

# Statement of Consistency

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

on behalf of Bellmount Developments Limited

July 2022



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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# 1. Introduction

## 1.1 Context

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 Strategic Housing Development application for student accommodation at The Former Finbarr Galvin Motor Dealership, Fronting on to Victoria Cross Road and Orchard Road, Bishopstown, Cork.

The proposed development comprises the development of:

- The demolition of existing structures on site; and
- The construction of 78 no. student accommodation apartments (ranging in size from single bed studio apartments to 8-bed apartments) comprising a total of 206 no. bed spaces in 1 no. 6 storey block;
- Student amenity facilities including a study area, games room, lounge space, laundry room and server/ICT room;
- The provision of landscaping and amenity areas including a courtyard space (including modifications to the external amenity area of the student accommodation scheme permitted under An Bord Pleanála Ref. 306714-20), 1 no. rooftop terrace and a riverfront amenity incorporating a pedestrian and cycle path accessing onto Ashbrook Heights and Orchard Road;
- The provision of a set down area, 1 no. access point (for emergency vehicles only), footpaths and repositioned pedestrian crossing and associated tactile paving on Orchard Road;
- The provision of a new junction build out at the junction of Orchard Road and Victoria Cross Road;
- The provision of footpaths and landscaped areas along Victoria Cross Road; and
- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage and plant at ground and roof top levels.

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

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

- 2.1 *Project Ireland 2040: National Planning Framework (2018);*
- 2.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);*
- 2.3 *National Student Accommodation Strategy (2017);*
- 2.4 *Quarter 3 (Q3) 2019 Progress Report on the National Student Accommodation Strategy;*
- 2.5 *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;*
- 2.6 *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;*
- 2.7 *Urban Development and Building Heights – Guidelines for Planning Authorities (2018), Department of Housing, Planning and Local Government;*
- 2.8 *Southern Regional Assembly: 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); and:*
- 3.3 *Cork City Development Plan 2015;*
- 3.4 *Cork City Development Plan 2022-2028.*

## **1.2 Summary Statement of Consistency**

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

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

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

### **1.2.1 Context**

The proposed site is located at Victoria Cross Road, approximately 900m to the west of University College Cork and 2.1km from Cork City Centre. The total site area comprises 0.29 hectares and has a generally flat topography. There is a net developable area of 0.20 hectares. The site currently comprises a car showroom unit which is not in use. Permission for the development of these lands for residential use was previously granted under Ref. 06/31044.

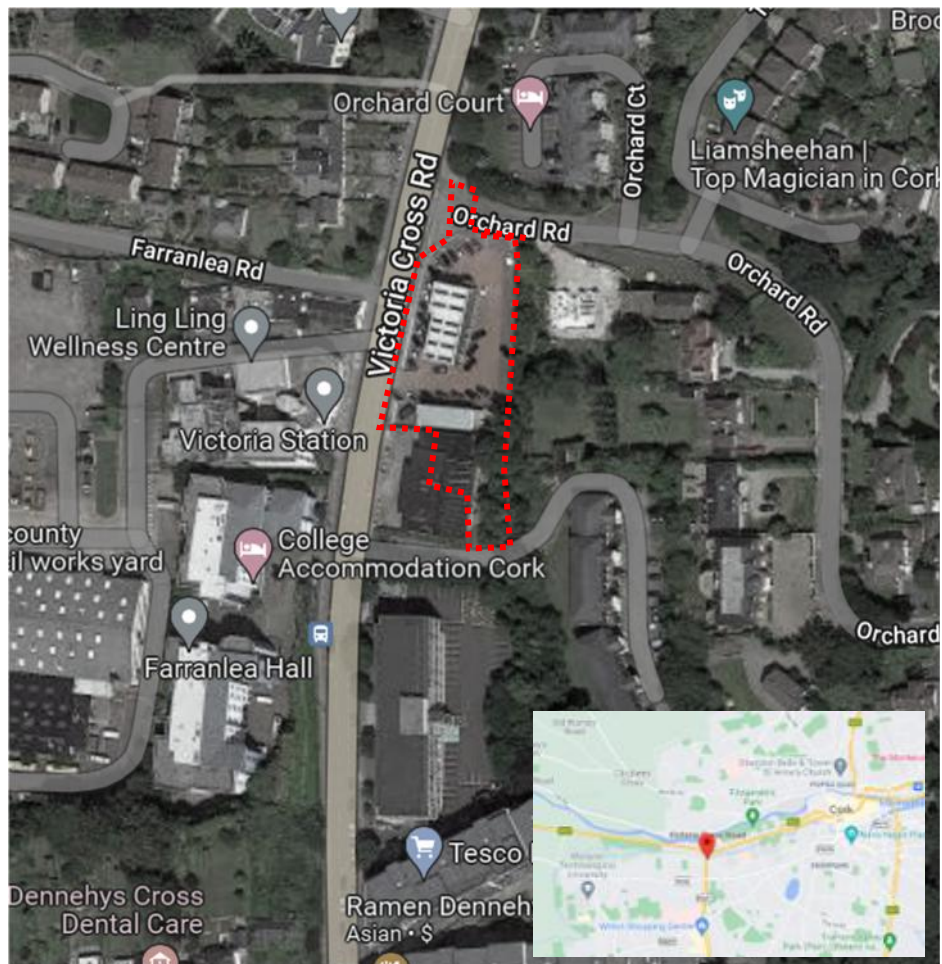


Figure 1: Subject site at Victoria Cross Road and Orchard Road outlined in red.

The site is within easy walking distance of several commercial, educational, recreational and community facilities including local shops, medical services and restaurants. The area surrounding the site is primarily residential in character, comprising several student apartment complexes, with a variety of sizes and designs. The site is bounded to the west by Victoria Cross Road with student accommodation and commercial/employment uses beyond, to the north by Orchard Road with residential and student accommodation beyond, to the east by residential uses and to the south by the former Kelleher Tyres premises, which has now been permitted for student accommodation use.

The subject site is located c. 1.7km to the north of Wilton District Centre and 2.1km west of Cork City Centre and mid-way between Dennehy's Cross and Victoria Cross neighbourhood centres. The subject site was chosen by the applicants due to its convenient location and proximity to the main campus of University College Cork (UCC). The subject site is located a walking distance of approximately 12 mins (900 metres) from the main campus of University College Cork (UCC) and for students attending the Munster Technological University (MTU), the number 205 bus stop is located close to the site and terminates at MTU, providing easy access to the Institute. This bus route also provides access to Parnell Place Bus Station and Kent Train Station.



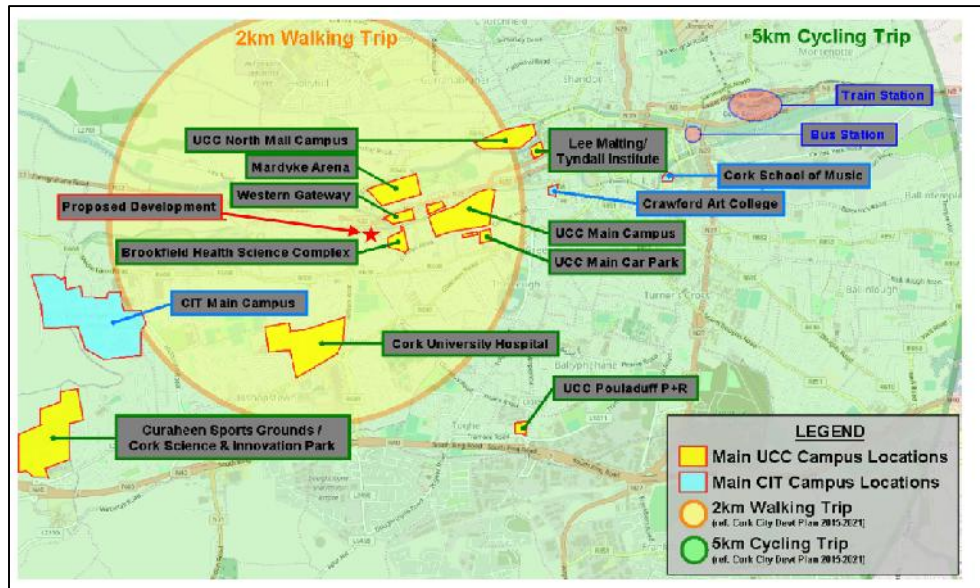


Figure 2: Context of site – Site highlighted in red.

### 1.2.2 Density & Housing Mix

The *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.

Variation No. 5 (Student Accommodation) of the *Cork City Development Plan 2015 – 2021*, further states that the City Council will support the provision of high quality and managed, purpose-built student accommodation, on campus, in areas in close proximity to Third Level Institutes and in locations within easy access of public transport corridors and cycle routes serving Third Level Institutes. Chapter 6: Residential Strategy outlines the City Council's policy on student accommodation, referring to the national policy set out in the National Student Accommodation Strategy. When assessing planning applications for such developments, the criteria that will be taken into account include:

- The location and accessibility to Third Level Educational facilities and the proximity to existing or planned public transport corridors and cycle routes;
- The scale of development (capacity) and the potential impact on local residential amenities;
- The provision of amenity areas and open space, (quality and quantity);
- The provision of on-site facilities, including storage facilities, waste management, bicycle facilities, leisure

facilities, (retail /café uses), car parking and amenity, (quality and quantity);

- The architectural quality of the design having regard to its context, including scale, height, massing, on-site layout and materials. The internal design and layout should be robust and capable of future adaptation and change of use.
- Include a Management Plan demonstrating how the scheme will be professionally managed and operated 'year-round' (term-time and out-of-term periods).
- Demonstrate how the scheme positively integrates with receiving environmental and the local community and creates a positive and safe living environment for students.
- Demonstrate adherence to the Minimum Standards for Purpose Built Student Accommodation as outlined in Table 16.5a.

Table 11.2 of the 2022 Cork City Development Plan provides standards in relation to density and building height, whereby the "Upper Target" for residential density and building height for the Outer Suburbs area is 60 units per hectare and 4 storeys respectively, however Victoria Cross is identified as an 'exception' in the 2022 CDP, based on the Cork City Urban Density Building Height and Tall Building Study (UDBHTBS) in relation to density and building height. So while the subject site sits within the Outer Suburbs, the area is also identified as a focus for high density student accommodation where higher densities and heights are considered appropriate

The proposed development is also well served by public transport, with a number of Bus Éireann stops operating in the local area with the closest stop relative to the development site, the 205, located on College Road, which is 310m walking distance of the development site. This bus route provides access to MTU, Parnell Place Bus Station and Kent Train Station.

#### **Statement of Consistency: DENSITY**

**An overall net residential density of 269 units per hectare (this figure includes a high proportion of single bed studio apartments) 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 Variation No. 5 (Student Accommodation) of the Cork City Development Plan 2015 and the density/height provisions of the 2022 Cork City Development Plan.**

The overall density of the proposed student accommodation scheme has been calculated at 269 units per hectare, however given the nature of the proposed development, which includes a high proportion of single bed studios, this needs to be taken in to account when assessing the density of the proposed development, however it is submitted that a higher density is appropriate given the sites location on a 'BusConnects Public Transport



Corridor', which will be upgraded to provide a light rail service under CMATS and having regard to the 2022 CDP/UDBHTBS.

### **1.2.3 Layout**

#### **Connectivity**

The subject site is strategically located in close proximity to UCC, MTU, 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 the students.

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 amenity spaces have all been developed to meet the specific needs of third level students. Communal amenity spaces are provided within the scheme such as a study area, games area and lounge space. These high quality, attractive and liveable spaces are where the residents will interact with each other ensuring an integrated student community within the scheme.

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 ability.

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

#### **Distinctiveness**

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 block is set at an appropriate scale in relation to the road and path widths, and nearby developments, currently under construction.

The courtyard area to the east comprises a high quality hard and soft landscaping, street furniture and planting and form a transition between the semi-public areas for residentials and the public realm of the street. The proposed design and layout of the development will create an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.

## Parking

No vehicular parking is provided on site. A total of 104 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, cyclists, student drop off and collection as well as occasional delivery and refuse collection. The operator will ensure that students will be given allocated check-in/check-out time slots to ensure they do not all arrive/depart at the same time thereby reducing the potential for congestion and/or blocking of through routes for pedestrians, cyclists and visitors.

Both the 2015 and 2022 Cork City Council Development Plans require 0.5 bicycle spaces per bed space for student apartments. The proposed development of 206 bedspaces proposes 103 spaces, which is in line with the minimum requirement.

## Detailed Design

The proposed apartments are designed to complement 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 buildings in the area, often in a more contemporary manner, that will respect and enhance the local setting.

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

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

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

### **Statement of Consistency: LAYOUT**

**The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual. A detailed Design Statement is submitted with this SHD application in accordance with Objective 16.1 of the Cork City Development Plan. The proposed apartments have been designed having regard to and are consistent with *Section 16.68 in Variation No. 5 (Student Accommodation) of the Cork City Development Plan 2015* and Objective 11.6 (Purpose-Built Student Accommodation) of the 2022 Cork City Development Plan. Overall, a high-quality layout and design has been achieved, based on the provision of a mix of high-quality apartments in a quality neighbourhood area and through the creation of a sustainable development 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 space to the east 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 buildings and also by providing generous separation distances between the proposed blocks. Windows and balconies 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 terraces 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.

The Cork City Development 2015 sets out a minimum requirement for communal private open space for student accommodation developments as 5-7sqm per bed space. The proposed quantum of private communal open space is on the higher end of this scale. These high quality, attractive and liveable spaces are where the residents will principally interact with each other ensuring an integrated student community within the scheme. Overall,

we consider that the proposed student accommodation will provide a high standard of quality facilities and amenities in accordance with the 2015 and 2022 CDPs.

**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 Cork City Development Plan. The proposed apartments have been designed having regard to and are consistent with *Section 16.68 in Variation No. 5 (Student Accommodation) of the Cork City Development Plan 2015* and Objective 11.6 of the 2022 Cork City Development Plan. 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 a courtyard area to the east. 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 living spaces within the scheme are dual aspect which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

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

### Adaptability

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

#### **Statement of Consistency: SUSTAINABILITY**

**The sustainability of the proposed development is based on the principal criteria of the Urban Design Manual and a detailed Design Statement is submitted with this SHD application in accordance with Objective 16.1 of the Cork City Development Plan. The proposed apartments have been designed having regard to and are consistent with Section 16.68 in Variation No. 5 (Student Accommodation) of the Cork City Development Plan 2015 and Objective 11.6 of the Cork City Development Plan 2022-2028. Overall, a high-quality design has been achieved which makes efficient use of land and provides apartments which can be adapted to meet the future needs of residents.**



## 2. National 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);
- National Student Accommodation Strategy (2017);
- Quarter 3 (Q3) 2019 Progress Report on the National Student Accommodation Strategy;
- 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;
- Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- Southern Regional Assembly: Regional Spatial and Economic Strategy (2019).

### 2.1 Project Ireland 2040: National Planning Framework, 2018

The National Planning Framework (NPF) was launched in 2018 and is the Government’s strategic plan for “*shaping the future growth and development of our country out to the year 2040*”. The National Planning Framework 2040 (NPF) established strong growth targets for Ireland and sets a new policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs.

| 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 built up area of Cork City and is therefore in accordance with Objective 3a.                         |
| 3b        | Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.   | ✓ The proposed development is located on a brownfield site within the built-up area of 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. |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
|           |  | <ul style="list-style-type: none"> <li>✓ The proposed development provides quality open spaces and landscaped areas in a central area.</li> <li>✓ The proposed development will meet the needs of students in Cork where currently there is an undersupply of purpose-built student accommodation.</li> <li>✓ The proposed development is accompanied by a Design Statement, Daylight study and Mobility Management Plan all aimed at demonstrating the quality of the buildings and residential environment being created.</li> </ul> |
| 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.  | <ul style="list-style-type: none"> <li>✓ 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 within close proximity to UCC.</li> </ul>   |
| 6         | Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.  | <ul style="list-style-type: none"> <li>✓ The existing brownfield site is currently underutilised and not maximising the sites full potential in relation to density. The development of a high-density student accommodation scheme will rejuvenate the area bringing a level of activity that is currently absent.</li> </ul>   |
| 7         | <p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> <li>) Dublin</li> <li>) Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;</li> <li>) 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;</li> <li>) In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.</li> </ul> | <ul style="list-style-type: none"> <li>✓ The proposed development is located on a brownfield site proximate to UCC.</li> <li>✓ The site's zoning facilitates student accommodation development and is appropriate for high density development. .</li> </ul>   |
| 8         | To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Dublin of an increase in population of approximately 20-25% (or 235,000 - 293,000 people) by 2040.  | <ul style="list-style-type: none"> <li>✓ The proposed development will provide high density residential development that will facilitate an increase in the population of Cork city.</li> </ul>  |
| 11        | In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and   | <ul style="list-style-type: none"> <li>✓ The proposed development seeks permission for a residential density of 269 units/ha on a brownfield site.</li> <li>✓ The additional population will lead to a strengthening of jobs and activity within the area through the knock-on effect on services and</li> </ul>   |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
|           | villages, subject to development meeting appropriate planning standards and achieving targeted growth.   | facilities within the existing urban area and therefore satisfies objective 11.  |
| 13        | In urban areas, planning and related standards, including building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected. | <ul style="list-style-type: none"> <li>✓ The proposed development is 6 storeys. The proposed height is consistent with emerging trends for development in the area.</li> <li>✓ The application will be supported by a comprehensive suite of assessments assessing the development against performance-based criteria.</li> </ul>  |
| 26        | Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.   | <ul style="list-style-type: none"> <li>✓ The site is located within 900 metres of UCC, 1.9km to the north of Wilton District Centre and c.2.1km west of Cork City Centre. 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.</li> </ul>   |
| 27        | Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.  | <ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian links throughout the site.</li> <li>✓ 104 no. cycle parking spaces are proposed throughout the site for future occupants and visitors.</li> </ul> |
| 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"> <li>✓ The proposed development will contribute towards addressing the identified deficit of student housing in Cork as outlined in the National Student Accommodation Strategy 2017. This will in turn free up additional residential housing in the local area. It is estimated that for every 4 students housed in either PBSA or digs an additional housing unit in the private rented sector is made available</li> </ul>   |
| 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"> <li>✓ 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.</li> </ul>  |
| 52        | The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.   | <ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge</li> </ul>   |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
|-----------|--|---|
| 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 that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.  |
| 63        | Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.  | ✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.   |
| 64        | Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions. | <ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ 104 no. cycle parking spaces are provided within the scheme.</li> <li>✓ 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.</li> </ul> |
| 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 AA Screening and Natura Impact Assessment report is included with this application.  |

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

*Rebuilding Ireland, an Action Plan for Housing and Homelessness*, comprises five pillars of concerted actions right across Government – addressing homelessness, accelerating social housing, building more homes, improving the rental sector and utilising existing housing. A key priority is addressing the unacceptable level of homeless families and long-term homeless people in emergency accommodation, by providing rapid housing delivery, alongside measures to support those at risk of losing their homes.

An ambitious social housing programme of 47,000 units to 2021 was proposed delivered with funding of €5.35 billion. The overarching aim of the Action Plan is to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs, and to help those who are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation.

A statement of consistency with the relevant objectives is outlined below:

| Aspect                | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------------------|---|---|
| <b>Action 4.7</b>     | ) We will prepare and publish a national student accommodation strategy, which will set out a broad framework for delivery of an enhanced level of accommodation and which will inform local authority housing strategies and the land management process in general, in order to provide suitably located and affordable sites | ✓ The published strategy has identified the significant need for additional student accommodation in Cork specifically referencing the Cork City Development Plan that given the growth in recent years of the numbers of third level students together with the planned expansion of the city's major educational/facilities, there is a demand for specific residential accommodation to cater for this need. |
| <b>Action no. 4.8</b> | ) We will work with stakeholders to prioritise and progress viable projects to provide additional student accommodation in key urban areas  | ✓ The proposed development site is in a key sustainable location in close proximity to UCC and connected to MTU via public transport. The other main 3 <sup>rd</sup> level institutions in the city are also easily accessible by walking/cycling or public transport.  |



## 2.3 National Student Accommodation Strategy, 2017

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
|           | <p>J It is estimated that there is currently an unmet demand for 23,634 bed spaces. Drawing together the estimates of supply of, and demand for, PBSA shows that the demand for PBSA currently outstrips supply and this trend will continue to 2024. The Strategy projected that Cork will have a supply 4,352 PBSA bed spaces by 2019. However, it states that the demand would be 6,463 i.e. a deficit of 2,111 beds.</p>  | <p>✓ The proposed scheme will contribute towards delivery of the projected purpose built student accommodation numbers for Cork and will therefore make a positive contribution to the shortage of student accommodation in a key urban area, which is critical to reducing the overall pressure on the housing sector in the city.</p>   |
|           | <p>J By developing and utilising an appropriate Management Plan for PBSA, the managers of PBSA can minimise any potential negative impacts from the development and its occupants on surrounding properties and neighbourhoods and can create a positive and safe living environment for students and develop and enhance the neighbourhoods in which they are situated for the betterment of the whole community.</p>        | <p>✓ The proposed development is accompanied by a Student Management Plan, which identifies the main objectives for the managed procedures which are required to ensure the provision of a safe environment in which students can live, whilst taking into account the sensitivities of the local area.</p>   |
|           | <p>J Construction of at least an additional 7,000 PBSA bed spaces by end 2019. This is in line with the target set in Rebuilding Ireland.</p>   | <p>✓ The proposed scheme will assist in addressing a shortfall of student accommodation, currently estimated at 1,109 student bed spaces.</p>   |
|           | <p>J All developers and managers of PBSA should put in place an appropriate Management Plan for PBSA in order to minimise potential negative impacts of the development and its occupants on surrounding properties and neighbourhoods and to create a positive and safe living environment for students and develop and enhance the neighbourhoods in which they are situated for the betterment of the whole community.</p> | <p>✓ The proposed scheme is accompanied by a Student Management Plan, which highlights the applicant's model proactively working with and developing a constructive relationship with the nearest residents, businesses and representatives of the local community. The applicant views this approach as critical to ensuring that as far as possible, the numerous local interest groups co-exist harmoniously. It is of paramount importance that the surrounding local businesses and occupiers can continue to operate and live alongside the scheme.</p> |

## 2.4 Quarter 3 (Q3) 2019 Progress Report on the National Student Accommodation Strategy

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
|           | <ul style="list-style-type: none"> <li>✓ <i>“The National Student Accommodation Strategy 2017”</i> projected that there would be an additional 564 PBSA bed spaces completed in Cork by 2019 equating to 4,352, with a short fall of 2,111 bed spaces. According to the Q3 2019 update, only 413 bed-spaces were completed in Cork between 2016 and 2019, which resulted in a short fall or excess demand of 2,262 bed spaces by the end of 2019.</li> <li>✓ According to the Q3 2019 update an additional 1,181 beds will be delivered by the end of 2020. This refers to the Crow’s Nest Site (255 bedspaces), Former O’Mahony Packaging (348 bedspaces), Round Hill Capital’s Development, Gillian House on Farranlea Road (161 bedspaces) and Bam’s Development in the Brewery Quarter (417 bed spaces ).</li> <li>✓ On that basis, taking into account of the amendments to the final bed space numbers on the projects currently under construction, there will be an actual delivery of an additional 1,203 bed spaces by the end of 2020. This results in a total supply of 5,555 purpose-built bed spaces in 2020, with a projected demand of 6,664 bed spaces .</li> <li>✓ The Q3 2019 update therefore confirms that there will be an excess demand of 1,109 purpose-built bed spaces by the end of 2020.</li> </ul> | <ul style="list-style-type: none"> <li>✓ The Update to the National Student Accommodation Strategy indicates that only 413 bed-spaces were completed in Cork between 2016 and 2019, which resulted in a short fall or excess demand of 2,262 bed spaces.</li> <li>✓ The proposed scheme is intended to come on stream for the 2024/2025 academic year.</li> <li>✓ Even if all extant permissions were constructed, there is still a need to reduce the significant gap between demand and supply in the city and the dependency on the existing housing stock in the city (refer to ‘Report on Supply, Demand &amp; Concentration of Student Accommodation’ by MH Planning).</li> <li>✓ The proposed development of an additional 206 no. bed spaces will make positive contribution to the shortage of student accommodation in the city and will ‘free up’ a significant proportion of the private rental stock, which is critical to reducing the overall pressure on the housing sector in the city. Please see accompanying report on Supply and Demand of Student Accommodation for further details.</li> </ul> |

## 2.5 Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is a guide to best practice in urban design and illustrates how the planning guidelines can be implemented effectively and consistently across the different scales of urban development around the country. It should be read in conjunction with the Department's guidelines '*Sustainable Residential Development in Urban Areas 2009*'. The Guide focuses on the issues presented in housing schemes in the 30-50 units per hectare density range and also addresses some of the specific issues generated by higher and lower density schemes in urban areas.

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|---|---|---|
| <p><b>1. Context:</b><br/>How does the development respond to its surroundings?</p> | <ul style="list-style-type: none"> <li>▪ The development seems to have evolved naturally as part of its surroundings.</li> <li>▪ Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</li> <li>▪ Form, architecture, and landscaping have been informed by the development's place and time.</li> <li>▪ The development positively contributes to the character and identity of the neighbourhood.</li> <li>▪ Appropriate responses are made to the nature of specific boundary conditions.</li> </ul> | <ul style="list-style-type: none"> <li>✓ The proposed development is located in the southwestern 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.</li> <li>✓ 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 objectives for Cork City, which encourages minimum net residential densities of 50 dwellings per hectare on sites in close proximity to public transport.</li> <li>✓ The form and design of the building has been developed to reflect the demand for high-quality purpose-built student accommodation that will suit the needs of the student users while also incorporating elements of contemporary design which signifies the specific time and place. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach ensures that the scheme acts as an attractive and sustainable development at Victoria Cross Road, while also contributing to the character and identity of the area.</li> <li>✓ 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.</li> </ul> |
| <p><b>2. Connections:</b></p>   | <ul style="list-style-type: none"> <li>▪ There are attractive routes in and out for pedestrians and cyclists.</li> </ul>  | <ul style="list-style-type: none"> <li>✓ The proposed development is set around a courtyard, interlinked pedestrian and cyclist pathways and open space which provide</li> </ul>  |

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
|--|--|---|
| <p><b>How well connected is the new neighbourhood?</b></p>                               | <ul style="list-style-type: none"> <li>▪ The development is located in or close to a mixed-use centre.</li> <li>▪ The development's layout makes it easy for a bus to serve the scheme.</li> <li>▪ The layout links to existing movement routes and the places people will want to get to.</li> <li>▪ Appropriate density, dependent on location, helps support efficient public transport.</li> </ul>   | <p>excellent connections to the bus routes, local services and UCC and MTU. 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.</p> <p>✓ The centres of activity provided within the site, including the public amenity areas are located throughout the site offering the community easy access to important local services.</p>  |
| <p><b>3. Inclusivity:</b><br/>How easily can people use and access the development?</p>  | <ul style="list-style-type: none"> <li>▪ New homes meet the aspirations of a range of people and households.</li> <li>▪ Design and layout enable easy access by all.</li> <li>▪ There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</li> <li>▪ 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.</li> <li>▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</li> </ul> | <p>✓ The proposed scheme has been developed to meet the specific needs of third level students. Communal amenity spaces are provided within the scheme such as the study room, games area and lounge space. These high quality, attractive and liveable spaces are where the residents will principally interact with each other ensuring an integrated student community within the scheme.</p> <p>✓ 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 ability</p> <p>✓ 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.</p> |
| <p><b>4. Variety:</b><br/>How does the development promote a good mix of activities?</p> | <ul style="list-style-type: none"> <li>▪ Activities generated by the development contribute to the quality of life in its locality.</li> <li>▪ Uses that attract the most people are in the most accessible places.</li> <li>▪ Neighbouring uses and activities are compatible with each other.</li> <li>▪ Housing types and tenure add to the choice available in the area.</li> <li>▪ Opportunities have been taken to provide shops, facilities and services that</li> </ul>  | <p>✓ A variety of uses, such as study rooms and lounge areas have been provided to support the future residential community. 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>✓ The proposed scheme will add to the choice available in the area and directly address the current shortage of purpose-built student accommodation in close proximity to UCC.</p>  |

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|--|---|--|
|  | <p>complement those already available in the neighbourhood.</p>   |  |
| <p><b>5. Efficiency:</b><br/>How does the development make appropriate use of resources, including land?</p> | <ul style="list-style-type: none"> <li>▪ The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</li> <li>▪ Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</li> <li>▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</li> <li>▪ The scheme brings a redundant building or derelict site back into productive use.</li> <li>▪ Appropriate recycling facilities are provided.</li> </ul> | <ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ Landscaped areas consist of a courtyard located on the eastern part of the site. This will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles will be incorporated wherever possible.</li> <li>✓ 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.</li> </ul>   |
| <p><b>6. Distinctiveness:</b><br/>How does the proposal create a sense of place?</p>                         | <ul style="list-style-type: none"> <li>▪ The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</li> <li>▪ The scheme is a positive addition to the identity of the locality.</li> <li>▪ The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</li> <li>▪ The proposal successfully exploits views into and out of the site.</li> <li>▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</li> </ul>                            | <ul style="list-style-type: none"> <li>✓ 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 are set at an appropriate scale in relation to the road and path widths, and the neighbouring developments. The amenity area on the eastern side of the development will comprise high quality hard and soft landscaping, street furniture and planting and form a transition between the 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.</li> <li>✓ 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.</li> <li>✓ 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 the individual</li> </ul> |



| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|   |   | <p>blocks, 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, whilst protecting the privacy and residential amenity of neighbouring properties.</p>   |
| <p><b>7. Layout:</b><br/>How does the proposal create people-friendly streets and spaces?</p> | <ul style="list-style-type: none"> <li>▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</li> <li>▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street.</li> <li>▪ 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.</li> <li>▪ Traffic speeds are controlled by design and layout rather than by speed humps.</li> <li>▪ 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.</li> </ul> | <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>✓ Pedestrians / cyclists are prioritised through the incorporation of a high-quality shared amenity running along the eastern part of the site/development.</p>   |
| <p><b>8. Public Realm:</b><br/>How safe, secure and enjoyable are the public areas?</p>       | <ul style="list-style-type: none"> <li>▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</li> <li>▪ The public realm is considered as a usable integrated element in the design of the development.</li> <li>▪ Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</li> <li>▪ There is a clear definition between public, semi private, and private space.</li> </ul>  | <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> <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> |

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|  | <ul style="list-style-type: none"> <li>▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</li> </ul>  | <ul style="list-style-type: none"> <li>✓ 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.</li> </ul>  |
| <p><b>9. Adaptability:</b><br/>How will the buildings cope with change?</p>                          | <ul style="list-style-type: none"> <li>▪ Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</li> <li>▪ The homes are energy-efficient and equipped for challenges anticipated from a changing climate.</li> <li>▪ Homes can be extended without ruining the character of the types, layout and outdoor space.</li> <li>▪ 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.</li> <li>▪ Space in the roof or garage can be easily converted into living accommodation.</li> </ul> | <ul style="list-style-type: none"> <li>✓ The proposed development is designed to specifically cater for the needs of students. However, the scheme would also be suitable as a co-living development and could be adapted to accommodate same without significant changes to the building. The proposed development is also suitable for short-term lettings outside the academic term.</li> <li>✓ 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.</li> </ul>  |
| <p><b>10. Privacy and Amenity:</b><br/>How does the scheme provide a decent standard of amenity?</p> | <ul style="list-style-type: none"> <li>▪ Each home has access to an area of useable private outdoor space.</li> <li>▪ The design maximises the number of homes enjoying dual aspect.</li> <li>▪ Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</li> <li>▪ Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</li> <li>▪ The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</li> </ul>  | <ul style="list-style-type: none"> <li>✓ 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.</li> </ul> |

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|---|--|--|
| <p><b>11. Parking:</b><br/>How will parking be secure and attractive?</p>                             | <ul style="list-style-type: none"> <li>▪ Appropriate car parking is on-street or within easy reach of the home's front door.</li> <li>▪ Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</li> <li>▪ Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</li> <li>▪ Materials used for parking areas are of similar quality to the rest of the development.</li> <li>▪ Adequate secure facilities are provided for bicycle storage.</li> </ul> | <ul style="list-style-type: none"> <li>✓ No vehicular parking is proposed on site.</li> <li>✓ Secure facilities are provided for bicycle storage, in line with the requirements of the 2015 and 2022 CDP's.</li> </ul>   |
| <p><b>12. Detailed Design:</b><br/>How well thought through is the building and landscape design?</p> | <ul style="list-style-type: none"> <li>▪ The materials and external design make a positive contribution to the locality.</li> <li>▪ The landscape design facilitates the use of the public spaces from the outset.</li> <li>▪ Design of the buildings and public space will facilitate easy and regular maintenance.</li> <li>▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</li> <li>▪ Care has been taken over the siting of flues, vents and bin stores.</li> </ul>   | <ul style="list-style-type: none"> <li>✓ The proposed design responds to the local vernacular. As noted above, the subject scheme presents significant challenges to create a complimentary identity which respects the 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.</li> <li>✓ 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.</li> </ul> |

## 2.6 Design Manual for Urban Roads and Streets, 2013

Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

| Reference                          | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
|------------------------------------|--|---|
| <b>Integrated Street Networks</b>  | <ul style="list-style-type: none"> <li>▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport?</li> </ul>  | <ul style="list-style-type: none"> <li>✓ The 'centres of activity' within the proposed development are the open spaces area (on the eastern side of the site) and community/resident facilities. These centres are located to provide 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.</li> </ul>                                |
| <b>Movement and Place</b>          | <ul style="list-style-type: none"> <li>▪ Does the development create a legible street hierarchy that is appropriate to its context?</li> <li>▪ 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.)?</li> </ul> | <ul style="list-style-type: none"> <li>✓ The proposed layout creates a strong edge along Victoria Cross 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.</li> <li>✓ A shared footpaths/cycle facility is provided on the eastern part of the site/development to prioritise sustainable methods of transport within the site.</li> </ul> |
| <b>Permeability and Legibility</b> | <ul style="list-style-type: none"> <li>▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists?</li> <li>▪ Are the streets legible with maximum connection opportunities?</li> </ul>  | <ul style="list-style-type: none"> <li>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists.</li> <li>✓ The scheme provides an improved legibility/streetscape along Victoria Cross Road.</li> </ul>   |

| Reference                                 | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|   | <ul style="list-style-type: none"> <li>▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints?</li> </ul>  | <ul style="list-style-type: none"> <li>✓ 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.</li> </ul>   |
| <b>Management</b>                         | <ul style="list-style-type: none"> <li>▪ Is the layout designed to self-regulate vehicle speeds and traffic congestion?</li> <li>▪ Does the proposed layout minimise noise / air pollution wherever possible?</li> </ul>   | <ul style="list-style-type: none"> <li>✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution.</li> </ul>  |
| <b>Movement, Place and Speed</b>          | <ul style="list-style-type: none"> <li>▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed?</li> <li>▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?</li> </ul>   | <ul style="list-style-type: none"> <li>✓ N/A - no vehicles will be permitted within the development.</li> </ul>  |
| <b>Streetscape</b>                        | <ul style="list-style-type: none"> <li>▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure?</li> <li>▪ Have street trees and areas of planting been provided where appropriate?</li> <li>▪ Have active street edges been provided where appropriate?</li> <li>▪ Is a palette of high quality surface materials and finishes provided?</li> </ul>   | <ul style="list-style-type: none"> <li>✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Widths, planting and design details are used to create an appropriate sense of enclosure within each area. A landscape masterplan by Cathal O'Meara Landscape Architect is prepared and submitted as part of the planning application which creates a strong landscape structure within the future streets and pedestrian areas.</li> <li>✓ The proposed design has also sought to create active street edges where possible.</li> <li>✓ Material finishes include a palette of high quality, easily maintainable and durable materials.</li> </ul> |
| <b>Pedestrian and Cyclist Environment</b> | <ul style="list-style-type: none"> <li>▪ Are footways of appropriate width provided so as to ensure pedestrian safety?</li> <li>▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths?</li> <li>▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations?</li> <li>▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required?</li> <li>▪ Have cycle facilities been factored into the design?</li> </ul> | <ul style="list-style-type: none"> <li>✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety.</li> <li>✓ Cycling facilities, including bicycle parking, have been factored into the design.</li> </ul>   |

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| Reference                     | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|-------------------------------|---|--|
| <b>Carriageway Conditions</b> | <ul style="list-style-type: none"><li>▪ Are vehicular carriageways sized appropriately for their function / location?</li><li>▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions?</li><li>▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists?</li><li>▪ Have adequate parking / loading areas been provided?</li></ul> | ✓ Parking and set down areas are provided in accordance with Cork City Council requests and in line with the standards set out in City Development Plan. |

## 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>  | <p>✓ The proposed development site is considered ideal for increased scale given its strong connectivity and accessible location. The proposal is accompanied by supporting material including a Landscape and Visual Impact Assessment, and a Daylight and overshadowing analysis.</p>  |
| 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>  | <p>✓ The proposed development incorporates a range of uses including residential, amenity, communal/management facilities and a reception area.</p>  |
| At the scale of the relevant city/town | <p>) The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>) Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>) On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p> | <p>✓ The subject site is located a walking distance of approximately 11 mins (900 metres) from the main campus of University College Cork (UCC) and for students attending Munster Technological University (MTU), the number 205 bus stop is located close to the site and terminates at MTU, providing easy access to the Institute. This bus route also provides access to Parnell Place Bus Station and Kent Train Station. Wilton Road/Victoria Cross Road will be upgraded to a 'BusConnects Corridor', which will in turn be upgraded to provide a light rail service under CMATS.</p> <p>✓ A Landscape and Visual Impact Assessment (LVIA) by Cathal O'Meara Landscape Architect is submitted with the planning application.</p> |



| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <p>On larger urban redevelopment sites</p>               | <p>) Proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>   | <ul style="list-style-type: none"> <li>✓ A Landscape and Visual Impact Assessment (LVIA) by Cathal O’Meara Landscape Architect is submitted with the planning application.</li> <li>✓ The proposed layout is arranged to maximise the existing site and to form a new street frontage to Victoria Cross 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 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</li> </ul> |
| <p>At the scale of district / neighbourhood / street</p> | <p>) The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>) The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>) 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).</p> <p>) 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.</p> <p>) The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p> | <ul style="list-style-type: none"> <li>✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials, and topographical context.</li> <li>✓ The proposed development is not monolithic.</li> <li>✓ The architectural design has been considered to minimise massing impacts through a block arrangement of 6 storeys.</li> <li>✓ The proposed development ensures a positive edge to Victoria Cross Road.</li> </ul>   |
| <p>At the scale of the site / building</p>               | <p>) 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.</p> <p>) 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>’ (2<sup>nd</sup> edition) or BS 8206-2:2008 – ‘<i>Lighting for Buildings – Part 2: Code of Practice for Daylighting</i>’.</p>   | <ul style="list-style-type: none"> <li>✓ 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 lights to apartments and open spaces</li> <li>✓ The proposed development is full compliance and achieves all the relevant standards.</li> </ul>  |

| Reference                   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------------------------|---|---|
|                             | <p>) 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.</p>  |   |
| <p>Specific Assessments</p> | <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"> <li>) Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</li> <li>) 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.</li> <li>) An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</li> <li>) As assessment that the proposal maintains safe air navigation.</li> <li>) An urban design statement including, as appropriate, impact on the historic built environments.</li> <li>) Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</li> </ul> | <p>✓ A number of assessments relevant to the subject proposal are submitted with the application. Please refer to the cover letter by McCutcheon Halley for a full list of the documents and assessments submitted.</p> |
| <p>SPPR 3</p>               | <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>✓ See above.</p>   |

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| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency |
|-----------|--|--------------------------|
|           | <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> |                          |

## 2.8 Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31<sup>st</sup> January 2020. The RSES provides “*a long-term regional level strategic planning and economic framework, in support of the implementation of the National Planning Framework, for the future physical, economic and social developments for the Southern Region*”. The Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) translates the NPF objectives to the regional level.

| 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"> <li>) The assimilative capacity of the receiving environment.</li> <li>) The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests.</li> <li>) Areas that have potential to flood.</li> </ul>   | <ul style="list-style-type: none"> <li>✓ The proposed development is situated within the existing population centre of Cork City and the proposed increase in population is in accordance with the objectives of the National Planning Framework as reflected in the RSES.</li> <li>✓ An AA Screening and Natura Impact Assessment is submitted with this application.</li> </ul> |
| RPO 7     | <p>Holistic approach to delivering infrastructure.<br/>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"> <li>) 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.</li> </ul> | <ul style="list-style-type: none"> <li>✓ 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.</li> </ul>  |
| RPO 8     | <p>Compact Growth in Metropolitan Areas.<br/>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.<br/>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"> <li>✓ The subject site is ideally placed for a high-density development. The proposed development site represents a significant underutilised site in an existing residential area, in close proximity to UCC and the City Centre on a transport corridor which is suited to student residential accommodation.</li> </ul>                     |

### 3. Local Planning Policy

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

- Cork Metropolitan Area Transport Strategy (CMATS) 2020.
- Cork Metropolitan Area Strategic Plan (MASP);
- Cork City Council Development Plan 2015 - 2021; and
- Cork City Council Development Plan 2022 - 2028.

#### 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"> <li>)] An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);</li> <li>)] Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;</li> <li>)] Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;</li> <li>)] Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and</li> <li>)] 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.</li> </ul> | <ul style="list-style-type: none"> <li>✓ 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.</li> <li>✓ Pedestrian and cyclist movement is prioritised throughout the development in a safe and well-designed manner.</li> <li>✓ The proposed development is to a very high standard and is highly accessible by both pedestrians and cyclists.</li> <li>✓ Direct pedestrian and cyclist routes are possible from the site to the bus stops located in close proximity to the site.</li> <li>✓ The development promotes a high standard of urban design and prioritises pedestrian movement and safety over that of the private car.</li> </ul> |

| Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|--|--|
| <p>The provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040, The LRT system is a key enabler in CMATS. The LRT is required to:</p> <ul style="list-style-type: none"> <li>J Unlock strategic development areas in its catchment areas including the Cork City Docks, Curraheen, Ballincollig and Mahon;</li> <li>J Maximise the development of potential windfall sites;</li> <li>J Provide de greater certainty for future Planning and Development, to pursue higher densities required to meet NPF population and employment targets for Cork City;</li> <li>J Enable car-free and low car development within its catchment in line with recent changes to government policy outlined in the NPF and Sustainable Apartment guidelines;</li> <li>J Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area.</li> </ul> | <ul style="list-style-type: none"> <li>✓ The proposed development provides an appropriate scale of residential density to support the viability of the proposed transport investments as outlined in CMATS, including BusConnects and the LRT system.</li> <li>✓ 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.</li> <li>✓ The CMATS identifies a number of BRT/LRT stops serving University College Cork, Munster Technological University and Cork Science and Innovation Park to support a <i>“tertiary education corridor”</i>, which further justifies the location and density of the scheme.</li> </ul> |

### 3.2 Cork Metropolitan Area Strategic Plan (MASP)

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
|           | J 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. |



### 3.3 Cork City Development Plan, 2015

| Reference                            | Policy Objective                                   | Policy Provision  | Statement of Consistency  |
|--------------------------------------|--|---|---|
| <b>Chapter 5:<br/>Transportation</b> | 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 purpose-built student accommodation within Cork City.   |
|                                      |  | b. To reduce the percentage of persons who drive to work to 60% by 2021;  | ✓ 104 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. This together with the proximity of the development to the UCC campus, led to no provision of car parking facilities as part of the proposed development. The walkability of the development to UCC, and the accessible to public transport will encourage 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;  | ✓ N/A   |
|                                      |  | f. To work with transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains;   | ✓ N/A   |

| Reference | Policy Objective                    | Policy Provision  | Statement of Consistency  |
|-----------|-------------------------------------|---|---|
|           |                                     | g. To protect the capacity, efficiency, and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City;   | ✓ N/A   |
|           |                                     | h. To provide new local roads, streets, upgraded streets, and pathways where required to increase connectivity;   | ✓ N/A   |
|           |                                     | i. To actively manage capacity of the city's street system to reduce the negative impacts of congestion and to maximise the use of the existing street network;   | ✓ The proposed development is based on encouraging sustainable transport.   |
|           |                                     | j. To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives, while recognising the need to maintain economic vibrancy until more gaps in the existing alternative transportation systems are filled; | ✓ The proposed scheme is a pedestrian/cyclist-based development with no parking   |
|           |                                     | k. To support actions aimed at improving the fuel efficiency of motorised transport;  | ✓ N/A   |
|           |                                     | l. To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region;   | ✓ N/A   |
|           |                                     | m. To work closely with other transport stakeholders to achieve strategic transportation objectives, incorporating the SUMP (Sustainable Urban Mobility Planning) process where feasible.   | ✓ N/A   |
|           | Objective 5.2: Transport Assessment | Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate how  | ✓ The proposed development provides no facilities for car parking. This is based on the proximity of the proposed development to UCC and the city centre, as well as the assumption that students will utilise more sustainable transport options available including the |

| Reference | Policy Objective  | Policy Provision   | Statement of Consistency   |
|-----------|---|--|--|
|           |   | sustainable transport patterns can be achieved by the development.   | 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. |
|           | 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"> <li>a. Those with more than 100 employees shall include a Travel Plan;</li> <li>b. Those with approximately 25 – 99 employees shall include a Travel Plan Statement;</li> <li>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.</li> </ul> | <p>✓ A Mobility Management 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 close proximity of a bus stop and will benefit from the pending improvements to transport services and infrastructure in the area including BusConnects and the LRT. Therefore, a density of 269 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>   |

| Reference  | Policy Objective  | Policy Provision  | Statement of Consistency   |
|--|---|---|--|
|  | Objective 5.20:<br>Mitigation of adverse<br>Impacts on Strategic<br>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. | ✓ N/A  |
| <b>Chapter 6:<br/>Residential<br/>Strategy</b>     | Objective 6.5: Student<br>Accommodation                                   | Any change of use from student accommodation to any other type of accommodation shall require planning permission. Generally, such applications shall be resisted unless it can be adequately demonstrated that an over provision of student accommodation exists in the city.  | ✓ The proposed development will provide 78 no. apartments and 206 no. student accommodation bed spaces, to be used solely as student accommodation and tourist/visitor accommodation outside of academic term times, as defined by the Planning and Development Act 2000, as amended. This is in acknowledgement of the current under provision and subsequent level of demand for student beds experienced by third level students. While not envisaged presently, any future change of use will be subject to a future planning application. |
|  | Objective 6.9: Housing<br>Density   | To promote suitable densities to meet the needs outlined in the Core Strategy as set out in Chapter 16 Development Management.  | ✓ The density is 269 units per hectare. This is adequate to meet the needs outlined in the Core Strategy as set out in Chapter 16.   |
| <b>Chapter 7:<br/>Inclusive<br/>Neighbourhoods</b> | Objective 7.18: Safe City   | a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas   | ✓ Active frontages are provided on Victoria Cross Road. This together with the existence of on-site management will ensure that the development is maintained, and anti-social behaviour is discouraged.   |

| Reference  | Policy Objective  | Policy Provision   | Statement of Consistency |
|--|---|--|--------------------------|
|  |   | b. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.  | ✓ As above               |
| <b>Chapter 9: Built Heritage and Archaeology</b> | 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"> <li>) Works that impact negatively upon features within the public realm such as paving, railings, street furniture, kerbing etc. shall not be generally permitted;</li> <li>) Acceptable design, scale, materials and finishes for new developments;</li> <li>) 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;</li> <li>) Features of historic or architectural value should not be removed.</li> </ul> | ✓ N/A                    |

| Reference  | Policy Objective  | Policy Provision  | Statement of Consistency  |
|--|---|---|---|
| <p><b>Chapter 10:<br/>Landscape and<br/>Natural Heritage</b></p> | <p>Objective 10.7:<br/>Designated Areas and<br/>Protected Species</p> | <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>✓ N/A</p>  |
|  |   | <p>b. To protect, enhance and conserve designated species and the habitats on which they depend;</p>  | <p>✓ N/A</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 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> | <p>✓ A Stage 1 Appropriate Assessment Screening Report and Natura Impact Assessment has been submitted with this application.</p> |

| Reference  | Policy Objective                                    | Policy Provision   | Statement of Consistency  |
|--|---|--|---|
|  | Objective 10.10: Trees and Urban Woodland           | a. To protect and enhance the city's tree and urban woodlands.   | ✓ Existing trees are to be retained and protected where possible.   |
|  |   | b. To protect, survey and maintain existing important individual and groups of trees.  | ✓ As above.   |
|  |   | c. To make use of tree preservation orders to protect important trees or groups of trees which may be at risk.   | ✓ N/A   |
|  |   | d. To ensure that new development benefits from adequate landscape structure / tree coverage, particularly in areas of the sit with inadequate tree coverage.  | ✓ As above. A landscaping masterplan by Cathal O'Meara Landscape Architect has been submitted with this application.    |
|  |   | e. To develop an urban woodland strategy and to provide a resource to protect trees and tree groups of significance, to manage existing areas with high tree coverage and to plant new urban woodlands in areas deficient in tree coverage.  | ✓ Existing trees are retained and protected where possible.   |
|  |   | f. To promote the planting of native deciduous trees and mixed forestry in order to benefit biodiversity.  | ✓ A landscaping masterplan by Cathal O'Meara Landscape Architect has been submitted with this application.              |
| <b>Chapter 12: Environmental Infrastructure and Management</b> | Objective 12.3: Sustainable Urban Drainage Systems  | Planning Applications shall include proposals for managing storm water in accordance with details set out at <a href="http://www.irishsuds.com">www.irishsuds.com</a> (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. | ✓ The Engineering Services Report by JODA Consulting Engineers outlines the proposals for managing storm water drainage |
|  | Objective 12.4: Surface Water Discharges from Roads | To ensure that all significant road projects/upgrades with surface water discharges to the watercourses flowing through the City's administrative area and Cork Harbour, have petrol/oil interceptors installed to prevent hydrocarbon pollution of the receiving waters.  | ✓ Petrol/oil interceptors have been incorporated into the proposed development.   |



| Reference | Policy Objective                                    | Policy Provision  | Statement of Consistency  |
|-----------|---|---|---|
|           | Objective 12.18<br>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 Environmental and Construction 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<br>External Lighting                | To require that the design of external lighting minimises the incidence of light spillage or pollution on the surrounding environment and results in no adverse impact on residential amenities or distraction to road users. Development proposals that require lighting of outdoor areas shall be required to include details of external lighting scheme and proposed mitigation measures.   | ✓ The proposed development has considered this requirement by including a lighting scheme that is appropriate to its urban setting and minimises any potential negative impact on residential amenity. The planning application documentation include details of an external lighting scheme and proposed mitigation measures if required.  |
|           | Objective 12.21:<br>Noise Levels in<br>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 exiting 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.  |

| Reference   | Policy Objective                            | Policy Provision   | Statement of Consistency  |
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| <b>Chapter 14:</b><br><b>Suburban Area Policies</b>     | Objective 14.12:<br>University College Cork | To support the sustainable development and expansion of University College Cork as an educational facility of regional and national importance   | ✓ The proposed development represents a key part of the expansion of UCC. The proposed development will provide much needed bed spaces to address the demand for student accommodation which exists in the city. This will support the continued success and sustainable development of the college into the future   |
| <b>Chapter 15:</b><br><b>Land Use Zoning Objectives</b> | Objective: ZO-4                             | Residential, Local Services and Institutional Uses – protect and provide for residential uses, local services, institutional uses and civic uses.  | ✓ The proposed development is appropriate on lands zoned for Residential Use.   |
| <b>Chapter 16:</b><br><b>Development Management</b>     | Table 16.5: Minimum                         | Standards for Purpose Built Student Accommodation  | ✓ The proposed scheme fully complies with the Minimum Standards for Purpose Built Student Accommodation as set out in the as outlined in Table 16.5a of Variation No. 5 (Student Accommodation) of the Cork City Development Plan 2015 – 2021. A detailed schedule of accommodation prepared by Butler Cammoranesi Architects demonstrating compliance accompanies this submission.   |
|   | Objective 16.68                             | When assessing planning applications for such developments, the criteria that will be taken into account include: <ul style="list-style-type: none"> <li>▪ The location and accessibility to Third Level Educational facilities and the proximity to existing or planned public transport corridors and cycle routes;</li> <li>▪ The scale of development (capacity) and the potential impact on local residential amenities;</li> </ul> | <ul style="list-style-type: none"> <li>✓ The development is located within close proximity and accessible to UCC/MTU and is on an existing public transport corridors that will be upgraded to a BRT/LRT and also provides a cycle route along the eastern portion of the site;</li> <li>✓ The density/scale of development is consistent with permitted schemes in the area (including 306714-20 on the adjoining site) and the potential impact on local residential amenities has been carefully considered as part of the proposed scheme;</li> </ul> |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency   |
|-----------|------------------|---|--|
|           |                  | <ul style="list-style-type: none"> <li>▪ The provision of amenity areas and open space, (quality and quantity);</li> <li>▪ The provision of on-site facilities, including storage facilities, waste management, bicycle facilities, leisure facilities, (retail /café uses), car parking and amenity, (quality and quantity);</li> <li>▪ The architectural quality of the design having regard to its context, including scale, height, massing, on-site layout and materials. The internal design and layout should be robust and capable of future adaptation and change of use;</li> <li>▪ Include a Management Plan demonstrating how the scheme will be professionally managed and operated 'year-round' (term-time and out -of-term periods);</li> <li>▪ Demonstrate how the scheme positively integrates with receiving environmental and the local community and creates a positive and safe living environment for students; and</li> <li>▪ Demonstrate adherence to the Minimum Standards for Purpose Built Student Accommodation as outlined in Table 16.5a</li> </ul> | <ul style="list-style-type: none"> <li>✓ The scheme provides good quality amenity areas and open space, and on-site facilities, including storage facilities, waste management, bicycle facilities;</li> <li>✓ The architectural quality of the design is of a high standard and is appropriate in terms of its scale, height, massing, layout and materials. The internal design and layout is also capable of future adaptation and change of use;</li> <li>✓ A Management Plan has been included demonstrating how the scheme will be professionally managed and operated 'year-round' (term-time and out -of-term periods);</li> <li>✓ The scheme positively integrates with receiving environmental and the local community and creates a positive and safe living environment for students – see Design Statement by Butler Cammoranesi Architects;</li> <li>✓ The proposed scheme fully complies with the criteria outlined in Objective 16.68 and adheres to the Minimum Standards for Purpose Built Student Accommodation as outlined in Table 16.5a</li> </ul> |

### 3.4 Cork City Development Plan, 2022-2028

The Cork City Development Plan 2022-2028 (2022 CDP) was adopted by the Elected Members of Cork City Council on 27<sup>th</sup> June 2022 and is scheduled to take effect from 8<sup>th</sup> August 2022. A final published version of the 2022 CDP is currently being prepared and is expected to be available from 8<sup>th</sup> August 2022. In the interim period and for the purposes of informing this Statement/Report, regard has been given to the Draft Cork City Development Plan 2022-2028 (published on 26<sup>th</sup> July 2021) and the Material Amendments to the Draft Plan made at the Special Meeting of Council held on 27<sup>th</sup> June 2022.

| Reference   | Policy Objective                      | Policy Provision   | Statement of Consistency  |
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| <b>Chapter 2:<br/>Core Strategy</b>                         | Objective 2.18<br>Underutilised Sites | Cork City Council will seek to address issues of dereliction, vacancy and underutilisation of sites within Cork City by encouraging and facilitating their re-use and regeneration subject to good planning and the infrastructural carrying capacities of the area.                                       | ✓ The proposed development Cork City Council will redevelop an underutilised site for much needed student accommodation along a transport corridor within close proximity to UCC/MTU.   |
| <b>Chapter 4:<br/>Transport and Mobility</b>                | Objective 4.4<br>Active Travel        | To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city.   | ✓ The proposed development provides a walkway and cycleway along the eastern portion of the site in accordance with the 2022 CDP objective for the site/area. This will actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport   |
| <b>Chapter 11:<br/>Placemaking and Managing Development</b> | Objective 11.2                        | PBSA schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions. | ✓ The proposed development comprises 78 no. student apartments consisting of 206 no. bed spaces ranging in size from single bed studios to 8 bed apartments. It has been demonstrated that there is a demand for student accommodation in the area (refer to 'Report on Supply, Demand & Concentration of Student Accommodation' by MH Planning). |

| Reference  | Policy Objective  | Policy Provision   | Statement of Consistency  |
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| <p><b>Chapter 11:<br/>Placemaking<br/>and Managing<br/>Development</b></p> | <p>Objective 11.6<br/>Purpose-Built Student<br/>Accommodation</p> | <p>Development proposals for PBSA will be assessed against the following criteria:</p> <p>a. The proposed use is consistent with the land use zoning objective.</p> <p>b. The proposed development provides adequate external communal space for the needs of the development, with a purpose-built student bed space being considered equivalent to a mainstream studio for the purposes of this calculation.</p> <p>c. The quantum of bed spaces does not undermine the ability of Cork City Council to achieve its HNDA targets.</p> <p>d. The quantum of PBSA development does not result in a neighbourhood with a disproportionate proportion of residents being students in order to ensure residential amenity and a balanced community.</p> <p>e. The proposed development includes ancillary uses (e.g. health services / café / convenience shop) at ground floor level in locations not served by convenient services.</p> | <p>✓ The proposed use is consistent with the ZO 1 'Sustainable Residential Neighbourhoods' zoning objective in the 2022 CDP.</p> <p>✓ The proposed development provides adequate external communal space for the needs of the development.</p> <p>✓ The quantum of bed spaces does not undermine the ability of Cork City Council to achieve its HNDA targets – it will in fact help to meet these targets.</p> <p>✓ The quantum of PBSA development will not result in a disproportionate proportion of residents being students. The area will still retain a good mix of students and residents in the area.</p> <p>✓ The proposed development includes ancillary uses (e.g. management, amenities etc) at ground floor level. Development is also located just 100 metres to Dennehy's Cross and Victoria Cross neighbourhood centres which have a range of convenience services.</p> |

| Reference | Policy Objective | Policy Provision   | Statement of Consistency   |
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|           |                  | <p>f. Accommodation is provided to the quantitative standards set out in National Guidelines for student accommodation.</p> <p>g. The proposed development includes internal communal facilities sufficient to meet the needs of the development. Schemes should include communal facilities appropriate to the scale of the development, including communal lounges; games rooms; bookable study rooms; gym; and TV / cinema room.</p> <p>h. The proposed development includes ancillary facilities adequate to meet the needs of the development, including refuse facilities, car parking (<b>maximum standard</b> of 1 per 20 Bed Spaces) and cycle parking (0.5 Per Bed Space).</p> <p>i. The building / complex is designed to minimise impacts on the surrounding area (e.g. by building noise mitigation strategies and configuration of external amenity spaces).</p> <p>j. At least 10% of bed spaces are designed for disabled students</p> | <p>✓ The proposed accommodation is provided to the quantitative standards set out in National Guidelines for student accommodation.</p> <p>✓ The proposed development includes internal communal facilities sufficient to meet the needs of the development including a study area, games room, lounge, service areas etc.</p> <p>✓ The proposed development includes ancillary facilities adequate to meet the needs of the development, including management and refuse facilities and cycle parking. No car parking is proposed as part of the development.</p> <p>✓ The proposed development is designed to minimise impacts on the surrounding area e.g. to avoid overshadowing and overlooking of adjoining properties.</p> <p>✓ At least 10% of bed spaces are designed for disabled students</p> |

| Reference   | Policy Objective       | Policy Provision   | Statement of Consistency  |
|---|------------------------|--|---|
|   |                        | <p>k. Facility Management Plans will be required to provide a clear framework for the management of the facility to meet the needs of students and the wider neighbourhood</p> <p>l. Schemes should provide for potential future adaptability for alternative uses, for example mainstream residential use, should such a scenario ever arise. Planning applications should include a “Building Adaptation to Alternative Use Strategy” to ensure that this has been considered at design stage.</p> | <p>✓ A Management Plan is provided and provides a clear framework for the management of the facility to meet the needs of students and the wider neighbourhood.</p> <p>✓ The scheme has potential for future alternative uses, such as conventional residential use and alternative commercial uses (retail, café etc) at ground floor level.</p> |
| <p><b>Chapter 12:</b><br/><b>Land Use Zoning Objectives</b></p> | <p>Objective: ZO 1</p> | <p>ZO 1 ‘Sustainable Residential Neighbourhoods’ in the CDP. The objective for this land-use zoning is to “to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.” A ‘Walkway &amp; Cycleway’ objective also runs along the eastern portion of the site.</p>  | <p>✓ The proposed development is appropriate on lands zoned for Residential Use.</p> <p>✓ A combined walkway/cycleway is proposed along the eastern portion of the site.</p>  |