



Statement of Consistency

Proposed Residential Development at Old Whitechurch
Road, Kilnap, Blackpool, Cork

Client: Murnane & O'Shea Limited

July 2024

Planning Policy Context

National Planning Policy

Housing for All - A New Housing Plan for Ireland

Policy	Consistency of Scheme
<p>Housing for All aims to address to the current shortage and affordability of residential accommodation across the county by delivering.</p> <ul style="list-style-type: none">▪ Increased supply of new housing, up to an average of at least 33,000 per year to 2030▪ An average of 6,000 affordable homes to be made available every year for purchase or for rent by Local Authorities, AHBs, the LDA and via a strategic partnership between the State and retail banks.▪ A new Local Authority-led Affordable Purchase Scheme.▪ Introduction of a new form of rental tenure called 'Cost Rental' homes. <p>The Government aims to deliver more than 90,000 social homes to 2030. The focus of the social housing programme will be to increase the number of new-build homes, with a target to reach delivery of more than 9,500 new-build homes on average each year for the next five years to 2026</p>	<p>The government guidance identifies 4 no. key pathways for achieving housing for all:</p> <ul style="list-style-type: none">▪ Supporting home ownership and increasing affordability.▪ Eradicating homelessness, increasing social housing delivery and supporting social inclusion.▪ Increasing new housing supply and▪ Addressing vacancy and efficient use of existing stock. <p>The proposed development will contribute an additional 95 no. social and affordable residential units to the existing housing stock in Cork City.</p> <p>The proposed development will positively contribute to housing delivery targets set out in 'Housing for All' which seeks to provide a significant increase in the output of all forms of housing, and particularly social and affordable accommodation delivered by Local Authorities.</p>

Project Ireland 2040: National Planning Framework (NPF)

Policy	Consistency of Scheme
<p><u>National Policy Objective 2A</u> - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.</p> <p><u>National Policy Objective 3B</u> - 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.</p>	<p>The proposed development is consistent with all strategic aims and objectives contained in the NPF. The development is in accordance with National Policy Objectives 2a, 3b, 3c and 8 which aim to increase Cork City and suburbs to a minimum population of 314,000 by 2040 and which will require a growth rate of 50-60%. The proposed development will contribute to an attractive and</p>

National Policy Objective 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.

National Policy Objective 8 - Ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1.

Table 4.1 | Ireland 2040: Targeted Pattern of City Population Growth

City	Population 2016	Population Growth to 2040 ²⁷		Minimum Target Population 2040
		% Range	People	
Dublin - City and Suburbs	1,173,000	20-25%	235,000 - 293,000	1,408,000
Cork - City and Suburbs	209,000	50-60%	105,000 - 125,000	314,000
Limerick - City and Suburbs	94,000	50-60%	47,000 - 56,000	141,000
Galway - City and Suburbs	80,000	50-60%	40,000 - 48,000	120,000
Waterford - City and Suburbs	54,000	50-60%	27,000 - 32,000	81,000

National Policy Objective 11 - In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

National Policy Objective 33 - Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

Key Future Growth Enablers for Cork Include:

- Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Monard.
- Identifying infill and regeneration opportunities to intensify housing development in inner city and inner suburban areas, supported by public realm and urban amenity projects

The plan also outlines 10 national strategic outcomes which include

- Compact Growth
- Sustainable Mobility
- Enhanced Amenity and Heritage

diverse settlement as enshrined in NPO 4. The proposed development represents the initial phase of the delivery of the wider masterplan lands, providing new housing in the northern city environs.

The subject site is located within walking distance of an existing District Centre in Blackpool which includes Blackpool Shopping Centre and retail parks, employment and recreational opportunities.

The proposed development is consistent with NPO 11 by contributing to an increased local population which will support existing local businesses and provide opportunities for future businesses and employment opportunities locally.

Objective 33 of the NPF emphasises the importance of providing homes in locations that can support sustainable development. The Key Future Growth Enablers for Cork include the sustainable development of appropriately located greenfield sites for new housing, particularly on public transport corridors. The subject lands are situated within walking distance to bus stops on the Old Mallow Road which the 215 Cloghroe to Mahon Point, the 243 Parnell Place to Newmarket, and the 248 Parnell Place to Glenville bus routes. 30 services operate during weekdays with a frequency of circa 30 minutes.

The publication of the Cork Metropolitan Area Transport Strategy (CMATS) and BusConnects Cork indicates the area will benefit from further rail and bus service improvements in the future. The subject site is situated within walking distance of Blackpool District Centre, where one of twelve New Sustainable Transport Corridors (STCs) for Cork have been identified through BusConnects (STC-C). These STCs have been introduced with the aim of making transport more efficient, which will likely increase reliability and frequency of services servicing the Blackpool/Kilbarry Area. A new suburban rail station is also proposed within walking distance of the site under CMATS, further improving access to sustainable public transport in the area.

- Transition to a low carbon and climate resilient society
- Access to Quality Childcare, Education and Health Service.

National Policy Objective 32 - To target the delivery of 550,000 additional households to 2040.

National Policy Objective 33 - To prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

National Policy Objective 35- Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

The proposal will form a positive contribution to the planned consolidation of the Blackpool/Kilbarry city expansion area, creating new homes in a well-connected, sustainable location. It will contribute directly to the realisation of compact growth and will provide a critical mass of population to underpin the viability of the enhanced public transport and promote sustainable mobility in the area.

Section 28 Ministerial Guidelines & Urban Design Manual

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 (CSG's).

Policy	Consistency of Scheme
<p>The lands are situated within the Cork Metropolitan Area Spatial Plan (MASP) region as defined in the Regional Spatial & Economic Strategy for the Southern Region 2020 (RSES). Section 3.3.1 of the SRDCSG outlines key priorities for city and metropolitan growth in 'Cities and Metropolitan (MASP) Areas' including.</p> <p><i>(d) deliver brownfield and infill development at scale at suitable strategic and sustainable development locations within the existing built-up footprint of the city and suburbs area or metropolitan towns,</i></p> <p><i>(e) deliver sustainable and compact urban extension at scale at suitable strategic and sustainable development locations that are close to the existing built-up footprint of the city and suburbs area or a metropolitan town and served by existing or proposed high-capacity public transport</i></p> <p><i>(f) deliver sequential and sustainable urban extension at suitable locations that are closest to the urban core and are integrated into, or can be</i></p>	<p>As detailed in the site layout plan prepared by Deady Gahan Architects this initial phase of the Masterplan represents a development of 35 units per hectare. However as detailed in the wider site Masterplan prepared by Deady Gahan Architects, this phase represents only an initial phase of development at the lands with higher density development to be provided at future phases to the east, which are more proximate to Blackpool District Centre than the proposed development site. The creation of areas with varying densities/house types within the wider masterplan will contribute house to a greater variety of accommodation within the development a more diverse scheme generally.</p> <p>The density and layout of the proposed development is reflective and responsive to the existing and evolving development contexts along the Old Mallow Road.</p>

integrated into, the existing built-up footprint of the city and suburbs area or a metropolitan town.

The subject lands are identified as being within the Blackpool Urban Expansion Area in the Cork City Development Plan 2022 Core Strategy. Table 3.1 of the SRDCSG, 'Areas and Density Ranges Dublin and Cork City and Suburbs' states of 'City - Suburban/Urban Extension' areas.

"Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban/urban extension locations (as defined in Table 3.8)."

Table 3.8 of the SRDCSG 'Accessibility' further expands on appropriate densities at specific locations identifying criteria for 'High-Capacity Public Transport Node or Interchange' locations, 'Accessible Locations', 'Intermediate Locations' and 'Peripheral Locations' which are described as 'Lands that do not meet the proximity or accessibility criteria detailed above'.

Specific Planning Policy Requirement (SPPR) 1 - Separation Distances

It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex

As detailed in the enclosed site and building plans, and Housing Quality Assessment prepared by Deady Gahan Architects, the proposed development is in accordance with SPPR 1.

units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.

SPPR 2 - Minimum Private Open Space Standards for Houses

It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:

- 1 bed house 20 sq.m
- 2 bed house 30 sq.m
- 3 bed house 40 sq.m
- 4 bed + house 50 sq.m

A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1).

Policy and Objective 5.1 - Public Open Space

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

As detailed in the enclosed Housing Quality Assessment prepared by Deady Gahan Architects the proposed dwelling houses are designed in accordance with SPPR 2.

The proposed development provides for 10% of usable public open space within the developable site area. This does not include the area of the site situated within the ZO 17 'Landscape Preservation Zone' zoning objective in the Cork City Development Plan 2022. As detailed in the site masterplan prepared by Deady Gahan the masterplan provides for a public open space strategy for the wider lands represents an integrated and cohesive approach to the delivery of public open spaces to serve future residents and the protection of the landscape preservation areas to the north of the lands.

should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.

SPPR 3 - Car Parking

It is a specific planning policy requirement of these Guidelines that:

- In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

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

SPPR 4 - Cycle Parking and Storage

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

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

As detailed in the enclosed site and Housing Quality Assessment prepared by Deady Gahan Architects, the proposed development is in accordance with SPPR 1. No individual dwelling house will have in excess of 2 no. private car parking spaces. EV ducting will be provided to ensure that future residents can charge E-vehicles.

The proposed development provides for 28 no. bicycle parking spaces across the entire scheme and is in accordance with the Apartment Guidelines. Drawing no. 21051/P/010, prepared by Deady Gahan Architects details the full breakdown of the bicycle parking allocations across the site.

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

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

Sustainable Urban Housing Design Standards for New Apartments 2023

As confirmed in the enclosed Housing Quality Assessment prepared by Deady Gahan Architects, all proposed apartment and duplex units are in accordance with the provisions in the Apartment Guidelines.

Policy	Consistency of Scheme
<p><u>Specific Planning Policy Requirement 1</u></p> <p>Apartment developments may include up to 50% one bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).</p>	<p>The proposed development provides for 8 apartment/duplex units of which 4 no. (50%) are 1 bed units in accordance with SPPR 1.</p>
<p><u>Safeguarding Higher Standards</u></p> <p>The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of</p>	<p>As confirmed in the accompanying Housing Quality Assessment prepared by Deady Gahan Architects, the majority of proposed apartment/duplex units exceed minimum floor areas by more than 10%.</p>

the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%.

Specific Planning Policy Requirement 3

Minimum Apartment Floor Areas

- 1 bed apartment (2 persons) – 45 sq. m
- 2-bed apartment (4 persons) – 73 sq.m
- 3-bed apartment (5 persons) – 90 sq. m

All apartments are in excess of the minimum required floor areas. as outlined in the accompanying Housing Quality Assessment and floor plan drawings prepared by Deady Gahan Architects.

Specific Planning Policy Requirement 4

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

(ii) In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.

As outlined in the accompanying Housing Quality Assessment, all apartment units enjoy at least dual aspect.

Specific Planning Policy Requirement 5

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

Ground level floor to ceiling heights of at least 2.7 metres are provided for in all of the proposed apartments.

Specific Planning Policy Requirement 6

A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, subject to overall design quality and compliance with building regulations.

In accordance with this requirement, no one apartment building contains more than 12 apartments per floor per core.

A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be

The proposed development provides for 28 no. bicycle parking spaces across the entire scheme and is in accordance with the Apartment Guidelines. Drawing no. 21051/P/010, prepared by Deady Gahan

provided at a standard of 1 space per 2 residential units.	Architects details the full breakdown of the bicycle parking allocations across the site.
A minimum of 9 sq m of private open space required for 3-bedroom apartments, 7 sq m for 2 bedroom apartments (4 person) and 3 sq m to be provided for 1-bedroom apartment units.	Private amenity space provision for each unit is outlined in the accompanying Housing Quality Assessment prepared by Deady Gahan Architects and consistent with the Apartment Guidelines.

The Planning System and Flood Risk Management Guidelines 2009 (Flood Risk Guidelines)

Policy	Consistency of Scheme
<p>Among the core objectives of the Guidelines are to:</p> <ul style="list-style-type: none"> • Avoid inappropriate development in areas at risk of flooding. • Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off. • Avoid unnecessary restriction of national, regional or local economic and social growth. <p>There are three types or levels of flood zones defined for the purposes of these Guidelines:</p> <p><u>Flood Zone A</u> – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding);</p> <p><u>Flood Zone B</u> – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and</p> <p><u>Flood Zone C</u> – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all areas of the plan which are not in zones A or B.</p>	<p>The subject site is not situated within an area liable or at risk from flooding. A Site-Specific Flood Risk Assessment (SSFRA) in accordance with the 2009 Flood Risk Guidelines has been prepared by DOSA Consulting Engineers and accompanies this submission.</p>

Regional Planning Policy

Southern Regional Assembly: Regional Spatial and Economic Strategy (RSES)

Policy	Consistency of Scheme
<p>The RSES profiles the Southern Region and establishes a strategy to improve the Region through 11 distinct strands which include:</p> <ul style="list-style-type: none"> ▪ Compact Growth ▪ Strengthening and growing our cities and metropolitan areas, building on the strong network of towns throughout the region. 	<p>The proposed development is in accordance with all relevant core objectives of the RSES. The proposed development will contribute to a more compact urban settlement pattern by delivering residential development on an infill/greenfield residential site in the northern areas of the city. The proposed development will contribute to the consolidation of the northern 'edge' of Cork City, through the creation of a new community in an appropriate urban location.</p>
<p>Some of the key specific aims include:</p> <ul style="list-style-type: none"> • Population increase of between 350,000 and 375,000 people between now and the year 2040 • Cork City and suburbs population increasing by 115,000 additional people (an increase of more than 55%) from a population of 209,000 in 2016 to 324,000 by the year 2040 	<p>The proposed development is consistent in the overall context for population growth and sustainable development in the Southern Region. The ambitious population growth outlined in the NPF and the RSES will be difficult to achieve without residential schemes of scale at appropriate locations close to existing urban centres and services such as the proposed development at Old Whitechurch Road.</p>
<p><u>RPO 5 -Population Growth and Environmental Criteria</u></p> <p>Increased population growth should be planned with regard to environmental criteria, including:</p> <ul style="list-style-type: none"> ▪ Assimilative capacity of the receiving environment. ▪ Proximity of Natura 2000 sites and potential for adverse effects on these sites, and their conservation objectives. ▪ Areas with flood potential 	<p>The proposed development is located within an evolving urban context and within walking or cycling distance of a variety of local employment, educational and recreational opportunities in the area. The proposed development represents an appropriate use of zoned residential land in a sustainable urban location. development in the wider context of the area with the proposed layout has evolved having considered the environmental constraints of the site.</p>
<p><u>RPO 9 - Holistic Approach to Delivering Infrastructure</u></p> <p>It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact</p>	<p>The proposed development will provide for increased population growth in an area that is well served by existing and planned public transport linkages and will promote non- car modes of transport. The proposed development and strategy</p>

growth and sustainable mobility in accordance with NPF objectives including:

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.

represent the optimum approach in achieving the timely delivery of residential development, justifying the significant capital investment in servicing the lands in recent years.

The proposed development incorporates Sustainable Urban Drainage Systems (SUDS) and green infrastructure as part of the wider surface water drainage strategy for the lands.

RPO 10 - Compact Growth in Metropolitan Areas

a) Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.

b) Deliver design briefs for strategic sites;

The proposed development is consistent with RPO 10 by providing housing and within an area which is contiguous to the existing footprint of Cork City and the proposed development is within sustainable and safe walking and cycling distance to neighbouring employment, recreation and economic opportunities namely Blackpool District Centre to the south.

RPO 124 - Green Infrastructure

(a) It is an objective to promote the concept of connecting corridors for the movement of wildlife and encourage the retention and creation of features of biodiversity value, ecological corridors and networks that connect areas of high conservation value such as woodlands, hedgerows, earth banks, watercourses and wetlands.

A core principle of the proposed development has been to design a scheme reflective of its setting in a sustainable urban area and positively contribute to the sites natural setting near the Bride River Valley, realising Green Infrastructure Objectives. The northern area of the site is identified as ZO17 Landscape Preservation Zone within the 2022 City Development Plan and provides an opportunity to deliver a section of useable and public green infrastructure for future residents at the site.

A Drainage Impact Assessment and all SUDs details proposed are detailed in the accompanying submission prepared by DOSA Consulting Engineers.

RPO 151 - Integration of Land Use and Transport

The following principles of land use and transport integration will guide development:

- a) For urban-generated development, the development of lands, within or contiguous with the existing urban areas will be prioritised over development in less accessible locations.
- b) Residential development will be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and

The proposed development satisfies all of the criteria outlined in RPO 151. The majority of the site is zoned ZO 02 New Residential Neighbourhoods 2022 City Development Plan.

The proposed development will be well positioned to benefit from existing and future upgrades to the public transport network as identified in CMATS and BusConnects, in particular the planned new rail station at Blackpool. The completion of the central

public transport– including infill and brownfield sites are prioritised.

“spine” road, funded through LIHAF is a major asset for the site.

The RSES places a significant emphasis on quality placemaking and the creation of new sustainable neighborhoods. RPO 176 ‘10 minute City and Town Concepts’ aims to.

“attain sustainable compact settlements whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services”.

The subject site is ideally located to capitalise on its sustainable urban location within walking/cycling distance of Blackpool District Centre to the south where future residents will have access to local retailing outlets, grocery stores (Dunnes Stores), a pharmacy, gym and a number of restaurants and other amenities. As detailed in the site masterplan prepared by Deady Gahan Architects, a future school is to be provided within the ZO 12 ‘Education’ zoned lands to the east of the landholding to serve the wider area.

RPO 200 - Green Infrastructure and Recreation

It is an objective to support investment in the on-going maintenance and enhanced facilities in existing green infrastructure and support the provision of new public parks, green space in tandem with projected population growth to create green, healthy settlements throughout our Region. Local authorities shall identify the potential locations of new public parks and open spaces jointly (with neighbouring local authorities) and individually to develop both regional scale recreational open space and local parks and open space. Local authorities should ensure that decision-making in relation to the development of new or enhanced Green Infrastructure and new public parks and facilities is informed by an appropriate level of environmental assessment.

In accordance with RPO 200 and the objectives of the City Development Plan, the proposed development utilises one of the subject sites most unique aspects, its setting adjacent to the Bride River and valley /Landscape Preservation Zone as core element of the site design and recreational strategy. This results in a coordinated approach between green infrastructure/ recreational features and future residents’ enjoyment of these aspects.

RPO 218 - Sustainable Urban Drainage and Rainwater Harvesting

It is an objective to support the incorporation of Sustainable Urban Drainage Systems (SUDs) in all public and private development in urban areas. The local authorities shall include objectives requiring the incorporation of SUDs in local authority development plans and Local Area Plans, promote greater rainwater harvesting by households and businesses for the diversion of storm water from combined sewers (where possible), so that within developments and in the wider public realm, opportunities for SUDs

A collaborative approach between the sites engineering and landscaping strategies has been adopted to incorporate SUDs and natural drainage features. A Drainage Impact Assessment and all SUDs details proposed are detailed in the accompanying submission prepared by DOSA Consulting Engineers.

and rainwater harvesting maximise capacity to cater for infill, brownfield and new development in sewer networks and treatment plants.

The site is situated within the Cork MASP region. Cork MASP Policy Objective 1 states the following overall objectives for the Cork Metropolitan Area Strategic Plan (MASP) area.

(b) To promote the Cork Metropolitan Area as a cohesive metropolitan employment and property market where population and employment growth is integrated with:(ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas

(d) The Cork MASP allows flexibility to respond to changes in planning policy, infrastructure requirements and prioritises that will arise in the area which will be added to Cork City as a result of the boundary extension.

Section 3.2 of the Cork MASP refers to the Guiding Principles for the future of the area including the following:

- Compact Sustainable Growth - Promote consolidation of Cork City and suburbs, refocus on the development of brownfield and infill lands to achieve a target of a minimum 50% of all new homes within the existing built-up footprint in Cork and 30% in other metropolitan settlements.
- Integrated Transport and Land Use - Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy (CMATS).
- Accelerate Housing Delivery - Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply.
- Better alignment of growth - Target 'catch up' investment to support employment, infrastructure and amenity provision and/or sustainable transport links in metropolitan towns and suburban areas that have experienced high levels of population growth

The proposed development is fully consistent with the guiding principles and core objectives for the Cork MASP. The proposed development will assist in delivering future housing growth and positively contribute to northern city area role in the Cork MASP as an area of population growth and regeneration.

As referenced previously, the proposed development represents an opportunity to provide for the compact and sustainable expansion of the area. The subject site will be poised to benefit from future upgrades to the local public transport network identified in CMATS/BusConnects representing an integrated approach to the delivery of sustainable new residential neighbourhoods with public transport opportunities.

The proposed development to contribute to the acceleration of housing delivery and address the well-publicised housing shortage in Cork City and its suburbs.

<p>but are reliant on other areas for employment and/or services.</p>	
<p><u>Cork MASP Policy Objective 7 - Integrated Landuse and Transport Planning</u></p> <p>To seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes including SEA and AA as appropriate.</p> <p>(d) Achieve the National Strategic Outcomes of the NPF, through sustainable and infrastructure led:</p> <ul style="list-style-type: none"> Regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors. <p>(e) Identify and deliver strategic locations for increased residential and employment use at public transport interchange locations relating to the proposed Light Rail Transit Route, Suburban Rail and the strategic bus network, where high levels of accessibility by public transport can be achieved. Seek sustainable higher densities where practicable at public transport nodal points.</p>	<p>The proposed development is in accordance with Cork MASP Objective 7. Future residential development at the lands will be accessible via walking, cycling and public transport to all major employment centres in the northside of city as well as access to the centre and other amenities in the areas of Blackpool/Kilbarry.</p> <p>The proposed development will be well positioned to benefit from existing and future upgrades to the public transport network as identified in CMATS and BusConnects.</p>
<p><u>Section 7.1 City Centre Consolidation and Regeneration</u> states regarding '<i>City Suburban Areas</i>'</p> <p>The 20th century suburbs of the city consist of residential areas interspersed with employment uses, institutions and social and community uses. There are many opportunities for redevelopment, particularly where nonresidential uses rationalise or relocate freeing up infill and brownfield sites for residential and other redevelopment</p> <p>Potential Residential Yield: 3986 (this figure will grow as further "windfall" sites emerge).</p>	<p>The proposed development will positively contribute 95 no. additional residential units to the consolidation and regeneration of the 'City Suburban Area' of Cork. This will also continue the recent momentum of the expansion of this area of the city with 2 no. other SHD's permitted in the area.</p>

Cork Metropolitan Area Transport Strategy 2040 (CMATS)

Policy	Consistency of Scheme
<p>CMATS Land-Use priorities include:</p> <ul style="list-style-type: none"> Ensure effective integration between transport and land-use through the delivery of Public Transport Orientated 	<p>The subject site is an area already served by existing public transport opportunities and poised to benefit from notable improved bus and rail services in the</p>

Development (PTOD). PTOD is consolidated development that provides higher density, a balanced mixed of land uses and compact settlements that reduce trip distances and are of a magnitude that supports the viability of high capacity public transport;

- Deliver consolidated development in a manner that can avail of existing transport infrastructure, nearby amenities and facilities in the short term to deliver a critical mass of growth in population and employment which can support the transition and sequencing of investment to higher capacity public transport infrastructure and services
- Land use policies that minimise the requirement to travel longer distances, particularly during peak times, by encouraging mixed-use development. This should include ensuring areas are developed in tandem with the delivery of schools and other amenities to maximise the use of more sustainable modes of transport such as walking and cycling; and
- Land use policies that support the provision and design of new development in locations, layouts and at densities which prioritise walking and cycling and enable the efficient provision of public transport services.

Key outcomes for walking in the Strategy include:

- An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);
- Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;

future, as identified in CMATS/BusConnects Cork New Network.

At present the subject lands are located nearby bus stops of the 215 Cloghroe to Mahon Point route, located on the Old Mallow Road running circa 30 no. services daily with a frequency of circa 30 minutes. The 248 Parnell Place to Glenville is also served by these bus stops, which operates three times daily.

The area is also set to benefit from future bus service improvements with Blackpool identified as one of twelve 'New Sustainable Transport Corridors' (STCs) for Cork in BusConnects¹, with the Old Mallow Road to the west of the site identified as an 'Inter-Urban' cycleway in the Cork Metropolitan Area Cycle Plan in CMATS. The proposed layout has considered the delivery of these infrastructural upgrades by providing higher density residential development, in the southern areas of the site, most accessible to these future improvements. The proposal will provide a critical mass of population to underpin the viability of the enhanced public transport and promote sustainable mobility in the area.

The proposed development is consistent with all land-use priorities identified in CMATS. The development site's location, which is proximate to existing and future public transport upgrades is consistent with Public Orientated Transport Development (PTOD) as promoted in CMATS. The site's beneficial location within walking/cycling distance of amenities in the Blackpool/Kilbarry area will also promote increased levels of walking and cycling in the area.

The proposed development has been designed with a key focus on walkability and pedestrian connectivity. The layout allows for optimum permeability through the site from all locations. Pedestrian entrances have been proposed to allow for efficient access to nearby retail services and employment centres. This pedestrian routes also provide for optimum access to public transport services, thereby facilitating linked trips.

¹ Route C – 'Blackpool to Cork City

<ul style="list-style-type: none"> • Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm; • Facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and • Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car. 	<p>Internal roads will consist of a series of shared surface spaces, which will be clearly defined with a change in surface finishes and reduced widths to encourage low traffic speeds and a safer pedestrian friendly environment.</p>
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Local Planning Policy

Cork City Development Plan 2022-2028 (CDP)

Policy	Consistency of Scheme
<p><u>Zoning Objectives</u></p> <p>The subject site traverses three zoning objectives in the CDP, specifically.</p> <p><u>ZO 02. New Residential Neighbourhoods</u></p> <p>To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.</p> <p>Paragraphs ZO 2.1, 2.2 and 2.3 expand further on the vision for ZO 2 zoned lands.</p> <p><i>ZO 2.1 – ‘Lands in this zone are designated as Tier 1 or Tier 2 zoned lands in the Core Strategy. Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy.’</i></p> <p><i>ZO 2.2 - ‘This zone covers primarily greenfield, undeveloped lands for new sustainable residential areas. Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities.’</i></p>	<p>The proposed development is in accordance with the sites ZO 02, and ZO 17 zoning objectives. A wooded area towards the north of the site, zoned as a landscape preservation zone, is being retained as a space of high amenity value. The residential element of the scheme sees higher density housing form a spine through the site along the existing access road.</p> <p>A school campus, creche and local shop will also be delivered in future phases in eastern areas of the landholding to serve future residents and the surrounding area.</p>

ZO 2.3 - 'Uses set out under ZO 1 Sustainable Residential Neighbourhoods are appropriate under this zone subject to such uses supporting the creation of sustainable communities and not conflicting with the primary objective of this zoning.'

Zo 17, Landscape Preservation Zones

To preserve and enhance the special landscape and visual character of Landscape Preservation Zones.

CDP Strategic Objectives (SO's)

SO1 – Compact Liveable Growth - Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to the existing city.

SO2 – Delivering Homes & Communities - Provide densities that create liveable, integrated communities by using a mix of house types, tenures and sizes linked to active and public transport. Provide amenities, services and community and cultural uses to enable inclusive, diverse and culturally rich neighbourhoods.

SO3 – Transport & Mobility - Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.

SO5 – Green and Blue Infrastructure, Open Space and Biodiversity - Manage and enhance green and blue infrastructure, to protect and promote biodiversity, ecology and habitat connectivity, protect natural areas, enhance landscape character and maritime heritage, and manage access to green and blue spaces that provide recreation, amenity and natural areas.

SO9 – Placemaking and Managing Development

Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow

The subject site represents an infill urban site within walking/cycling distance of various employment, retail, educational, recreational and public transport opportunities in the north-eastern city suburbs. The proposed development will positively contribute to achieving a 15-minute city of scale by delivering new residential development at a location already served by amenities and services promoted by SO's 1 and 2.

The proposed development is in accordance with SO3 by positively contributing to the activation of underutilised urban lands with existing and future public transport services identified in CMATS.

The proposed development will create access to a wooded area, located within a landscape preservation zone. This is a significant opportunity to create and provide public access to an invaluable green infrastructure asset.

The provision of useable amenity paths/crossings within this area will not only result in enhanced human interactions with the natural environment but also assist biodiversity and water management for the area.

a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.

Table 2.6: Summary of Key Objectives for City Growth.

City Suburbs - Role in the Core Strategy

Consolidate and enhance by providing a mix of new neighbourhood uses in suitable underutilised locations. Prioritise walking, cycling and public transport access. Deliver uses, layouts and densities that enhance existing local character. Deliver high quality sustainable transport orientated development in combination with high frequency bus routes, the new commuter station at Blackpool (Kilbarry) and prioritised cycling and walking routes set out in CMATS.

Key Sites:

Ballyvolane, Mahon Blackpool / Kilbarry, North-West Quarter Regeneration area, **Old Whitechurch Road**. Regenerate underutilised sites in existing neighbourhoods including Mayfield, Douglas, Grange, Togher and Wilton.

The regeneration of underutilised sites in existing neighbourhoods such as Blackpool/Kilbarry is identified as a key objective for growth in the CDP. The proposed layout and site location within the identified City Expansion Area reflects the site's suitability, relative to its surrounding context and the emerging pattern of development within the wider area.

SO 1: Compact Liveable Growth Objectives

Objective 2.2 Delivery of Relevant State Land

Cork City Council, together with the LDA and relevant stakeholders, such as the Land Development Agency (LDA), will support and enable the development and renewal and regeneration of suitable state-owned lands as potential key deliverables to achieve NPF growth targets.

Objective 2.24 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.

Objective 2.30 Implementing the Core Strategy

To implement and support the delivery of the Core Strategy in accordance with the Core Strategy Map and Table, the Growth Strategy Map and Table and

The proposed development represents the realisation of a long-term underutilised urban greenfield site. Objective 2.24 confirms that the City Council will encourage and facilitate the redevelopment of such sites.

The provision of 95 no. residential units at the site will contribute to achieving the target set out in Objective 2.31 seeking to deliver 65% of all new homes in Cork City on lands within the existing built footprint of the city.

The proposed development represents a Council led Social and Affordable Housing Scheme reflecting a significant positive step in delivering secure and high-quality social/affordable housing stock during the lifetime of plan.

the Objectives for City Growth Table set out in this plan.

Objective 2.31 Compact Growth

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

Objective 2.32 Housing Supply

Support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.

SO 2: Delivering Homes & Sustainable Neighbourhoods Objectives

Objective 3.3 New Housing Supply

Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by:

- (b) Designating Transformational sites capable of delivering new homes.
- (c) Utilising the Cork City Capacity Study prepared as an input into this Plan to identify the residential development potential of sites.

Objective 3.6 Housing Mix

Cork City Council will seek to:

- (a) Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City.
- (b) Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilizing a range of dwelling types and density typologies informed by best practice (as illustrated in “Density Done Well” in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments.

SO 3: Transport and Mobility Development Objectives

As detailed in the enclosed HQA prepared by Deady Gahan Architects, the proposed development provides for broad range of house/apartment types which will not only contribute to the addressing the current housing shortage in the city, but also a diverse and sustainable neighbourhood. The proposed development is in accordance with the HNDA prepared by Cork City Council.

As referenced above, the proposed development is in accordance with the general and specific objectives identified in CMATS; in particular, the proposed rail station at Blackpool/Kilbarry which will be within

Objective 4.1 CMATS

Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure, including the Northern Distributor Road and Southern Distributor Link Road.

Objective 4.3 Strategic Location of New Development

To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.

Objective 4.5 Permeability

- a) All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.
- b) To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions.

SO 4: Climate and Environment Objectives

Objective 5.1: A Climate Resilient City

To create a more climate resilient, low carbon and environmentally sustainable City where our stakeholders and communities participate in, and benefit from integrated climate and environment action measures which also offer other social, economic and biodiversity benefits.

Objective 5.10: Energy Conservation and Efficiency

To support and help create high levels of energy conservation and energy efficiency in both new and existing buildings.

Objective 5.11: Energy Efficiency Considerations

New development proposals are expected to maximise energy efficiency through location, siting, orientation, layout, design, stormwater drainage and

walking/cycling distance of the site. The proposed development will also integrate positively with future upgrades identified in BusConnects and the future preferred route of Cork Northern Distributor Road.

The proposed development is in accordance with CDP Objective 4.3 which aims to concentrate strategic/large scale development in areas accessible by existing and planned public transport upgrades. The subject site is ideally placed to benefit from existing and future public transport links while also facilitating greater permeability in the area, improving the public's access to these services.

The proposed development will positively contribute to active recreation and human interaction with the natural environment by facilitating public access to the existing wooded area to the north of the site, in the form of amenity walks and useable amenity space.

The landscaping measures proposed will contribute to high quality public realm and provide new and improved opportunities for biodiversity and wildlife.

The provision of a residential development which maximises efficiencies is a core principle of the advancing with this proposal. An Operational Waste Management Plan, Construction & Waste Management Plan and Climate Action & Energy Statement, both prepared by DOSA Consulting Engineers accompany this submission, which describe in detail all building techniques/materials

landscaping. This includes seeking to optimise energy efficiency through thermal insulation, passive ventilation and cooling and passive solar design.

Objective 5.13: Waste Management – Construction and Operation of Development

All development proposals should minimize waste and maximise the recycling and re-use opportunities during the construction and operation phases.

Objective 5.24 Green and Blue Infrastructure

a) To support the strategic role that Green and Blue Infrastructure plays in facilitating a more climate resilient city.

b) All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.

c) To support communities in the development of local scale Green and Blue Infrastructure projects.

and operational methods to maximise energy efficiencies during both construction and operational phases of the project.

SO 5 Green and Blue Infrastructure, Open Space and Biodiversity Development Objectives

Objective 6.2 Accessibility to the Green and Blue Infrastructure Network

In supporting the implementation of the 15-minute concept, Cork City Council will encourage urban greening at the neighbourhood scale, transforming existing grey, hard-surfaced spaces into green, natural environments projects, creating an enhanced walking experience for local residents as well as increased access to green and blue infrastructure.

Objective 6.11 Landscape and Development

To ensure that the management of development throughout Cork City will have regard for the value of the landscape, its character, distinctiveness and sensitivity in order to minimize the visual and environmental impact of development, particularly in designated areas of high landscape value where higher development standards (layout, design, landscaping, materials) are required.

Objective 6.12 Landscape Preservation Zones

The proposed development succeeds in integrating the 15-minute concept through its pedestrian paths and connectivity with the planned Blackpool/Kilbarry Rail Station, as well as BusConnects Cork bus routes which will provide accessible and high frequency access with Cork City Centre.

As previously mentioned, the northern area of the site is situated within an area identified as a Landscape Preservation Zone within the CDP. Table 6.5 of the CDP identifies key assets within this area. The proposed layout responds to the areas of the site with higher landscape sensitivity by not proposing any residential works.

To preserve and enhance the character and visual amenity of Landscape Preservation Zones through the careful management of development. Development will be considered only where it safeguards the value and sensitivity of the particular landscape and achieves the respective site-specific objectives, as set out in Tables 6.6 – 6.10.

Table 6.5: Landscape Preservation Zone Landscape Assets Categories:

Reference	Assets Category
A	Topography - ridges, escarpments, slopes
B	Water / River Corridors - rivers, estuary, harbour, The Lough, Atlantic Pond, Docklands, Port of Cork
C	Tree Canopy - Areas with existing woodlands or significant tree groups, or areas with potential for new woodlands.
D	Ecology - areas which provide a habitat for wild flora and fauna.
E	Visually Important Land (including Views and Prospects of Special Amenity Value, Potential Vantage Points and Locally Important Views)

Table 6.7: Site-specific Landscape Preservation Zone Objectives (NE):

Reference	Landscape Preservation Zone (General Name)	Landscape Assets to be protected	Site Specific Objectives
North-East			
NE 1	Bride Valley (1)	A, B, C, D, E (from train)	<ul style="list-style-type: none"> To re-establish the River as a key element of the valley floor by providing a linear park with publicly accessible riverside treed walk.
NE 2	Bride Valley (2)	A, B, C, D, E (from train)	<ul style="list-style-type: none"> To re-establish the River as a key element of the valley floor by providing as linear park with publicly accessible riverside treed walk.
NE 3	Bride Valley (3)	A, B, C, D, E (from train)	<ul style="list-style-type: none"> To re-establish the River as a key element of the valley floor by providing a linear park with publicly accessible riverside walk with new tree coverage and linked spaces.

Objective 6.20 Active Recreational Infrastructure

- a) To ensure that all residents have access to neighbourhood scale outdoor and indoor active sports recreational and play infrastructure within their neighbourhood or in accessible locations.
- c) To support the development of active recreation infrastructure (including outdoor and indoor facilities) in Cork's City Parks while also ensuring the continued improvement of their passive recreational offer, natural setting and biodiversity credentials.
- d) Active recreation and play infrastructure should meet current and future growth needs of the City and shall incorporate universal design principles to ensure accessibility for all ages and abilities and which is designed in a manner to reduce anti-social behaviour and shall be accessible by sustainable

means of transport such as walking, cycling, greenways and public transport.

SO 8: Environmental Infrastructure Development Objectives

Objective 9.2 Waste Water

(a) To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.

(b) As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.

Objective 9.4 Sustainable Urban Drainage Systems (SUDS)

(a) To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.

(b) To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible.

c) To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim The Department of Housing, Local Government and Heritage document: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, will provide guidance in this regard.

The proposed development seeks to prioritise as much as possible, the implementation of SUDs within the scheme design and minimise the use of underground attenuation infrastructure. A Drainage Impact Assessment and all SUDs details proposed are detailed in the accompanying submission prepared by DOSA Consulting Engineers.

A Confirmation of Feasibility from Irish Water/Uisce Eireann is included in the accompanying Infrastructure Report prepared by DOSA Consulting Engineers.

Chapter 10 Key Growth Areas and Neighbourhood Development Sites

Objective 10.78 Blackpool/Kilbarry Expansion Area

To support the compact growth and development of Blackpool/Kilbarry Expansion Area as a strategic City expansion area, as identified in the Core strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.

Objective 10.81 Blackpool/Kilbarry Development Objectives

- a) To create a high quality, vibrant, distinct and accessible mixed-use urban centre in Blackpool, serving as an attractive northern gateway to the City and a desirable destination for northside suburban communities, encompassing a mix of retail, employment, residential, community and recreational uses.
- b) To facilitate the development of an integrated public transport interchange centred on the creation of a new commuter rail service and connecting bus services. To encourage and support sustainable residential and employment development in the Kilbarry area along with upgrades in public transport and roads infrastructure.
- c) To respect and enhance the built heritage and architectural character of the area, through the creation of a high-quality public realm and high standards of building design.
- d) To preserve and enhance the sensitive and distinct landscape, visual character and biodiversity of the area and in turn provide for recreational uses, open space and amenity facilities.

SO 9: Placemaking and Managing Development Objectives

The subject lands are located within the Blackpool/Kilbarry City Regeneration and Expansion Areas (BKUEA), one of seven such areas throughout the city.

The delivery of large-scale residential development within the seven strategic consolidation and expansion areas is not only critical for the city to meet its ambitious growth targets within the lifetime of the CDP, but also to reach longer term targets for Cork set out in the Regional Spatial & Economic Strategy (RSES) for the Southern Region (RSES) and the National Planning Framework 2040.

The BKUEA differs from the other identified city regeneration and expansion areas, in that it's the only one to benefit from its position adjacent to the existing suburban and national rail network. The delivery of a new train station at Blackpool/Kilbarry, is identified as a key element in achieving the strategic objectives of CMATS, with the subject lands at the Old Whitechurch Road, specifically referenced in Section 10.304 as being in a position to benefit from these infrastructure upgrades.

'10.304 - The Cork Metropolitan Area Transport Strategy (CMATS) proposes a train station at Blackpool/ Kilbarry with easy access to Blackpool shopping centre. This will support the regeneration of Blackpool and the proposed residential development along Old Whitechurch Road and new mixed-use development to the north of Kilbarry Business Park.'

The proposed development is also in accordance with placemaking, and development objectives identified in the CDP. This first phase provides for development of

Table 11.2: Cork City Density & Building Height Standards

The site is identified within the 'Inner Urban Suburbs –North Blackpool' area of the CDP. Table 11.2 envisages that development of 3-5 storeys will occur in this area with densities ranging from 40 – 100 units hectare.

Objective 11.1 Sustainable Residential Development

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

- a) Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces.
- b) Prioritise walking, cycling and public transport, and minimise the need to use cars.
- f) Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling.
- i) Promote social integration and provide accommodation for a diverse range of household types and age groups.
- j) Enhance and protect green and blue infrastructure and biodiversity.

Table 11.8: City Suburbs Dwelling Size Mix for Housing Developments:

	Min	Max	Target
Studios / PBSA (at LRT Stops / Urban Centre / HEI Campus Only)	0%	15%	10%
1 Bedroom	15%	25%	20%

2-3 storeys which is appropriate given the sites existing surrounding context. As detailed in the Site Masterplan prepared by Deady Gahan Architects future phases to the east of the landholding (which are more accessible to Blackpool District Centre) and future rail station will provide for higher density/apartment development more conducive with an urban context. The proposed masterplan provides for building heights, a density and mix of accommodation is compatible with achieving higher densities at such locations, while also appropriately reflecting the existing pattern of residential development in the area.

The proposed development provides for generous public open space and amenity areas including the landscape preservation zone to the north, linear park to the south of the site and large open spaces located throughout the layout.

The proposed development is consistent with all principles identified in Objective 11.1 of the CDP. The proposed development will facilitate enhanced permeability in the area positively contributing to the 15-minute concept The proposed development will not only contribute 95 no. social and affordable residential units to the existing housing stock in Cork City but improve provide social integration, biodiversity and recreational/amenity opportunities for the wider area.

The proposed development will contribute positively to needs arising from local household composition and respond directly to current housing market demands. The proposed development and wider masterplan will provides for broad range of house/apartment types which will not only contribute to the addressing the current housing shortage in the city, but also a diverse and sustainable neighbourhood.. As sated previously, future phases of the masterplan will provide more opportunities for further diversification of house/apartment types and particularly 1-2 bedroom dwelling house/apartment units.

The design of units also complies with Technical Guidelines Document M to cater for access and use by people with disabilities, and the elderly.

2 Bedroom	25%	40%	34%
3 Bedroom	18%	38%	28%
4 Bedroom/Larger	5%	15%	8%

Table 11.11: Residential Public Open Space Provision

Area	Public Open Space Provision
Greenfield Sites/Areas for which a local area plan is appropriate	15%
General Provision	10%

As confirmed in the accompanying site layout plan prepared by Deady Gahan Architects, the proposed development provides for 10% of usable public open space within the developable site area.