided in accordance with Table 16.9, Part F of the City Development Plan with 0.5 cycle parking spaces per student bed.

### **Floor to ceiling heights**

Apartments will have a minimum floor to ceiling height of 2.7m (3m floor to floor).

### **Apt Size / Room Area**

Apartments meet the requirements outlined in Cork City Council Development Plan Variation 5 Table 16.5a Minimum Standards for Purpose Built Student Accommodation:

- Shared Unit / house: min 3 bed / max 8 bed occupancy;
- Single study room with ensuite bathroom: 12sqm min.;
- Single/Double occupancy (self-contained) studio unit with ensuite bathroom: 25sqm min.;
- Shared kitchen/living/dining room: 4sqm per bed space;
- Communal private open space: 5-7sqm per bed space.

Dwelling type and size provided:

- 57 no. Studios apts. 28-33sqm.;
- 1 no. Five bedroom cluster apts. 108sqm.;
- 5 no. Six bedroom cluster apts. 129sqm.;
- 6 no. Seven bedroom cluster apts. 148-152sqm.;
- 9 no. Eight bedroom cluster apts. 164-168sqm.

### **Shared and communal facilities / Residential Amenity**

Shared communal facilities include an entrance reception area for on-site staff / management and student common room for tv-games area.

Private amenity for resident use will include apartment balconies, student common area (tv/games/laundry etc.) and shared amenity spaces consisting of a landscaped central courtyard, riverside amenity and roof level terraces. Student common area located on ground floor will serve to activate the street and riverside frontage. Landscaping will be in accordance with the submitted landscaping

details prepared by Cathal O'Meara Landscape and which are described in more detail under "Landscape". As outlined in the Planning and Design Statement accompanying this application, the proposed development provides for 1120m<sup>2</sup> of communal private open space for future residents which is equivalent to 5.4m<sup>2</sup> per bedspace. This provision meets the requirements outlined in 2015 Cork City Council Development Plan Variation 5 Table 16.5a Minimum Standards for Purpose Built Student Accommodation.

#### **Access for all**

The design is based on the requirements of the Building Regulations TGD Part M - Access and Use to meet the needs of both ambulant disabled and wheelchair users. All apartments are easily accessible from the entrance via stair and lift. Thresholds are designed to be level, Part M lift cars provide access to all floors and all internal doors comply with wheelchair accessible standards. Adequate turning space is provided within each of the apartments and common part circulation areas. 10no. accessible apartments are proposed - a ratio of 1:20. Refer to the Access Statement submitted with this application.

#### **Stair and Life Cores**

2no. lift/stair cores provide access to a maximum of 4 cluster apartments and 11 individually occupied studios per floor.

#### **Mechanical Plant**

Mechanical plant area is provided at both ground and roof levels.

- 3. Further consideration and elaboration of the proposals with regard to the design and layout of the proposed riverside walkway and cycleway. Application documentation should clearly describe the nature and extent of the development and works proposed in this regard, including details of access to the walkway and cycleway, proposed finishes and its relationship with the proposed adjoining communal residential open space.***

A Landscape Plan prepared by Cathal O'Meara Landscape Architects which includes details of access to the walkway and cycleway, proposed finishes and its relationship with the proposed adjoining communal residential open space is included with the application documents.

The shared riverside walkway and cycleway enters the site at the North from Orchard Road and runs along the eastern boundary of the site for 94.5M, terminating at Ashbrook heights.

The 3.5M wide route will be paved using a high-quality concrete block paver with natural stone aggregate and delineated with a flush kerb to either side. These materials are consistent with the public open spaces thus assimilating the path within the larger scheme. To the



inside (west) the path is flanked by a further 2.0M wide hard surface allowing a total route of 5.5M for emergency vehicle access/set down.

A small strip of native planting will soften the route's riverside boundary and help merge the site with the existing riverside vegetation, while a 1.2M high safety rail will secure users from the steep bank

- 4. Further consideration of, and possible amendment to the documents having regard to the need to accommodate the servicing and operational needs of the development. In this regard, consideration should be given to measure to ensure that deliveries and collections, including refuse and bin collection, can be facilitated without impacting on the operation of the adjoining road network. The plan should identify bin storage and collection and staging areas, which should not obstruct or interfere with pedestrian movement along the adjoining roads and footpaths. Consideration should also be given to the provision of appropriate set-down facilities for residents and or visitors.***

***This may require possible amendment to the documents and or design proposals submitted.***

A Vehicle Access Strategy prepared by MHL Consulting Engineers is provided with the application documents and details how deliveries and collections, including refuse and bin collection, can be facilitated without impacting on the operation of the adjoining road network. Delivery vehicles including emergency vehicles and refuse, and bin collection will utilise the existing road infrastructure and enter the site via the emergency access laneway entrance on Orchard Road to facilitate access to the building. Vehicles will exist the access laneway to the south via the existing entrance to Ashbrook Heights.

The drawings provided by Butler Cammoranesi and MHL Consulting Engineers identify bin storage and collection and staging areas, which do not obstruct or interfere with pedestrian movement along the adjoining roads and footpaths. A set-down area for residents and or visitors has been provided on Orchard Road.

## 2.2 Additional Information requested under Article 285(5)(b)

The additional information requested under Article 285(5)(b) of the Regulations is provided under Items 1 to 11 below

- 1. A statement, and appropriately detailed drawings, describing the relationship between the proposed development and the adjacent permitted development to the south (PA 18/37795, 19/38385, ABP Ref ABP-306714-20). The response should identify and describe any common spaces or linkages between the two developments and their management. The layout should seek to obviate the creation of any unsupervised or dead spaces between these developments.***

Section 6.12 of the Planning and Design statement and detailed drawings by Butler Cammoranesi Architects, which describes the relationship between the proposed development and the adjacent permitted development to the south (PA 18/37795, 19/38385, ABP Ref ABP-306714-20) form part of the application documents. The response identifies and describes the common spaces and linkages between the two developments and their management. The proposed layout obviates the creation of any unsupervised or dead spaces between these developments.

- 2. Detailed section drawings illustrating the relationship between the proposed development and the adjacent residential property to the east. The application should clearly address any potential impacts thereon in terms of overlooking or overshadowing.***

Detailed section drawings, DWG Ref. A10-101 and A10-201 illustrates the relationship between the proposed development and the adjacent residential property to the east is provided by Butler Cammoranesi Architects and submitted with this application.

As outlined in the material/drawings by Butler Cammoranesi Architects, the floors above ground floor level on the eastern elevation, have a 'saw tooth' formation to direct views away from the third-party properties to the east, while windows serving the corridor in the cantilevered section looking east has opaque glass to ensure that there will be no overlooking. These measures in conjunction with the separation distances and existing/proposed landscaping/trees along the eastern boundary, will ensure that there will be no overlooking of the residential properties to the east.

A Daylight, Sunlight and Overshadowing Report has been prepared by Passive Dynamics and submitted with this application, and which demonstrates that there will be no adverse impacts in terms of overshadowing.

**3. A response to the matters raised in the report of (i) the Cork City Council Traffic Operations section and (ii) the Urban Road and Street Design sections.**

***Plan and section drawings accompanying the application should illustrate how the proposed development layout provides for and accommodates future public transport and pedestrian and cycle provision along Victoria Cross Road / Wilton Road.***

A response to the matters raised in the report of the Cork City Council Traffic Operations section and the Urban Road and Street Design sections has been prepared by MHL Consulting Engineers and submitted with this application.

Plan and section drawings by MHL Consulting Engineers which accompany this application illustrate how the proposed development layout provides for and accommodates the future public transport and pedestrian and cycle provision along Victoria Cross Road / Wilton Road.

**4. A Construction Environmental Management Plan and a Construction Traffic Management Plan which should consider potential cumulative impacts with adjoining development to the south.**

***A Construction and Demolition Management Plan should address the potential for the presence of hazardous materials within existing structures or for contaminated soils within the site, and any required mitigation or management measures.***

A Construction Environmental Management Plan incorporating a Construction Traffic Management Plan by Malone O'Regan Environmental which considers the potential cumulative impacts with adjoining development to the south forms part of this application.

A Construction and Demolition Management Plan by Malone O'Regan Environmental which addresses the potential for the presence of hazardous materials within existing structures and for contaminated soils within the site, and any required mitigation or management measures forms part of this application.

**5. A Student Accommodation Management Plan, providing details of the ongoing management of the proposed development, including any use of the facility as tourist accommodation outside of term.**

A Student Accommodation Management Plan which provides details of the ongoing management of the proposed development, including

any use of the facility as tourist accommodation outside of term by McCutcheon Halley is provided as part of the application documents.

**6. (i) a report addressing the matters raised in the report of the Cork City Council Drainage Section.**

***(ii) Further detail in respect of the treatment of, and relationship with, the existing Irish Water combined sewer and the public surface water sewer to the east and west of the site respectively. The application should demonstrate that any necessary wayleave and associated maintenance requirements are provided for within the development, including any required building set-back or revised landscaping arrangements.***

An Engineering Report by JODA Consulting Engineers which addresses the matters raised in the report of the Cork City Council Drainage Section forms part of the application documents.

Further detail in respect of the treatment of and relationship with the existing Irish Water combined sewer and the public surface water sewer to the east and west of the site respectively are provided as part of the Engineering Report and drawings by JODA Consulting Engineers which form part of the application documents. The submitted drawings demonstrate that the necessary wayleave and associated maintenance requirements are provided for within the development.

**7. A report that specifically addresses the proposed materials and finishes to the scheme, including specific detail of external finishes, landscaping and paving, pathways, entrances and a boundary treatments. Particular regard should be had to the requirement to provide high quality, durable and sustainable finishes which have regard to the context of the site.**

Section 6.8 of the Planning and Design Statement by Butler Cammoranesi which addresses the proposed materials and finishes to the scheme, including specific detail of external finishes, landscaping and paving, pathways, entrances and a boundary treatments forms part of the application documents. Particular regard has been had to the provision of high quality, durable and sustainable finishes which have regard to the context of the site.

**8. Plan and section drawings showing existing and proposed ground levels across the site and clearly describing how any transition in levels between the proposed development and the adjoining public realm will be created.**

Plans and section drawings by Butler Cammoranesi which show existing and proposed ground levels across the site and clearly

describe how any transition in levels between the proposed development and the adjoining public realm will be created form part of this application.

9. ***The application should include a comprehensive daylight and sunlight assessment examining the proposed dwellings units and amenity and open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides like the BRE Site Layout Planning For Daylight and Sunlight (2<sup>nd</sup> edition) or BS 8206-2: 2008 – Lighting for Buildings – Part 2: Code of Practice for Daylighting.***

***The assessment should provide a comprehensive view of the performance of the development in respect of daylight provision. Where any alternative, compensatory design solutions in respect of daylight are proposed these should be clearly identified and justified, and their effect appropriately described and or quantified. The assessment should demonstrate the due regard was had to any screening to windows proposed to address potential overlooking of adjoining properties.***

A Daylight, Sunlight and Overshadowing Report prepared by Passive Dynamics is provided as part of the application documents. The Report examines the proposed dwelling units and amenity and open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. The assessment has had regard to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides like the BRE Site Layout Planning For Daylight and Sunlight (2<sup>nd</sup> edition) or BS 8206-2: 2008 – Lighting for Buildings – Part 2: Code of Practice for Daylighting.

The assessment by Passive Dynamics provides a comprehensive view of the performance of the development in respect of daylight provision. Where any alternative, compensatory design solutions in respect of daylight are proposed these are clearly identified and justified, and their effect appropriately described and quantified. The assessment demonstrates the due regard had to the screening to windows proposed along the eastern boundary to address potential overlooking of adjoining properties.

As outlined in the Daylight, Sunlight and Overshadowing Report by Passive Dynamics, the proposed development provides adequate daylight and sunlight for the proposed residential units and public/private amenity areas and will not have an adverse impact on any of the neighbouring properties.

**10. An Operations and Servicing Management Plan, which should also address the management of likely vehicular access and parking demands at both the commencement and end of each academic term.**

A Vehicle Service Access Strategy by MHL Consulting Engineers which addresses the management of likely vehicular access has been provided as part of the application documents. As detailed in the Mobility Management Plan by MHL Consulting Engineers and the Planning and Design Statement by Butler Cammoranesi Architects no vehicular parking is provided for on site. Students will be encouraged to utilise public transport at both the commencement and end of each academic term. 1 no. set down space is provided which will be strictly by appointment only at both the commencement and end of each academic term. This will be managed by the onsite management company.

**11. The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2018 unless it is proposed to submit an EIAR at application stage.**

A Section 29B Statement by Malone O'Regan Environmental forms part of the application documents.

### 3. Notification of Statutory Bodies

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

1. Inland Fisheries Ireland
2. Irish Water
3. National Transport Authority
4. Transport Infrastructure Ireland

## Appendix A

Cork City Council  
Planning Department  
City Hall  
Anglesea Street  
Cork, T12 T997

2<sup>nd</sup> August 2022

*Issued via E-mail*

To whom it may concern,

**Re: Student Accommodation, Victoria Cross, Cork – Bellmount Developments**

Tide Construction have over 10 years' experience in the UK Purpose Built Student Accommodation (PBSA) market. During this period, Tide have worked with leading PBSA operators and providers. These include CRM Student, Vita Student, Outpost and Chapter Living.

While the requirement is for 25m<sup>2</sup> studio units, our experience has shown many students cannot afford to rent these units. The same students are happy to take a smaller 17m<sup>2</sup> studio as this can be affordable while still offering the same benefits of studio living.

As the market has evolved, there has been a strong demand for studio accommodation with many developments now offering both cluster and studio options.

Based on our recently completed schemes, and feedback from the operators mentioned above, the benefits of studio accommodation are set out below.

- Studios cater for students with different preferences for how they live.
- Cluster studios are a great way for new students to meet new people and develop new friendship groups. As students mature, and as study time increases, having studios allows students to live in the same accommodation block while having more privacy. Friendships formed in earlier years can be maintained.
- Studios give an opportunity for people to have their own dedicated room where they can cook, sleep and study uninterrupted.
- Studios are larger (approx. 17m<sup>2</sup>) which will appeal to students who would like their own larger space.
- Studio units are popular among masters and PhD students who would prefer their own space but still like the convenience of living within a managed building.
- Shared amenity space in student accommodation allows those occupying studios to socialise/mix with other residents. Building management prepare a regular events programme which encourages mixing.
- Offering both cluster accommodation and studios offers students a choice depending on affordability.
- In our experience, foreign students have shown a preference for studio accommodation when offered as part of a mixed provision development.
- The market has shown that there is strong demand for studio accommodation.

I trust the above clearly demonstrates the benefits of including studio accommodation as part of a mixed provision development.

Please do not hesitate to contact me if any further information is required.

Kind Regards,

A handwritten signature in black ink, appearing to read "Helen McManus".

Helen McManus  
Planning Manager

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