

ABP-313919-22
SUBMISSION ON SECTION 4 APPLICATION (STRATEGIC HOUSING DEVELOPMENT)

ABP-313919-21
Jacob's Island North SHD

RE: Application for 489 apartments and a creche at Jacob's Island, Mahon, Cork

22nd August, 2022

Dear Sir/Madam

I refer to your correspondence in relation to the above. This is a submission under section 8(5)(a) of the Planning and Development (Housing) and Residential Tenancies Act 2016. I include the following:

1. Appendix A

Part 1

The Chief Executive's views on the effects of the proposed development on the proper planning and sustainable development of the area of the authority and on the environment, having regard in particular to the matters specified in section 34(2) of the Planning and Development Act, 2000, as amended, submissions and observations duly received by the Board and the views and opinions of the Elected Members of Cork City Council in relation to the application, and

Part 2

The authority's opinion as to whether the proposed strategic housing development would be consistent with the relevant objectives of the development plan or local area plan, as the case may be, and a statement as to whether the planning authority recommends that permission should be granted or refused, and the reasons for the recommendation.

2. Appendix B

Internal reports.

3. Appendix C

Planning conditions that the planning authority would recommend in the event that An Bord Pleanála decides to grant permission, together with the reasons and grounds for such conditions.

Gillian Tyrrell
Planner

Lucy Teehan
Senior Executive Planner

Fiona Redmond
Senior Planner

Adrienne Rodgers
Director of Services
Community Culture and Placemaking

Part 1

The Chief Executive's views on the effects of the proposed development on the proper planning and sustainable development of the area of the authority and on the environment, having regard in particular to the matters specified in section 34(2) of the Planning and Development Act, 2000, as amended, and submissions and observations duly received by the Board in relation to the application

1. Documents of note

The following documents are of note with respect to the proper planning and sustainable development of the area:

An Bord Pleanála will be aware of the relevant provisions of the following national, regional and sub-regional strategic planning policy documents, and it is not intended to address all of these in detail in this report:

- *National Planning Framework (Government of Ireland, February 2018); - Project Ireland 2040, comprising National Planning Framework and National Development Plan; -*
- *Quality Housing for Sustainable Communities, 2007; -*
- *Design Manual for Urban Roads and Streets, 2013; -*
- *Rebuilding Ireland – Action Plan for Housing and Homelessness, 2016; - DHPCLG Circular PL8/2016 APH 2/2016 (July 2016); -*
- *Sustainable Urban Housing Design Standards for New Apartments 2020; -*
- *Urban Development and Building Heights Guidelines for Planning Authorities (2018); -*
- *Southern Regional Assembly: Regional Spatial and Economic Strategy 2020; -*
- *Cork Metropolitan Area Strategic Plan 2001-2020.*
- *Cork Metropolitan Area: Transport Strategy*
- *Cork City and County Joint Housing Strategy and Housing Need Demand Assessment 2022-2028:*
- *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities DEHLG (2009)*
- *Childcare Facilities: Guidelines for Planning Authorities DOELG (2001) and Ministerial Circular letter (PL 3/2016 Dept of Environment Community and Local Government)*
- *Part V of the Planning and Development Act 2000 – Guidelines DHPCLG (2017)*
- *Sustainable Residential Development in Urban Areas (Cities, Town and Villages): Guidelines for Planning Authorities and the accompanying Urban Design Manual: A Best Practice Guide) DEHLG (2009)*
- *Cork City Development Plan 2022 -2028*

Relevant Development Plan policies were already outlined within the Planning Authority's submission in regard to the Opinion on whether the development constituted a valid SHD. This document should be read in conjunction with the City Council's Opinion and ABP's documentation following the pre-application consultation processes.

Cork City Development Plan 2022-2028

Cork City Council adopted the new City Development Plan on 27 June 2022, and this came into effect on 8 August 2022.

The site is zoned ZO 05 Mixed Use Development. See Figure 1 below.

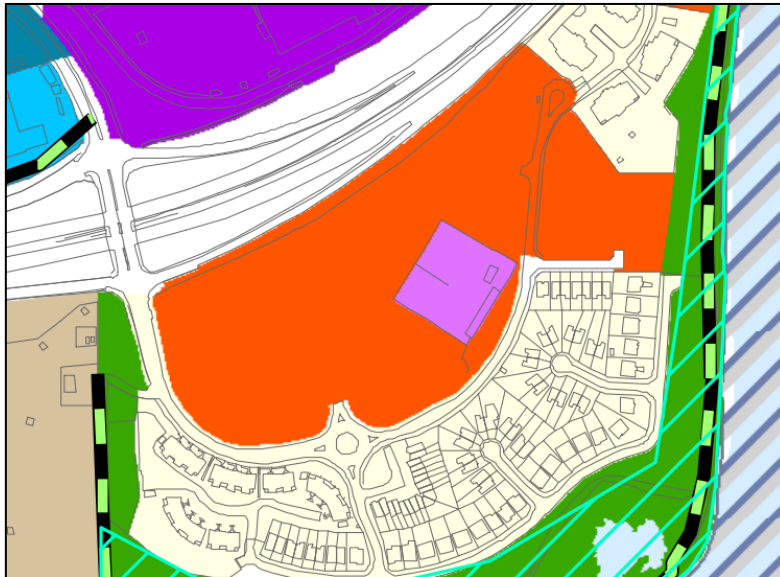


Figure 1 - Land Use Zoning

ZO 5 Mixed Use Development

“To provide and promote a mix of residential and other uses to ensure the creation of a vibrant and sustainable urban area.”

ZO 5.1 This zoning objective facilitates the development of a dynamic mix of uses which will interact with each other creating a vibrant urban area with residential, employment and other uses. A vertical and horizontal mix of uses should occur where feasible, including active ground floor uses and a vibrant street frontage on principle streets.

ZO 5.2 The range of permissible uses within this zone includes residential, general offices, local services, conference centre, education, hospital, hotel, commercial leisure, cultural uses, civic institutions, childcare services, local medical facilities, business and technology / research uses and community and civic uses. The range and scale of uses proposed must be commensurate to the scale of the zone.

Objective 10.90 is a specific objective for Jacob’s Island. It states:

To provide for mixed use development ranging in height from 4 to 10 storeys on Jacob’s Island to accommodate the mix of uses set out under the ZO 5 Mixed Use Development Zoning Objective to include a hotel and up to 20,000 square metres of business and technology office use.

SO 9: 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 a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.

Objective 2.14 Neighbourhood Mix

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

Objective 2.15 Neighbourhood Design

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The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.

Objective 2.22 Population Growth

In planning for future population growth, Cork City Council will assess important factors such as changing average household size, tenure, type and mix (including student accommodation) and existing occupancy and vacancy rates within an area. These factors will help inform policy making, development management guidance and decisions for new development proposals in the city.

Objective 2.25 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 2.26 Housing Supply

Support an increase in the supply, affordability and quality of new housing in 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

Objective 3.5 Residential Density

Cork City Council will seek to: a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities; c. Ensure that urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities; d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.

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, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in “Density Done Well” in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;
- c. Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);
- d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;
- e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;
- f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.

Objective 3.21 Childcare Facilities

To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will:

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- a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered.
- b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed.
- c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development

Paragraph 11.166 sets out Childcare facilities in new residential developments or as part of new or extended employment facilities should be provided at ground floor level in purpose built, preferably standalone buildings.

Objective 6.18 Public Open Space

- a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned Public Open Space for alternative purposes.
- b. There will be presumption against development on all open space in residential estates in the city, including any green area / public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation / amenity open space, and also including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes.
- c. The development of open spaces should “aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community.
- d. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities.
- e. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role).
- f. Support measures to green the city, including re-grassing of appropriate hard-surfaced areas in locations throughout the City.

Public Open Space in Housing Developments

Paragraph 11.112 Public open space for residential developments will normally be required as per Table 11.11, below, apart from in exceptional circumstances.

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

Table 11.11: Residential Public Open Space Provision.

Objective 11.3 Housing Quality and Standards

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- a. High quality functional design: Housing developments should be of a high quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures.
- b. Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects that should be addressed in the design of housing developments.
- c. Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.
- d. Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space.
- e. Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste.
- f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below.

Paragraph 11.89

The minimum size of habitable rooms for houses and apartments flats shall conform with appropriate National guidelines or standards in operation at the date of application for planning permission, including the minimum dimensions as set out in 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities' (2018), and 'Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

Paragraph 11.92

Government guidance in the form of Sustainable Urban Housing: Design Standards for New Apartments provides the current qualitative guidance for designing apartments developments. Additionally, Cork City Council will seek to ensure that: 1. Communal space within schemes should benefit from excellent daylight and sunlight that exceeds the minimum standards (the scheme layout and volumetric configuration of buildings should optimise solar gain to all spaces). Where daylight and sunlight are at minimum standards, this should be supplemented by rooftop communal amenity space. 2. Communal space is equally accessible to all residents and is tenure blind. 3. Rooftop spaces should be put to productive use for either: green roofs, blue roofs, solar energy, communal rooftop gardens, communal MUGAs, or communal allotments. 4. Green and blue roofs should be designed according to best practice (e.g. Living Roofs and Walls, GLA ,2008).

A number of input studies inform the Development Plan, both in relation to the City as a whole and specifically Jacob's Island, including:

- In September 2021, Cork City Council published a *Cork City Urban Density, Building Height and Tall Buildings Study*, which supports the Cork City Development Plan, 2022-2028.
- *Cork Joint Housing Strategy and Housing Need Demand Assessment (HDNA)* (November 2021)

2. Brief description of development

This Strategic Housing Development (SHD) application consists of the construction of 489 no. apartments, creche and offices in 5 no. apartment blocks ranging in height from part-1 to part-8 no. storeys over lower ground and semibasement podium levels. The proposed development is located adjacent to a Strategic Housing Development permitted by ABP-301991-18 and amended by ABP-310378-21 containing 6 no. blocks (Blocks 3, 4, 7, 8, 9 & 10) with existing Blocks 1, 2, 5 & 6 constructed on foot of T.P. 24609/00.

The development will contain 1 no. studio, 161 no. 1 bedroom apartments and 327 no. 2 bedroom apartments. Block 1 is 4 no. storeys and contains 34 no. units (7 no. one bed units, 19 no. two bed units and 8 no. three bed units).

- Block 11 is part-3 to part-6 no. storeys over semi-basement podium and lower ground levels and will contain 101 no. apartments.
- Block 12 is part-1 to part-4 no. storeys over undercroft car parking and lower ground level office building (4,112 sq m) comprising 2,934 sq m of office floor area.
- Block 13 is part-2 to part-8 no. storeys over lower ground levels and will contain a crèche over 2 no. levels (381 sq m) and 39 no. apartments.
- Block 14 is part-3 to part-6 no. storeys over lower ground level and contains 130 no. apartments.
- Block 15 is part-3 to part-6 no. storeys over semi-basement, podium and lower ground level and contains 219 no. apartments and ancillary resident amenity spaces (576 sq m).

Blocks 12 and 13 will contain ancillary commercial areas including a creche (381 sq m) and offices (4,112 sq m). The development will also contain supporting internal resident amenity spaces (576 sq m) and external communal amenity spaces.

The proposed development also provides for hard and soft landscaping, boundary treatments, public realm works, car parking, bicycle parking, bin stores, signage, lighting, PV panels, sprinkler and water tank, substations, plant rooms and all ancillary site development works above and below ground.

3. Planning History

3.1 Subject Site Planning History:

There have been multiple planning applications on Jacobs Island on the subject site and in the vicinity. The below is a list of the most relevant of those applications.

RELEVANT PLANNING HISTORY ON SITE / IN VICINITY
<p>Local Authority reference TP 22/40809</p> <p>Planning permission granted for the construction of an office and hotel development to be provided in 2 no. buildings at Jacob's Island, Ballinure, Mahon, Co. Cork. The hotel will contain 165 no. bedrooms, meeting rooms, bar/restaurant, cafe and back of house facilities in a part-1 to part-10 no. storey over basement building. The office building (10,632 sqm GFA) will provide 8,361 sqm net office floor area and ancillary staff facilities over part-4 to part-7 no. storeys on 28/07/2022.</p>
<p>ABP SHD Ref. No. 310378-21</p> <p>Section 146B Amendment to SHD 301991 (see below)</p> <p>Increase permitted units from 413no. to 437no. and amendment to Blocks 4, 7, 9 & 10.</p> <p>Outcome Permission was Granted 02/02/2022</p>
<p>ABP SHD Ref. No. 301991-18</p> <p>Construction of 413 no. apartments, neighbourhood centre, creche, road improvement works including upgrades to the Mahon Link Road (R852) to the North of the N40 interchange to incorporate a dedicated bus lane and all site development works</p> <p>Outcome: Granted permission 03/10/2018</p> <p>Note: Permission was granted on 03/10/2018, by condition, for a 5-year period from grant.</p>

13/35575 Construction of a two storey Neighbourhood Centre with a gross floor area of 2,269 m ² . The proposed Neighbourhood Centre consists of a discount retail store including off license	ABP PL28.242701 Outcome Refused Reasons 1. Commercial floorspace in excess of that needed to serve local needs and will impact upon traffic congestion 2. Impact on N40
08/33526 10,825sq.m mixed use development of up to 6 storeys in height consisting of 40 no. apartments; 1250sq.m of gross retail floor space; restaurant; bar; medical practice; 183 no. car parking spaces at basement and surface levels;	ABP PL28.232675 Outcome Refused Reasons 1. Scale of commercial floorspace excessive and would impact upon traffic congestion 2. Streetscape and excessive surface parking etc. would seriously injure visual amenities
07/32686 Mixed use scheme including 325 no. apartments, a 184 no. bedroom hotel, with ancillary services and facilities, local services area including convenience store, café, medical unit, dentist, crèche building, ancillary facilities, landscaping, planting, basement car parking, 5 no. substations. The proposed buildings will range from 2 to 21 floors over 7 blocks (incl. crèche).	ABP PL28.232275 Outcome Granted 07/01/2009 Note Proposal significantly altered through FI and by condition
07/32647 15,590m ² mixed use development of up to five storeys in height consisting of 36 no. apartments, creche, restaurant, bar, medical practice, pharmacy, retail services, retail unit, 283 no. car parking spaces	ABP PL28.228153 Outcome – Refused
02/24609 Permission granted for a mixed residential development of 431 units (stated to be at a density of 26 units per/ha) comprising 271 apartments in 8 blocks (blocks 1-8) and 160 houses and duplexes in a total of 9 phases with phases 1, 2, 4, 6 and 7 comprising dwellings and duplexes and phase 3, 5, 8 & 9 comprising the apartments. The permission was extended and is still active. Of the 8 permitted apartment blocks, 4 have been constructed which were all subject to modification. Note – Application accidentally erased from CCC Planning Enquiry. Above text extracted from ABP Inspector's Report for SHD 301991.	
99/23033 'Commercial Development'	ABP PL28.124788 – Third party appeal Outcome – Granted

4. Internal Reports (detailed Reports contained in Appendix B)

Planning Policy	No objection
City Architect	No objection
Infrastructure	No objection subject to conditions
Archaeology	No comments
Parks and Landscape Section	No objection subject to conditions
Water	No objection subject to conditions
Urban Roads & Street Design (Planning)	No objection subject to conditions
Traffic Operations	Objection
Drainage	No objection subject to conditions
Environment	No objection subject to conditions
Housing	No objection subject to conditions
Chief Fire Officer	Further detail / modifications required.

5. Third Party Submissions

Three no. third party submission were received from TII (Transport Infrastructure Ireland), NTA (National Transport Authority) and Irish Water.

TII

- Official policy in relation to development involving access to national roads and development along such roads is set out in the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (January 2012). Section 2.7 of the DoECLG Guidelines concerns development at National Road Interchanges or Junctions. The proposal, if approved, would create an adverse impact on the national road and associated junction and would, in the Authority's opinion, be at variance with the foregoing national policy.
- The Authority is of the opinion that insufficient data has been submitted with the planning application to demonstrate that the proposed development will not have a detrimental impact on the capacity, safety or operational efficiency of the national road network in the vicinity of the site.
- TII advises that the constraints and strategic issues highlighted by TII in submissions associated with the parent application ABP-301991-18 and 310378/ 21 with regard to the impact on the N40 and associated interchange, still remain.
- TII considers that this proposal in conjunction with the concurrent Cork City Council Planning Application ref. no 22/ 40809 would represent a further intensification of development which will create a further unacceptable impact on the operation, capacity and safety of the N40 mainline and associated interchange.

See full submission for details.

NTA

The location of the proposed development is expected to benefit from improved public transport services on the basis of BusConnects and LRT in the longer term. However, there are challenges still presented by the location's physical separation from Mahon by the N40, its proximity and dependence

on the N40 Mahon Interchange and the challenges of delivering a level of public transport service and network accessibility which counterbalances the competitive advantage which its location adjacent to the N40 affords to car mode, for non-local trips.

For this reason, taking the Spatial Planning and National Roads Guidelines into consideration, it is considered that the timing and phasing of further development in Jacob's Island, including the proposed development, should only be considered on the basis of the delivery of CMATS related public transport infrastructure and services along with the completion of local connecting walking and cycling infrastructure.

In this regard, any grant of permission and associated development phasing strategy needs to be aligned with the delivery of supporting transport infrastructure and public transport services.

See full submission for details.

Irish Water

No objection subject to conditions.

6. Summary of the views of the relevant elected members

Council Members were invited to a meeting held on 26 July 2022. In attendance were:

- Cllr. Kieran McCarthy
- Cllr. Terry Shannon
- Cllr. Dan Boyle
- Cllr. Deirdre Forde
- Cllr. Michael Nugent

The Members were advised on the legislative and policy context and the planning history of the site. The Members were also advised on the details of the application, the consultations that have taken place in relation to the proposed development with the Planning Authority and An Bord Pleanála, the Notice of Opinion issued by An Bord Pleanála, the points raised in the submissions and observations received by An Bord Pleanála in relation to the application.

The following views were expressed by the Members:

General Concerns

- Overdevelopment of site.
- Concerns about treatment of Lakelands House foundations and cellar.
- Concerns regarding architecture and lack innovative design and placemaking.
- Only one studio apartment.
- Public open space is lacking.
- Recognised need for housing and positives of permeability.
- Welcome proposed development.
- European style and generic but site designated for that type of apartment development.
- Suited for it and will be demand for it.
- Great place with regard to local amenities and walks. Cycle and public transport links to city. Proximity to tunnel.

7. PLANNING ASSESSMENT

7.1 Site Zoning/Principle of the development

Cork City Development Plan 2022-2028

ZO 5 Mixed Use Development

“To provide and promote a mix of residential and other uses to ensure the creation of a vibrant and sustainable urban area.”

ZO 5.1 *This zoning objective facilitates the development of a dynamic mix of uses which will interact with each other creating a vibrant urban area with residential, employment and other uses. A vertical and horizontal mix of uses should occur where feasible, including active ground floor uses and a vibrant street frontage on principle streets.*

ZO 5.2 *The range of permissible uses within this zone includes residential, general offices, local services, conference centre, education, hospital, hotel, commercial leisure, cultural uses, civic institutions, childcare services, local medical facilities, business and technology / research uses and community and civic uses. The range and scale of uses proposed must be commensurate to the scale of the zone.*



Figure 2.- Land Use Zoning with red line overlain

The NPF and RSES documents promote residential development through compact growth and targets 40% of all new homes nationally to be within the built-up footprint of existing cities and towns and requires at least 50% of all new homes to be delivered within the existing built-up footprints of the five cities in the state including Cork.

These documents set ambitious population targets for Cork with an increase of between 105,000 and 125,000 thousand in the city and suburbs envisaged by 2040. National Policy Objectives 2A and 3 A respectively state that “a target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs” and “at least 40% of all new homes nationally, within the built-up footprint of existing settlements”.

In this instance, given the zoning of the site, and the objectives and ambitious targets set by the NPF and RSES, the proposal for 489 no. dwelling units is considered acceptable in principle.

7.2 Masterplan

A Masterplan has been included in the submitted 'Design Statement', which takes account of current land use zonings of land in the ownership of the applicant. This provides some analysis of how the development on the subject site will relate and function with the neighbouring areas as part of the wider masterplan area.

7.3 Residential density

In the Density and Building Height Spatial Strategy in the Development Plan 2022-2028 the subject lands are situated within the 'Inner Fringe, Corridor, Centre', and specifically within the 'Mahon' sub-category. Objective 3.5 refers to Table 11.2 which sets out the density target for this area as between 50 (lower)-120 (upper) units per hectare. The proposed development will provide a density of 137.7 no. units per ha. comprising 489 no. apartments on a developable area of 3.55 ha. This is well in excess of the targets in the Development Plan. The applicants justify this departure by stating *"In view of its central and accessible location, adjacent to the Mahon District Centre, an employment hub, and its proximity to public transport provision, which is set to be enhanced by the development of the LRT"*.

Given the anticipated timeframes for the delivery of LRT and other public transport enhancements including BusConnects, it is considered that increased densities beyond that indicated in the Development Plan would have significant effects on infrastructure requirements for Jacobs Island.

The N40 Mahon Interchange, from which all vehicular access to the site is made, is already over capacity and experiences regular high levels of traffic congestion. The addition of a large quantum of new development with the associated trip generation may not be appropriate.

The Board may wish to direct the applicant to reduce the scale of development to accord with the standards set out in the Development Plan and which would also reduce the impact on the local and wider road network.

7.4 Residential Standards and Mix

A review of the apartment design was undertaken against the standards set out in 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020'

The table below indicates compliance with the above-mentioned document.

Type:	Met or exceeded:	Acceptable:
Overall Unit Size	Yes	Yes
Aggregate Living Area	Yes	Yes
Main Bedroom Size	Yes	Yes
Double Bedroom	Yes	Yes
Single Bedroom	Yes	Yes
Storage	Yes	Yes
Private Open Space	Yes	Yes

Most units meet or exceed minimum standards which is welcomed. It is noted that approximately 54% of units exceed the minimum standards by over 10% of floor area. This is considered acceptable

Paragraph 3.18 of the Design Standards for New Apartments 2020 sets out that *“Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable. Living spaces in apartments should provide for direct sunlight for some part of the day. North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings.”*

SPPR 4 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020 states:

“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:

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate in.*
- (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.*
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.”*

It is noted that approximately 50.27% of the proposed apartments have a dual aspect which meets the requirement of the standards. However, it is noted that there are 76 single aspect northerly facing units representing 15.54% of the scheme. 44 of these units do not exceed the minimum standards by 10%. This would mean that 9% of the overall units within the scheme would be substandard in terms of the living conditions provided.

Having reviewed the locations of these substandard units, they do not address areas of amenity or features which would ameliorate the substandard living conditions within. Therefore, there are some concerns with the quantum of apartments with a Northern aspect only and the resultant residential amenity issues regarding same for the future occupants.

The City Architect has also commented as follows:

“Still, the typical one- and two-bedroom apartments show entry directly from a corridor into a living space. It would be preferable if a small lobby space could be introduced, which has not been addressed in this final submission. However, in the layouts presented this recommendation is achievable.”

It is therefore requested that the Board advise the applicant to further consider revisions to the apartment layouts to reduce the number of North-only aspect apartments, through the addition of a condition regarding same. Revisions should also be made to the individual apartment layouts to avoid the entrance doors opening directly onto living spaces.

Housing Mix

The Cork City Development Plan 2022 includes Objective 11.2 Dwelling Size Mix, which sets out that: *'all planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances. Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.'*

Table 11.8 'City Suburbs Dwelling Size Mix for Housing Developments' sets out that the mix at this category of location should contain a maximum of 15% studios, 25% 1-bedroom units, 40% 2-bedroom units and a minimum of 18% 3 bedroom and 5% 4-bedroom units. The subject application exceeds the maximum 1 and 2-bedroom units and does not include 3- and 4-bedroom units. It is also noted that SPPR 8 states that *"no restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise"*. The following table is a break-down of the proposed mix units:

Unit (Apartment) Type:	No. of units:	Overall Percentage (%):
Studio	1	0.2
1-Bedroom 2-person	161	32.9
2-Bedroom 3-person	327	66.9
2-Bedroom 4-person	0	0
Total:	489	100%

While this mix of unit types accords generally with the requirement for a mix of units as set out in SPPR 8, it is considered that a greater number of 2-bed 4-person apartment and 3-bedroom apartments would be preferential in this location. It is noted that a Housing Need and Demand Assessment (HNDA) has been completed (November 2021) as a reference document for the City Development Plan. It is further noted that the results of same indicate a greater requirement for 3/4-bedroom dwellings within the City Suburb areas (see figure 3 below).

	Min	Max	Target
Studios / PBSA (at LRT Stops / Urban Centre / HEI Campus Only)	0%	15%	10%
1 Bedroom	15%	25%	20%
2 Bedroom	25%	40%	34%
3 Bedroom	18%	38%	28%
4 Bedroom / Larger	5%	15%	8%

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

Figure 3: Proposed Dwelling Mix targets from City Development Plan 2022

The Council's Policy Section has been consulted and have stated in their response:

"It is noted that the housing mix does not address the targets set out in the City Plan. The unit composition contains 1 no. studio (0.2%), 161 1-bed units (32.9%) and 327 2-bed units (66.9%). Dwelling size mix for apartment developments is subject to the SPPR1 (Sustainable Urban Housing: Design Standards for New Apartments, March 2018). Cork City Council has prepared a Housing Need and Demand Assessment that has been integrated into the Joint Housing Strategy (Nov 2021) and this sets out housing need based upon household size distribution. Therefore, the HNDA provides an

evidence base that means that Cork City Council's own Housing Mix Targets can be applied to this apartment scheme. Dwelling Size Mix targets are set out in Table 10.6 of the newly adopted Cork City Development Plan 2022-2028. The Application is not compliant with the Dwelling Size Mix Targets."

Therefore, the dwelling size mix is non-compliant with the HNDA and is not supported. It is considered that, should the Board agree, the inclusion of family units would be of benefit to the proposed development and better accord with the Development Plan. The Board may wish to consider the attachment of a condition requiring that family units are provided at lower floor levels with good levels of access to the communal space.

A condition to this effect is recommended regarding the above (included in Appendix C).

7.5 Scale, height and visual impact

The subject site falls within the 'Inner Fringe, Corridor, Centre - Mahon' subcategory in the density and building height spatial strategy in the City Development Plan 2022. Objective 3.5 refers to Table 11.1 which sets out the building height target for this area as between 4 (lower) - 6 (upper) storeys. The proposed development will provide for heights ranging from part-1 to part-8 no. storeys over lower ground and semi-basement podium levels.

The specific zoning objective 10.86 for Jacob's Island sets out that:

To provide for mixed use development ranging in height from 4 to 10 storeys on Jacob's Island on Jacob's Island to accommodate the mix of uses set out under the ZO 5 Mixed Use Development Zoning Objective to include a hotel and up to 20,000 square metres of business and technology office use.

As the maximum building height had been 6 storeys in a previous iteration of the Development Plan, the applicant has put forward justification for the heights in the Material Contravention Statement. Rationale for the proposed building height, assessed against the Development Management Criteria set out in SPPR 3, has been submitted by the applicant in their Material Contravention Statement. The application is also accompanied by a detailed Design Statement, Sunlight and Daylight Assessment and Visual Impact Assessment.

Having considered these detailed reports, and the provisions of the Development Plan as adopted, it is considered that the proposed building heights across the scheme can be accepted. The Council's City Architect and Policy section have confirmed same in their reports (see Appendix B).

7.6 Design

The proposal has been assessed by the City Architect. Their report dated 10 August 2022, is noted which states that:

A) Urban Design

In principle, the layout concept is fine, creating urban blocks which make an urban edge to the N40 and its link road, plus the main access/distributor road and a centrally located park with frontages between both routes.

- 1) My concern regarding ground floor apartments was due to the level of privacy being achieved for the private open space -threshold space between street and apartment. Through level changes and screening, adequate levels of privacy have been achieved.*

B) Architecture

- 1) *Still, the typical one- and two-bedroom apartments show entry directly from a corridor into a living space. It would be preferable if a small lobby space could be introduced, which has not been addressed in this final submission.
However, in the layouts presented this recommendation is achievable.*
- 2) *The overall height and massing of each urban block are reasonably considered and satisfactory. Similarly, in each block the solid to void proportions are satisfactory and fenestration proportions and divisions are quite elegant. The use of brick as a cladding material is welcomed, together with a precast concrete frame to the elevations of the office and crèche.*

Overall, this proposal is a very satisfactory submission

7.7 Public Open Space

Public Open Space is provided in three main locations within the SHD application, supplemented by various other minor green spaces that are not included in the public open space calculations. The main area of public open space is comprised of the central open space area which also includes pedestrian and cycle routes.

The cumulative area of the above spaces is 4,350 sqm which equates to approximately 12.3% of the site area as public open space. The local amenities of the existing Joe McHugh Park and the Greenway are noted. This exceeds the City Development requirement of 10%. In addition, 3,470 sqm of communal open space is proposed, which exceeds the 3,075 sqm of communal open space which is required in accordance with the Apartment Guidelines standards.

7.8 Connectivity, Access and Traffic and Transportation

Comments regarding connectivity, access and traffic and transportation have been provided by the Roads Design (Planning) section and the Traffic Operations section:

“Car parking

The proposed car parking for this development is outlined below. For a development such as this in the LRT catchment with very good access to walking and cycling routes and public transport, a further reduction in car parking should be proposed as outlined in previous reports. It should be noted that while the City Development Plan parking levels are maximum allowable levels, national policy is to reduce car parking in such locations (proposed LRT catchment, extensive proposals for public transport improvements etc.). A suggested reduction in car parking levels is outlined below should this development be granted planning.

Land use	Unit	Max CDP 2022	Proposed	Suggested CCC
Office	1 per 150 sqm :4500 sqm	30	69	30
Creche	1 per 6 students	8	6	6
Resid 1-2 bed	1 per unit	489	246 (0.5 ratio)	141 (0.3 ratio incl car club)
Car club			6	6
Total		527	327	183

Proposed Cycle parking

Land use	Proposed
Office	80
Creche	4
Residential	819
Visitor	245
Total	1148

The proposed level of cycle parking is acceptable. Bike parking facilities provided for the residential and office element of the development shall be provided in a dedicated facility of permanent construction, within the building footprint. Cycle parking areas shall also be designed so that cyclists feel safe and shall be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather. A management plan shall be put in place that ensures the effective operation and maintenance of cycle parking. All outdoor bike parking spaces are to be covered."

Traffic & Transport Assessment (TTA)

A TTA has been submitted as part of the application analysing the impact on the local road network by examining projected traffic flows on links in the vicinity of the development and at the following junctions:

The Traffic Regulation and Safety Engineer has noted the following in their response:

"Note: The 9.11 summary and the 10.1 summary of the TTA are not consistent.

The results of the TTA show that in all scenarios both with and without development in am and pm peaks the southern interchange junction is operating within capacity.

The northern interchange junction is shown to operate within capacity in the am peak in all scenarios with and without development noting that in the + 15 yr 2039 scenario with the full masterplan buildout the PRC has dropped to 4.5% and is nearing capacity. In the pm peak the northern interchange junction is operating just within capacity in the opening year without the development in place. While the congestion worsens marginally without the development in place in the +5 2029 and the +15 2039 scenarios, the addition of the development exacerbates the situation and the junction is operating with no reserve capacity in the opening year 2024 , the + 5 yr 2029 and the +15 yr 2039 scenarios.

The TTA conclusion suggests the effect of the traffic can be mitigated by linking the signalised junctions and reviewing the signal operation and run times. However, reviews of the signal phasing and timings at these junctions are carried out by CCC with TII on a regular basis. The junctions already operate on a linked basis, and it is considered that currently the signal timings and phasing are optimised and no further improvements can be made to mitigate against any increase in traffic.

In the current situation the addition of traffic from this development cannot be accommodated safely within the existing road infrastructure. In particular the capacity of the northern interchange junction is compromised further by the addition of the development traffic. From a traffic regulation and safety point of view, given the impact on the northern interchange junction capacity, the existing congested traffic environment and the lack of detail and certainty available at this time on the timing of the delivery of future public transport improvements in the area, I would recommend a refusal of this application. In the event that this development is granted permission the following conditions should be attached."

A number of conditions have been recommended (see attached report in Appendix B). These conditions have been incorporated into Appendix C attached.

Urban Streets and Roads Design

A Road Safety Audit was submitted as part of the application. The Council's Urban Roads and Street Design Engineer has commented as follows:

"As per the recommendations of the Quality Audit, the applicant is required to upgrade the existing crossings to cater for increased volumes of pedestrian and cyclist traffic. Prior to commencement of construction, the applicant is required to liaise with the Local Authority Traffic Operations, Road Operations & Parks and agree in writing, works required to either upgrade or provide new pedestrian/cyclist crossing facilities from the existing internal access to the Passage Greenway via the Lough Mahon walkway. Furthermore, the applicant is required to agree in writing with the Local Authority Traffic Operations & Road Operations the measures required by the applicant to substantially enhance priority and route for pedestrians to access from the development to the Mahon SC.

All recommendations to be implemented as part of the development."

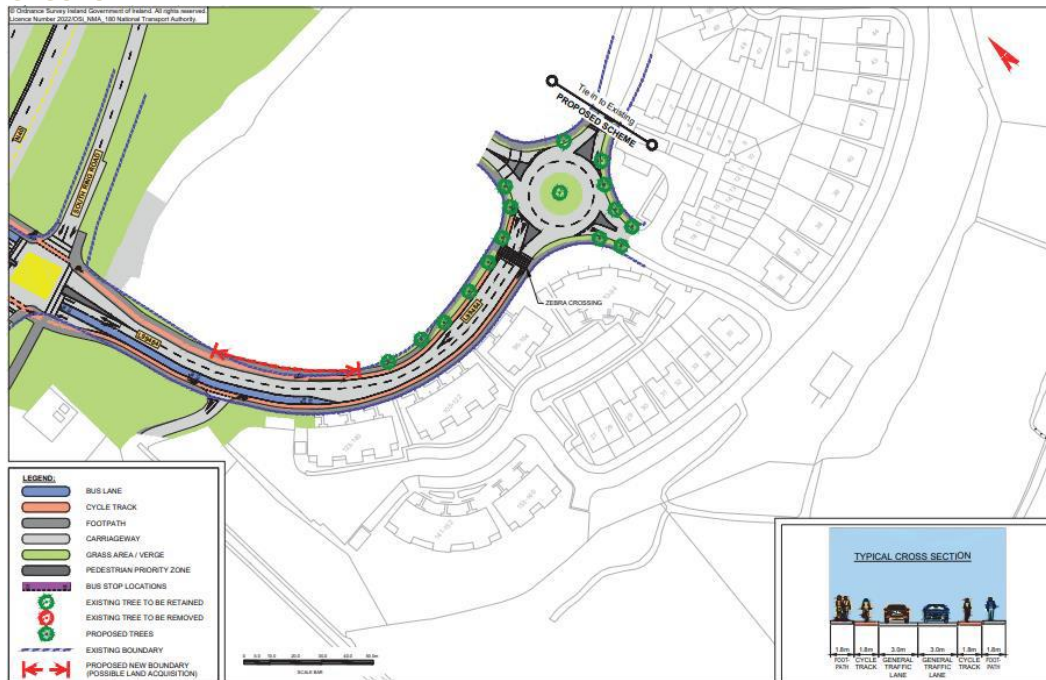
Aside from this they have raised no objection to the scheme subject to the inclusion of a number of conditions as set out in Appendix C.

7.9 Infrastructure

The comments below from the Senior Executive Engineer in the Infrastructure Development Directorate are noted, which state:

"The public consultation material for Bus Connects Cork includes proposals for Sustainable Transport Corridor J (Mahon to City) which would require some land take on the Jacob's Island access road to facilitate the proposed improvements. See screenshot below.

It is unclear from the drawings submitted in this application whether the required set-back of the building line has been provided to accommodate Bus Connects proposals.



Based on the criteria for assessment outlined above, the Infrastructure Development Directorate has no objection to the proposed SHD subject to the necessary set-back being provided to accommodate Sustainable Transport Corridor J – Mahon to City as proposed under Bus Connects Cork.”

The Infrastructure Directorate have recommended a condition, and this is included in Appendix C.

7.10 Site Services

Comments regarding site services for the proposed development have been provided by the Senior Executive Engineer from the Drainage section as follows:

1. Wastewater

The Applicant is liaising with Irish Water and a Confirmation of Feasibility and Statement of Design Acceptance have been issued.

The Applicant should continue to liaise directly with Irish Water to conclude the new connection process.

Accordingly, I have no further wastewater observations.

2. Flooding

Noted that the proposed development is several meters above the CFRAMS tidal flood level in the estuary adjacent to the site.

Accordingly, I have no further flooding observations.

3. Storm water

I agree with the Applicant that attenuation is not required, as the discharge is directly to the estuary and the existing pipework between the proposed development and the existing outfall is adequately sized to support this approach.

I note the Applicant will still incorporate a hydrocarbon interceptor and SuDS measures such as green roof / podium landscaping, to ensure water quality considerations of the discharged storm water are still addressed. This is welcome.

4. Groundwater

The amount of basement works appears to be limited, although there does appear to be basement parking shown on Section BB on drawing 1730D-OMP-ZZ-ZZ-DR-A-3000. Please note: any groundwater arising from dewatering works shall be managed and disposed of in accordance with the CIRIA document C532 "Control of Water Pollution from Construction Sites; Guidance for Consultants and Contractors". Where groundwater is envisaged, it shall also be addressed in the Construction Environmental Management Plan (CEMP), which is to be submitted as part of the full application.

5. EIAR

I have reviewed chapters 1, 2, 3, 6, 7, 8, 14 and 15.

I have reviewed Appendices 2.1, 2.3, 6.1, 6.2, 7.1 and 9.1.

I am satisfied with the contents of these parts of the EIAR, and have no further observation.

6. Conclusion and Conditions

I have no objection to grant of permission for the proposed development, subject to the following condition(s)."

The Council's Environment Engineer has also reviewed the scheme and raises no objection subject to conditions. See Appendix C for recommended conditions.

7.11 Landscape Strategy

The Senior Parks and Landscape Officer has commented as follows:

"Overall the provision of public open space is satisfactory and consists of a central open space plaza/garden and a series of communal courtyards within each block.

Should the application be granted permission, both hard and soft landscape details for the open space areas and all public realm locations including the streetscape must be submitted to the Planning Authority for consideration and approval."

Conditions are included at Appendix C.

7.12 Waste

I note the comments of the Executive Engineer for the Environment Management Division who has recommended a number of conditions in relation to construction impacts, waste and noise. No objection has been raised subject to the recommended conditions being complied with. These are set out at Appendix C.

7.13 Water

The comments of the Chief Technician with Water Services are noted whereby they set out:

"There is an existing 200mm diameter Irish Water potable watermain located along public road abutting the development.

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The proposals for the water supply will involve taking a 150mm and 100mm feed from the existing watermain at 3 locations outside the site running along the residential access roads. Sluice valves will be provided at appropriate locations to facilitate isolation and purging of the system.

As per Irish Water requirements, the proposed development will have an onsite water storage tank to satisfy the 24-hour water demand storage requirement to cater for possible shut-downs in the system.”

No objection has been raised to the proposed development, but a number of conditions are recommended which should be attached should the application be approved (see Appendix C).

7.14 Childcare Facility

The proposed development includes a crèche with capacity for 53 no. children. The ‘Childcare Facilities Guidelines’ indicate that for every 75 no. dwellings within a proposed development, a 20-child capacity crèche should be provided.

The overall number of residential units for the proposed development is 489 units. In accordance with the recommendations of the Guidelines, the applicant has discounted the one-bedroom units. The proposed development would therefore generate a demand for 87 childcare spaces.

However, the applicants indicate that it is not considered that all of the 2-bedroom units would be family occupied. This is to be expected given the proportion of 2-bedroom 3 person units included. Taking this into consideration, the applicants propose to make provision for a 53-no. place childcare facility within a crèche setting.

The application has been accompanied by a Childcare Needs Assessment which sets out the proposed childcare provision in line with the above requirements. This element is considered to be satisfactory. The creche is proposed to be located proximate to the site to the immediate south which benefits from planning permission for another childcare facility within Block 10. This is welcomed.

7.15 Part V

It is proposed to transfer 48 no. housing units (c.10% of the total development) to satisfy the Part V obligation. The type and mix of the housing units proposed are summarised as follows:

	Unit Description	Floor Area Range	No. of Units
	1 Bed Apartment	51.63	28
	2 Bed 3 Person Apartment	73.2	1
	2 Bed 4 Person Apartment	82.62	19
Total			48 units

The report of the Housing Department is notes, where it is stated that:

“The application states stating that the subject lands are in the ownership of the applicant and were acquired in March 2021. Given that the lands were purchased within the Transition Arrangement Period, a 10% liability applies and the proposed no. of 48 units is acceptable in principle. In the event of a grant of Permission, documentary proof of the date of purchase of the lands by the applicant will be requested.

The type and mix of the units proposed are deemed to be satisfactory given the demand for 1 and 2 bed units in this area. The location within the development of this large number of units to be

transferred will maximise efficiencies in terms of management and maintenance. Indicative costings for the proposed Part V units have been included. It should be noted that acceptance in principle of the Part V proposal in no way contractually binds Cork City Council or its agents to acquire or lease the stated dwellings, or such other dwellings, or to acquire or lease them at the stated prices, which are acknowledged as being indicative only and subject to full review and evaluation should planning permission be granted.

The Part V proposal as set out is deemed acceptable in principle to the Housing Directorate. Compliance with Part V is contingent on the negotiation of a final agreement, should planning permission be granted and is subject to agreement being reached on land values, construction/development costs, NMV calculation and internal finishes.”

Should permission be granted, then a condition should be attached and this is included at Appendix C.

7.16 Fire Officer

The Fire Officer has reported on the application (see Appendix B) and has stated that there are concerns in relation to the proposed development from a fire safety perspective. The points raised are noted and these matters will be dealt with under a separate Fire Cert Application.

7.17 Environmental Screening

While screening for environmental impact assessment is a matter for An Bord Pleanála, it is noted that the proposal is not of a nature and scale that requires mandatory environmental impact assessment. The environmental impact assessment report submitted with the application is noted. The assessment and decision on the environmental impact assessment is a matter for An Bord Pleanála.

Similarly, screening for appropriate assessment is a matter for An Bord Pleanála. The proximity of the proposed development site to the Cork Harbour Special Protection Area (SPA), site code 004030 is noted. A Stage 2 appropriate assessment screening report / NIS has been submitted with the application.

Cork City Council recognises that it is a matter for An Bord Pleanála, as the competent authority, to carry out the environmental impact assessment/appropriate assessment and it is matter for An Bord Pleanála to identify, describe and assess the direct and indirect effects of the proposed development on environmental factors and to reach a reasoned conclusion.

8. Conclusion

The proposed development accords with the zoning objectives for the site and, generally, accords with the general strategic development objectives of the Cork City Development Plan, and national planning guidance and is acceptable in principle.

The development will make a significant contribution to addressing the housing shortage in the city. The design, form and layout of the proposed development is considered positive and is in accordance with the guidance and objectives as set out in the City Development Plan and National planning guidelines. However, the Council has two primary and pivotal concerns that it considers are fundamental to the scheme’s overall acceptability and require the Board’s particular attention:

1. The Council has noted that significant and serious concerns have been raised in the submissions from the TII, NTA and the report from the Council's Senior Executive Engineer with respect to the impact of the development on the Mahon Interchange and the wider road network. As set out in this report, in the current situation the addition of traffic from this development cannot be accommodated safely within the existing road infrastructure. The capacity of the northern interchange junction would be compromised further by the addition of the development traffic. From a traffic regulation and safety point of view, given the impact on the northern interchange junction capacity, the existing congested traffic environment, and the lack of detail and certainty available at this time on the timing of the delivery of future public transport improvements in the area, the Council has substantial concerns regarding the impact of the scheme, and the Board as the decision maker may consider whether the applicant has an opportunity to address these concerns through the submission of Further Information. In the event that the Board decides to grant the application without the benefit of this further information, the Council has recommended a condition relating to this matter which must be complied with to the satisfaction of the Local Planning Authority and TII prior to the occupation of the development.
2. The Council also notes that the scheme contains no three-bedroom units and therefore the dwelling size mix is non-compliant with the evidence base set out in the HNDA and embodied in the adopted Development Plan. Furthermore, the Council has concerns regarding the individual unit layout and quantum of northerly facing units. Taking this into consideration, the Council has an overall concern regarding residential amenity of the future occupants of the development.

It is considered that, should the Board agree, the inclusion of family units would be of benefit to the proposed development and better accord with the CCDP Objective 3.6 which seeks *"an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family-sized units and smaller dwellings"*. This would also assist in bringing the density of the scheme closer to the targets set out in table 11.8 of the CCDP. It is also considered that revisions are required to the apartment layouts to reduce the number of northerly facing apartments, through the addition of a condition regarding same. Revisions should also be made to the individual apartment layouts to avoid the entrance doors opening directly onto living spaces. This would assist in providing a high quality and sustainable housing scheme that meets Objective 11.3 of the CDP regarding Housing Quality and Standards.

Notwithstanding the significant concerns set out in points 1 and 2 above, the principle of the proposed development generally corresponds to the pattern of the previously permitted developments within the location. The Council is satisfied that the proposed development accords with the relevant land-use zoning objectives and, generally, accords with the general strategic development objectives of the City Development Plan.

The authority's opinion as to whether the proposed strategic housing development would be consistent with the relevant objectives of the development plan or local area plan, as the case may be, and a statement as to whether the planning authority recommends that permission should be granted or refused, and the reasons for the recommendation

In view of the above, the planning authority is of the opinion that the proposed strategic housing development would be, generally, consistent with the relevant objectives of the Cork City Development Plan 2022-2028 as well as the ambitions set out in the National Planning Framework and Rebuilding Ireland. However, the Council has two primary and pivotal concerns that it considers are fundamental to the scheme's overall acceptability and require the Boards particular attention:

1. The Council has noted that significant and serious concerns have been raised in the submissions from the TII, NTA and the report from the Council's Senior Executive Engineer with respect to the impact of the development on the Mahon Interchange and the wider road network. As set out in this report, in the current situation the addition of traffic from this development cannot be accommodated safely within the existing road infrastructure. The capacity of the northern interchange junction would be compromised further by the addition of the development traffic. From a traffic regulation and safety point of view, given the impact on the northern interchange junction capacity, the existing congested traffic environment, and the lack of detail and certainty available at this time on the timing of the delivery of future public transport improvements in the area, the Council has substantial concerns regarding the impact of the scheme, and the Board as the decision maker may consider whether the applicant has an opportunity to address these concerns through the submission of Further Information. In the event that the Board decides to grant the application without the benefit of this further information, the Council has recommended a condition relating to this matter which must be complied with to the satisfaction of the Local Planning Authority and the TII prior to the occupation of the development.

2. The Council also notes that the scheme contains no three-bedroom units and therefore the dwelling size mix is non-compliant with the evidence base set out in the HNDA and embodied in the adopted Development Plan. It is considered that, should the Board agree, the inclusion of family units would be of benefit to the proposed development and better accord with the CCDP Objective 3.6 which seeks *"an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family-sized units and smaller dwellings"*. This would also assist in bringing the density of the scheme closer to the targets set out in table 11.8 of the CCDP. Furthermore, the Council has concerns regarding the individual unit layout and quantum of northerly facing units. Should the Board agree, revisions are required to the apartment layouts to reduce the number of northern aspect apartments, through the addition of a condition regarding same. Revisions should also be made to the individual apartment layouts to avoid the entrance doors opening directly onto living spaces. This would assist in providing a high quality and sustainable housing scheme that meets Objective 11.3 of the CDP regarding Housing Quality and Standards.

Noting the above, it is considered that there are important elements of the scheme that require further information or revisions, and the Board as the decision maker may consider whether the applicant has an opportunity to submit this information through Further Information.

Should the Board be minded to grant permission for the proposed development under Section 37(2) of the Planning and Development Act (as amended), a schedule of recommended planning conditions are set out in **Appendix C**.

APPENDIX B

Internal reports

The following reports are enclosed:

- (1) Policy
- (2) Drainage
- (3) Traffic Regulation and Safety
- (4) Environment
- (5) Water
- (6) Housing Directorate
- (7) Urban Roads and Street Design
- (8) Infrastructure
- (9) City Architect
- (10) Landscape
- (11) Fire Officer

1. Internal Report: Strategic Development / Planning Policy report**Jacobs Island North SHD, Cork****A. Site Description and context**

B. The 3.95ha site is located on greenfield land to the south of Mahon District Centre and adjoins the N40 interchange. The site forms part of a wider Masterplan which includes a permitted scheme of 437 apartments under ABP 310378-21. Fresh proposals for a 165 bed hotel, 10,632m² of offices and public realm is currently under consideration having been deferred for further information (22/40809).

C.

D. Development proposal

Hibernia Star Ltd. proposes to construct 2,934m² of offices and 489 no. residential units, creche and ancillary site development works as part of this SHD application. The proposed development is contained in a series of perimeter blocks ranging in height from 1-9 storeys.

An Environmental Impact Assessment Report forms part of the application along with a Natura Impact Statement.

An SHD Opinion was received from the Board on Mach 14th 2022 and this application is submitted in response to the 15 points raised.

E. Policy Context

The primary policy context to this development are the following:

- National Planning Framework (NPF);
- Southern Regional Spatial and Economic Strategy (RSES) and the Cork MASP contained therein;
- Cork City Development Plan 2015-2021;
- Cork City Development Plan 2022-2028;
- Cork Metropolitan Area Transport Strategy (CMATS) 2040; and
- The Urban Development and Building Heights Guidelines (DHPLG, December 2018).

NPF

In order to assess the feasibility of the development proposed it is necessary to establish its compatibility with the relevant NPO's. The following are of relevance to the subject application:

NPO	Proposed Development Complies with NPO	Proposed Development does not comply with NPO	Conclusion
NPO4	x		The site is currently a disused area of overgrown fields and the proposed development would comply with the NPO and help create an integrated community that would allow for a high quality of life and well-being
NPO 6	x		The proposed development would comply with this NPO as the proposed development would help to rejuvenate the area as well as sustainably influence and support the surrounding area

NPO 27	x		The proposed development is located close by to existing bus services as well as a key and important proposed LRT line that would allow for alternatives to car use and the increase in use of public transport in the area.
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- **RSES & CORK MASP**

The Southern Regional Spatial and Economic Strategy (RESES) and Cork Metropolitan Area Strategic Plan (MASP) set out a range of key regional targets that all proposed developments must comply with. With regard to mixed use residential development the following Regional Planning Objectives are relevant:

RPO 10: Compact Growth in Metropolitan Areas

Cork MASP Policy Objective 7: Integrated Land Use and Planning

The proposed development will comply with the requirement to achieve compact growth and the proposed development will also be served by public transport and walking and cycling infrastructure.

- **CMATS**

The development site is located in close proximity to city bus routes and cycle routes. The proposed line of the LRT will serve Mahon which is set out as a key requirement in the CMATS.

- **City Development Plan 2015-2021**

The site is zoned 'ZO 20 Mixed Use Jacob's Island including the provision of up to 15,000sqm of business and technology office space, and local service uses. Chapter 6 sets out development objectives for residential development. Objectives 6.1, 6.2, 6.3 and 6.8 are of particular note.

- **Cork City Development Plan 2022-2028**

Objective 10.90 increases the cap for business and technology uses on this site to 20,000m² and allows for building heights from 4-10 storeys within the Mixed Use zone on Jacobs Islands (See Appendix).

2. Consideration of Key Issues

From a strategic planning perspective, the proposed mix of uses and the cumulative scale of offices proposed under this application and the adjoining SHD to the north are under the 15,000m² business and technology threshold specified in the current City Plan 2015 and under the 20,000m² cap specified in the newly adopted City Plan, which came into effect on the 8th August.

The 137.7 dph density proposed is outside the upper limit of the target density in the Interim City Plan. The applicants justify this departure "*In view of its central and accessible location, adjacent to the Mahon District Centre, an employment hub, and its proximity to public transport provision, which is set to be enhanced by the development of the LRT*". The justification provided needs to be assessed by Development Management.

The building height range is now consistent with Objective 10.90 in the adopted Plan which allows a building height range from 4- 10 storeys.

It is noted that the housing mix does not address the targets set out in the City Plan. The unit composition contains 1 no. studio (0.2%), 161 1-bed units (32.9%) and 327 2-bed units (66.9%). Dwelling size mix for apartment developments is subject to the SPPR1 (Sustainable Urban Housing: Design Standards for New Apartments, March 2018). Cork City Council has prepared a Housing Need and Demand Assessment that has been integrated into the Joint Housing Strategy (Nov 2021) and this sets out housing need based upon household size distribution. Therefore, the HNDA provides an evidence base that means that Cork City Council's own Housing Mix Targets can be applied to this apartment scheme. Dwelling Size Mix targets are set out in Table 10.6 of the newly adopted Cork City Development Plan 2022-2028. The Application is not compliant with the Dwelling Size Mix Targets.

The Statement of Material Contravention sets out a justification to depart from the Dwelling Size Mix targets derived from the HNDA based on the current provision of larger unit types on Jacobs Island. Matters pertaining to the housing mix and the quality of the proposed development in terms of built form, massing, design etc are matters for the City Architect and for development management assessment.

The Planning Policy section of the EIAR is deemed acceptable.

There are no protected views or prospects listed in the City Development Plan relating to the site, however there are important local and 'macro' views, and the proposed development will be highly visible due to its location and height, particularly when viewed from the southern banks of the River Lee/ Douglas Estuary.

Environmental screening

The proximity of the proposed development site to the Cork Harbour Special Protection Area (SPA), site code 004030 is noted.

The site is not located within Flood Zone A or B.

Karen O' Mahony,

Executive Planner/ Urban Designer,

Planning Policy

SED

Objective 10.90

Jacobs Island

To provide for mixed use development ranging in height from 4 to 10 storeys on Jacob's Island to accommodate the mix of uses set out under the ZO 4 Mixed Use Development Zoning Objective to include a hotel and up to 20,000 square metres of business and technology office use.

	Min	Max	Target
Studios / PBSA (at LRT Stops / Urban Centre / HEI Campus Only)	0%	15%	10%
1 Bedroom	15%	25%	20%
2 Bedroom	25%	40%	34%
3 Bedroom	18%	38%	28%
4 Bedroom / Larger	5%	15%	8%

Figure 3.3 Based on Draft CDP 2022 - Table 11.8 'City Suburbs Dwelling Size Mix for Housing Developments'

2. Internal Report: Drainage**Jacobs Island North SHD – Drainage****1. Wastewater**

The Applicant is liaising with Irish Water and a Confirmation of Feasibility and Statement of Design Acceptance have been issued. .

The Applicant should continue to liaise directly with Irish Water to conclude the new connection process.

Accordingly, I have no further wastewater observations.

2. Flooding

Noted that the proposed development is several meters above the CFRAMS tidal flood level in the estuary adjacent to the site.

Accordingly, I have no further flooding observations.

3. Storm water

I agree with the Applicant that attenuation is not required, as the discharge is directly to the estuary and the existing pipework between the proposed development and the existing outfall is adequately sized to support this approach.

I note the Applicant will still incorporate a hydrocarbon interceptor and SuDS measures such as green roof / podium landscaping, to ensure water quality considerations of the discharged storm water are still addressed. This is welcome.

4. Groundwater

The amount of basement works appears to be limited, although there does appear to be basement parking shown on Section BB on drawing 1730D-OMP-ZZ-ZZ-DR-A-3000. Please note: any groundwater arising from dewatering works shall be managed and disposed of in accordance with the CIRIA document C532 *“Control of Water Pollution from Construction Sites; Guidance for Consultants and Contractors”*. Where groundwater is envisaged, it shall also be addressed in the Construction Environmental Management Plan (CEMP), which is to be submitted as part of the full application.

5. EIAR

I have reviewed chapters 1, 2, 3, 6, 7, 8, 14 and 15.

I have reviewed Appendices 2.1, 2.3, 6.1, 6.2, 7.1 and 9.1.

I am satisfied with the contents of these parts of the EIAR, and have no further observation.

6. Conclusion and Conditions

I have no objection to grant of permission for the proposed development, subject to the following condition(s):

Condition	Description	Reason
1	In general, as well as the control and mitigations measures outlined in Chapter 7 of the EIAR and the	In the interests of public health

	<p>Construction Environmental Management Plan, all works shall be managed in accordance with the following CIRIA documents:</p> <ul style="list-style-type: none"> • C532 – Control of Water Pollution from Construction Sites; Guidance for Consultants and Contractors • C648 – Control of water pollution from linear construction projects – Technical guidance • C750 – Groundwater control: design and practice (2nd edition)". 	
2	<p>In accordance with Section 3.18 of the Greater Dublin Regional Code of Practice for Drainage Works, all drainage from basement areas shall be pumped to ground level prior to discharging by gravity to the public drainage system. Basement car parks must be discharged to the foul system via a petrol/oil interceptor. Access to basement car parks should be designed such that surface water run-off from the surrounding paved areas cannot flow down the ramp.</p>	In the interests of public health
3	<p>The Applicant has proposed a number of SuDS measures. Prior to commencement, the Applicant shall submit a SuDS layout drawing, illustrating the proposed SuDS measures, as well as their integration with the proposed landscaping layout design. Details of individual SuDS measures, as well as any sizing / design criteria shall also be submitted.</p>	In the interests of public health

Regards,
Simon

Simon Lyons BE CEng MIEI
Senior Executive Engineer
Operations Directorate (Drainage)
Cork City Council
City Hall
Cork
T12 T997

3. Internal Report: Traffic Regulation and Safety

Jacobs Island II SHD

Traffic Regulation & Safety Report

Car parking

The proposed car parking for this development is outlined below. For a development such as this in the LRT catchment with very good access to walking and cycling routes and public transport, a further reduction in car parking should be proposed as outlined in previous reports. It should be noted that while the City Development Plan parking levels are maximum allowable levels, national policy is to reduce car parking in such locations (proposed LRT catchment, extensive proposals for public transport improvements etc.). A suggested reduction in car parking levels is outlined below should this development be granted planning.

Land use	Unit	Max CDP 2022	Proposed	Suggested CCC
Office	1 per 150 sqm :4500 sqm	30	69	30
Creche	1 per 6 students	8	6	6
Resid 1-2 bed	1 per unit	489	246 (0.5 ratio)	141 (0.3 ratio incl car club)
Car club			6	6
Total		527	327	183

Proposed Cycle parking

Land use	Proposed
Office	80
Creche	4
Residential	819
Visitor	245
Total	1148

The proposed level of cycle parking is acceptable. Bike parking facilities provided for the residential and office element of the development shall be provided in a dedicated facility of permanent construction, within the building footprint. Cycle parking areas shall also be designed so that cyclists feel safe and shall be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather. A management plan shall be put in place that ensures the effective operation and maintenance of cycle parking. All outdoor bike parking spaces are to be covered.

TTA

Note: The 9.11 summary and the 10.1 summary of the TTA are not consistent.

The results of the TTA show that in all scenarios both with and without development in am and pm peaks the southern interchange junction is operating within capacity.

The northern interchange junction is shown to operate within capacity in the am peak in all scenarios with and without development noting that in the + 15 yr 2039 scenario with the full masterplan buildout the PRC has dropped to 4.5% and is nearing capacity. In the pm peak the northern interchange junction is operating just within capacity in the opening year without the development in

place. While the congestion worsens marginally without the development in place in the +5 2029 and the +15 2039 scenarios, the addition of the development exacerbates the situation and the junction is operating with no reserve capacity in the opening year 2024 , the + 5 yr 2029 and the +15 yr 2039 scenarios.

The TTA conclusion suggests the effect of the traffic can be mitigated by linking the signalised junctions and reviewing the signal operation and run times. However, reviews of the signal phasing and timings at these junctions are carried out by CCC with TII on a regular basis. The junctions already operate on a linked basis, and it is considered that currently the signal timings and phasing are optimised and no further improvements can be made to mitigate against any increase in traffic.

In the current situation the addition of traffic from this development cannot be accommodated safely within the existing road infrastructure. In particular the capacity of the northern interchange junction is compromised further by the addition of the development traffic. From a traffic regulation and safety point of view, given the impact on the northern interchange junction capacity, the existing congested traffic environment and the lack of detail and certainty available at this time on the timing of the delivery of future public transport improvements in the area, I would recommend a refusal of this application.

In the event that this development is granted permission the following conditions should be attached:

1	Prior to commencement of the development, full details in respect of a proposal to increase the capacity of the Mahon Interchange shall be submitted to and agreed in writing with the Local Authority and Transport Infrastructure Ireland. All costs associated with the design, construction and supervision of any works to give effect to this proposal shall be paid for by the applicant. The works shall be completed to the satisfaction of the Local Authority and TII prior to first occupation of the development.	In the interest of traffic safety
2	<p>(a) The total car parking supply for the development shall not exceed 183 car parking spaces for the full development broken down as follows: Office Development: 30 Residential: 147 Creche: 6 5% of the total car parking spaces are to be disabled spaces (8 spaces) 5% of the total car parking spaces are to be EV charging spaces (8 spaces) All spaces are to be ducted to allow for future fit out of EV charging</p> <p>(b) A minimum of 1148 cycle parking spaces are to be provided for the development broken down as follows: Office Development 80</p>	In the interest of sustainable development and traffic safety.

	<p>Creche 4 Residential: 819 Visitor: 245</p> <p>Bike parking facilities provided for the residential and office elements of the development shall be provided in a dedicated facility of permanent construction, within the building footprint. Cycle parking areas shall also be designed so that cyclists feel safe and shall be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather. A management plan shall be put in place that ensures the effective operation and maintenance of cycle parking. All outdoor bike parking spaces are to be covered.</p>	
3	<p>A Construction Traffic Management Plan for the proposed development including dedicated haulage routes, a protocol to be followed by HGV drivers and allowable operational times for the HGV's on the city's road network shall be agreed with Cork City Council in consultation with An Garda Síochána before works commences on site.</p>	In the interest of traffic safety.
4	<p>All public lighting requirements associated with the proposed development shall be agreed with the Planning Authority prior to commencement of development. These works are to be undertaken and paid for by the applicant.</p> <p>Public Lighting must be designed in line with the following documents</p> <ol style="list-style-type: none"> 1. Cork City Council Exterior Lighting Design Requirements Revision 10. 2. Code of practice BS 5489-1:2020. Design of road lighting - Lighting of roads and public amenity areas. 3. BS EN 13201 - Road lighting. 	In the interests of traffic safety
5	<p>All external lighting requirements associated with the proposed development including lighting associated with the construction stage shall be designed collectively with any existing lighting (including public lighting) requirements. The external lighting requirements shall also optimise energy efficiency, incorporate glare control and be agreed with the Planning Authority prior to</p>	In the interests of traffic safety.

	commencement of development. The works are to be undertaken and paid for by the applicant.	
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4. Internal Report: Environment

Jacob's Island North SHD Environment Report

Construction impacts

- (a) Tree felling and clearing of vegetation shall take place outside of the bird nesting season.
 - (b) The developer shall ensure that any excavated material stockpiled on site during construction shall be held in a manner such as to ensure that no silt or run-off from these stockpiles enters any watercourse.
 - (c) The developer shall ensure that the river banks and their habitats for fish, mammals and birds are not negatively impacted upon by the construction works.
 - (d) The Developer shall ensure that surface water from the development is free from herbicides, pesticides, fertilisers and other substances which could have a harmful affect on the environment.
- in the interest of preservation of wildlife*

Construction Waste

- (a) Construction waste such as wood, metal, and concrete, shall be segregated and submitted for recycling. Waste Gypsum shall be segregated and delivered to an appropriate facility. Hazardous construction waste such as paint, lubricants, oil, lighting, wood preservative shall be segregated and disposed of at an authorised facility.
 - (b) All asbestos arising from the demolition section of this development shall be disposed of in accordance with the procedures of Health and Safety Authority "Guidelines on Working with Materials Containing Asbestos Cement".
 - (c) The developer shall ensure that any waste moved off site during site clearance operations or construction works is removed by authorised waste contractors only. The material shall be taken only to sites authorised by a local authority or the Environmental Protection Agency.
 - (d) Prior to the commencement of the development, an updated Construction, Environmental & Waste Management Plan shall be resubmitted to the Local Authority for agreement when the main contractor has been appointed or when changes have occurred to the previously submitted plans.
- in the interest of orderly management and disposal of waste.*

Noise

- (a) During the construction and demolition phases, the proposed development shall comply with British Standard 5228 "Noise Control on Construction and open sites Part 1. Code of practice for basic information and procedures for noise control."
- (b) Noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. In particular, the rated noise levels from the proposed development shall not constitute reasonable grounds for complaint as provided for in B.S. 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".
- (c) Upon commissioning of the development, noise from activities associated with this development shall not give rise to noise levels off site exceeding 55dB(A) Leq, 15 minutes during the hours of 0800-2200 and 45dB(A) Leq, 15 minutes during the hours of 2200-0800. There shall be no audible tonal or impulsive noise. The developer shall engage the services of a noise specialist to assess compliance with this condition as required.
- (d) Prior to the commencement of the development, the developer shall identify all potentially significant noise sources at the proposed development site, and their expected noise output quantified by (a) reference to L_{WA} levels or $L_{Aeq T}$ levels (at a specified distance) provided by the manufacturer/supplier, (b) reference to typical levels set out in the relevant British Standards BS 4142:2014+A1:2019, or (c) direct measurement of the equipment onsite or at a similar facility. Items

that need to be considered are extract fans, air-conditioning, and plant room. (This is a non-exhaustive list.)

(e) Noise during site clearance and construction shall not exceed 65 dB (A), Leq 30minutes and the peak noise shall not exceed 75 dB (A), when measured at any point off site.

(f) Working hours during site clearance and construction shall be restricted to 0800-1800 hours on Mondays to Fridays and to 0800-1600 hours on Saturdays. Activities outside these hours shall require the prior approval of the Planning Authority.

(g) Bored piling as opposed to percussive piling shall be used during site clearance and construction. Please refer to British Standard BS 5228:2009+A1:2014 "Code of practice for noise and vibration control on construction and open sites" Part 2.

In order to ensure a satisfactory standard of development, in the interests of residential amenity.

Environment – General

(a) The Developer shall ensure that no appreciable negative environmental impacts occur because of the construction works associated with this development. The developer shall give particular attention to dust, noise, odour, litter, dirt on public roads, surface water runoff and spillage of fuel oils. Operations liable to produce dust shall be screened and dust suppression devices used where appropriate. Fuel oils and other chemicals shall be adequately bunded, with bunds having volumes of at least 110% of the volumes of fuel stored.

(b) The developer shall take measures to ensure that construction works do not give rise to dirt or litter on the public road, and shall be responsible for the immediate removal from the public road of any dirt or litter caused by the construction works.

(c) Prior to commencement of development the developer shall submit to the Planning Authority for agreement, details of proposals for dealing with excess soil arising from the excavation and construction works associated with this development.

In the interests of orderly management and disposal of waste.

Resource and Waste Management

Prior to the commencement of development, the developer shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) as set out in the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness; these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development. All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

In the interest of proper planning and sustainable development.

5. Internal Report: Water

Zone: Mahon South

Date 13-07-2022

Proposed Development

The Jacob's Island site to the south of the N40 South Ring Road currently has several phases of completed residential development, as well as planning permission for 413 apartments in 6 blocks, under the An Bord Pleanála Reference No. ABP-301991-18, as amended by ABP-310378- 21. The proposed development area outlined in red in Figure 2 is the subject of this report for the undeveloped lands on Jacobs Island. The proposed development will tie in with the existing built and permitted developments. This report focuses on the SHD application within the proposed masterplan.



The construction of a Strategic Housing Development of 489 no. apartments, creche and offices in 5 no. buildings ranging in height from part-1 to part-8 no. storeys over lower ground and semi-basement podium levels. The development will contain 1 no. studio, 162 no. 1 bedroom apartments and 327 no. 2 bedroom apartments.

- Blocks 12 and 13 will contain ancillary commercial areas including a creche (381 sq m) and offices (4,143 sq m).
- Block 11 is part-3 to part-6 no. storeys over semi-basement podium and lower ground levels and will contain 101 no. apartments.
- Block 12 is part-1 to part-4 no. storeys over undercroft car parking and lower ground level office building (4,112 sq m) comprising 2,934 sq m of office floor area.
- Block 13 is part-2 to part-8 no. storeys over lower ground levels and will contain a crèche over 2 no. levels (381 sq m) and 39 no. apartments.

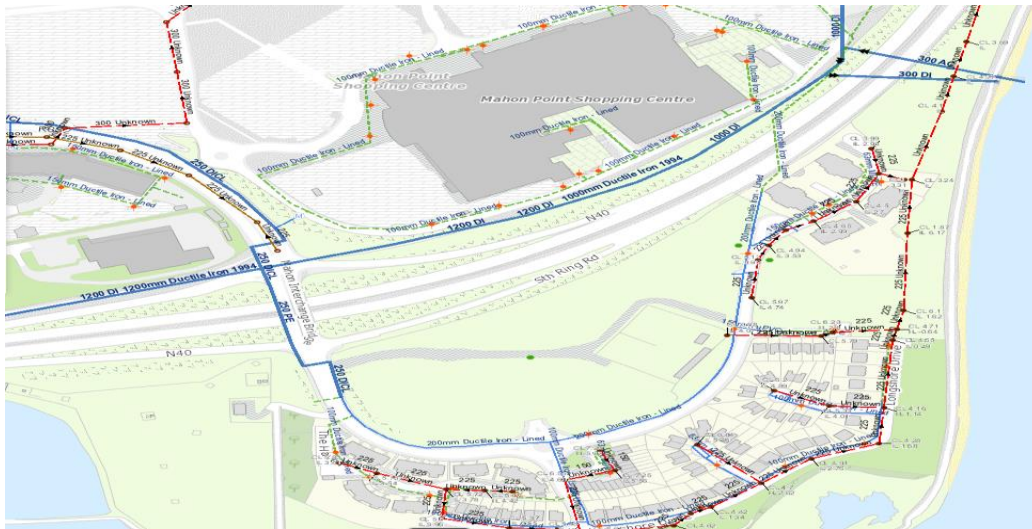
- Block 14 is part-3 to part-6 no. storeys over lower ground level and contains 130 no. apartments.
- Block 15 is part-3 to part-6 no. storeys over semi-basement, podium and lower ground level and contains 219 no. apartments

Summary Position

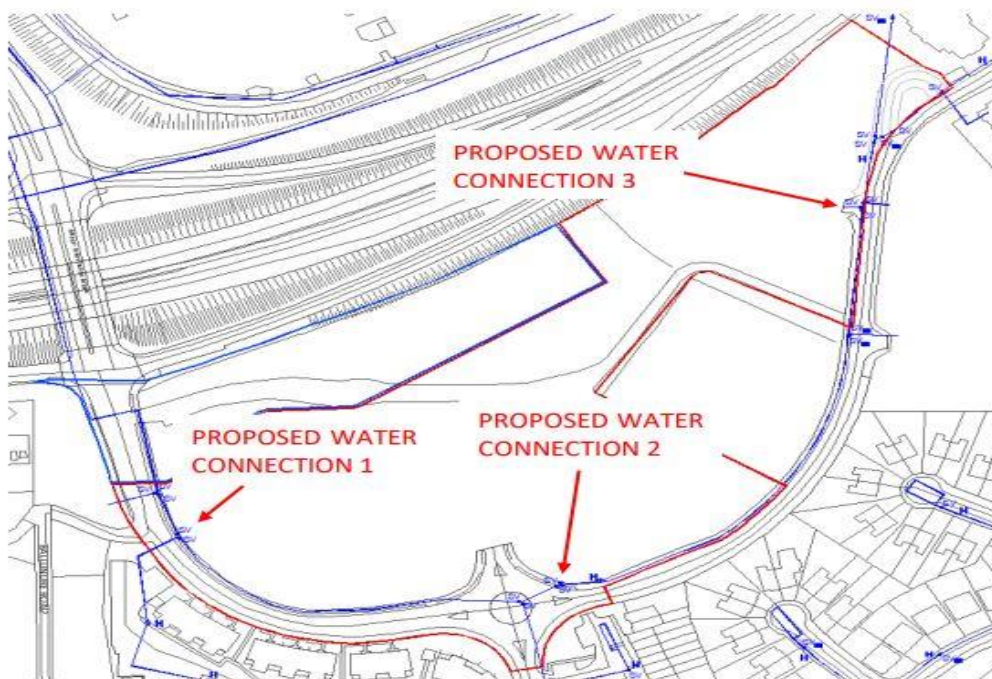
There is an existing 200mm diameter Irish Water potable watermain located along public road abutting the development.

The proposals for the water supply will involve taking a 150mm and 100mm feed from the existing watermain at 3 locations outside the site running along the residential access roads. Sluice valves will be provided at appropriate locations to facilitate isolation and purging of the system

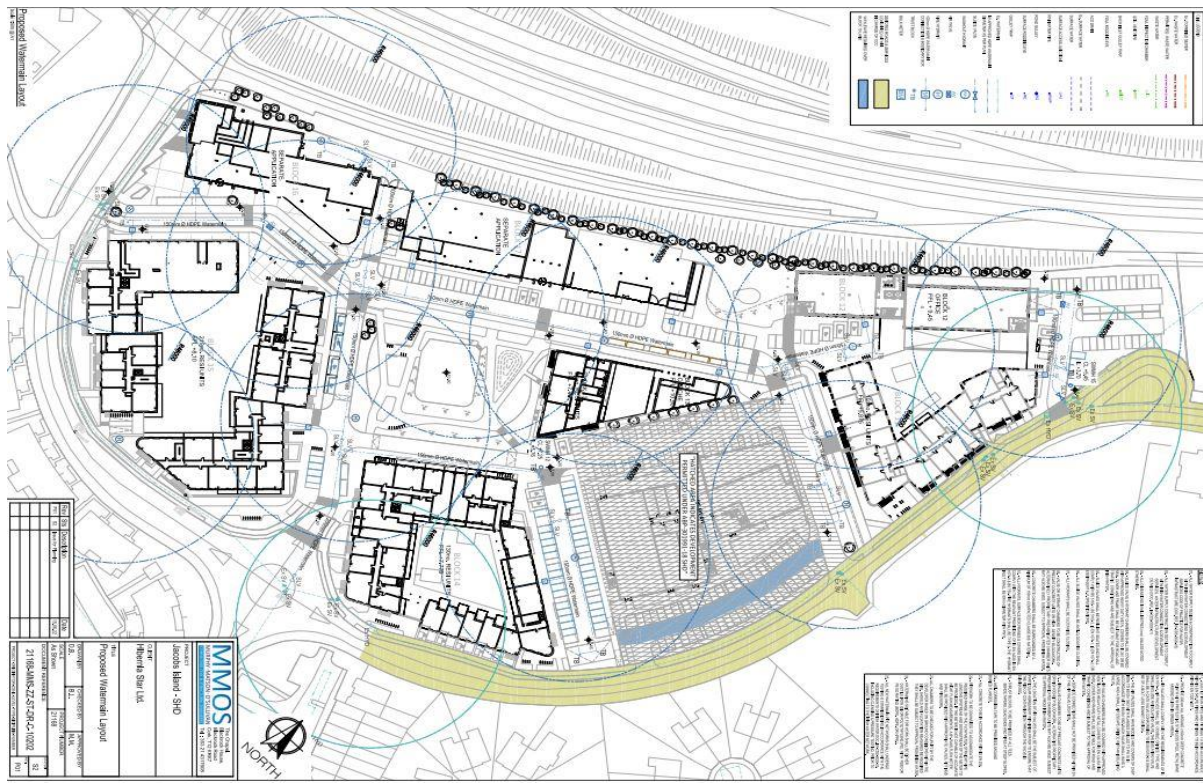
As per Irish Water requirements, the proposed development will have an onsite water storage tank to satisfy the 24-hour water demand storage requirement to cater for possible shut-downs in the system



Existing Watermain Layout



Existing Watermain Layout



Proposed Watermain Layout

The following water conditions are to apply:

1. Where the applicant / developer proposes to connect to a public water/wastewater network operated by IW, the applicant/developer must sign a connection agreement with IW prior to the commencement of the proposed development on site. The applicant/ developer must adhere to the standards and conditions set out in that agreement.
2. In the interest of Public Health and Environmental Sustainability, IW Infrastructure capacity requirements and proposed connections to the Water and Wastewater Infrastructure will be subject to the constraints of the IW Capital Investment Programme.
3. A revised proposed watermain layout drawing is to be submitted at connection application stage following discussions with the City Council water staff on behalf of Irish Water. The drawing shall show a revised internal layout as agreed with the water section with a minimum of two connection points to the existing 200mm water on the public footpath to ensure security of supply. As well as showing the distribution network associated with this development. It will also show the existing supply disconnections associated with this site.
4. The existing 200mm water main passes through the northern corner of the site in a North / South direction. The existing watermain should be located and marked on the ground before any works commences on site. A drawing shall be submitted showing the location of the existing water main with meters, valves and other fittings and the distance from the proposed structure, also showing any existing wayleave over the main shall be submitted to Irish Water before work commences.

5. If a wayleave is required the following condition shall apply. A wayleave width to be agreed with Irish Water shall be placed over the existing 200mm watermain and shall be ceded by the developer to Irish Water. No structure shall be constructed within 5 metres of this watermain. No planting to be carried out in the wayleave area. The applicant shall be responsible for the protection of the watermain during the course of the work.
6. The applicant shall obtain pressure and flow tests on the water network to facilitate the network design and provide to Cork City Council / IW.
7. Private watermain shall be located in private property
8. Other underground services, e.g. telephone lines, E.S.B. cables, gas mains, may be in close proximity to the proposed mains. The applicant/developer shall make the appropriate inquiries to identify and locate any such services to avoid any possible damage thereto, ensure separation distances, the liability for which would rest with the applicant/developer.
9. The proposed development shall have a metered and pressure managed water supply to the site. Locations and numbers of same shall be agreed with Cork City Council and IW CDS.
10. It should be noted that IW may, at its discretion, adjust the pressure in its network as it sees fit for operational reasons. The proposed design should take into account any future changes that could affect the network pressure.
11. The Local public distributions network may be pressure reduced as the Doarea is developed to conserve water and protect the network into the future. Provision for internal pumping to compensate for any drop in pressure that may occur. A minimum pressure of 15m shall be provided at the curtilage of the site. The water supply to this development will require pressure boosting. The design shall be determined by the applicants / owner's consultants and shall be made known to IW at Design Submission and Connection Application stage for review. Refer section 3.13 of the IW Code of Practice for Water Infrastructure.
12. All work shall comply with IW Connection and Developer Services Standard Details and IW Code of Practice for Water Infrastructure.
13. Refer to Section 3.4 of the IW Code of Practice for Water Infrastructure regarding tree / shrub landscaping.
14. Any redundant water services shall be traced back to the public main and blanked off at the applicant/developer's expense. These shall be included in the
15. Any existing lead services pipes to the site shall be traced back to the public main and at the applicant/developer's expense. These shall be included in the connection application to Irish Water.
16. Before any branch connection work is carried out the proposed water main must be:
 - a. pressured tested;
 - b. disinfected;

in accordance with Irish Water Standards and the results submitted to IW for approval prior to the connection been made.

17. The bacteriological test results must also be submitted to IW for approval prior to the connection been made.
18. As constructed drawings of the site clearly showing the new, existing and decommissioned main and fittings etc. with surrounding features shall be submitted to the Water Distribution Section of Cork City Council (Agents to IW) prior to the connection of the development. The drawings shall be in both digital {AutoCAD} and paper format to National Grid Co-ordinates. The records shall be provided to the satisfaction of the Water Distribution Section of Cork City Council.
19. File to be referred to the Chief Fire Officer to determine the fire hydrants and any other firefighting requirements required.

Rory Lucey,
Chief Technician,
Water Services.

6. Internal Report: Housing Directorate

Housing Directorate - Part V Report Strategic Housing Development (SHD)

Applicant

Hibernia Star Limited

Location

Jacobs Island, Ballinure, Mahon, Cork

Development Description

Proposed residential development consisting of the construction of 489 no. apartments, creche and offices in 5 no. blocks ranging in height from part-1 to part-8 no. storeys over lower ground and semi-basement podium levels. The proposed development is located adjacent to a Strategic Housing Development permitted by ABP-301991-18 and amended by ABP-310378-21 containing 6 no. blocks (Blocks 3, 4, 7, 8, 9 & 10) with existing Blocks 1, 2, 5 & 6 constructed on foot of T.P. 24609/00.

Assessment

The applicant's proposal to satisfy the Part V obligation associated with the above development is noted.

It is proposed to transfer 48 no. housing units (c.10% of the total development) to satisfy the Part V obligation. The type and mix of the housing units proposed are summarised as follows:

Unit Description	Average Floor Area	No. of Units
1 Bed Apartment	51.6 m ²	28
2 Bed Apartment (3 person)	73.2 m ²	1
3 Bed Apartment (4 person)	82.6 m ²	19
		48

The application states stating that the subject lands are in the ownership of the applicant and were acquired in March 2021. Given that the lands were purchased within the Transition Arrangement Period, a 10% liability applies and the proposed no. of 48 units is acceptable in principle. In the event of a grant of Permission, documentary proof of the date of purchase of the lands by the applicant will be requested.

The type and mix of the units proposed are deemed to be satisfactory given the demand for 1 and 2 bed units in this area. The location within the development of this large number of units to be transferred will maximise efficiencies in terms of management and maintenance. Indicative costings for the proposed Part V units have been included. It should be noted that acceptance in principle of the Part V proposal in no way contractually binds Cork City Council or its agents to acquire or lease the stated dwellings, or such other dwellings, or to acquire or lease them at the stated prices, which are acknowledged as being indicative only and subject to full review and evaluation should planning permission be granted.

Conclusion

The Part V proposal as set out is deemed acceptable in principle to the Housing Directorate. Compliance with Part V is contingent on the negotiation of a final agreement, should planning permission be granted and is subject to agreement being reached on land values, construction/development costs, NMV calculation and internal finishes.

Should permission be granted the following condition should be attached:

The Applicant, or any other person with an interest in the land to which this application relates, shall prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control

Regulations 1997, enter into an agreement with the planning authority under Section 96 of the Planning and Development Act, 2000 as amended in respect of the matters referred to paragraphs (a) or (b) of Sub-section (3) of Section 96.

Reason: To comply with the provisions of Section 96 of the Planning and Development Act, 2000 as amended.



Kieran O'Keeffe
Senior Staff Officer
Housing Directorate
Dated: 25/07/2022

7. Internal Report: Urban Roads and Street Design

Ms. Gillian Tyrrell
Development Management
Cork City Council
City Hall
Cork

22nd July 2022

RE: Assessment of Strategic Housing Development Application. The construction of a Strategic Housing Development of 489 no. apartments, creche and offices at Jacob's Island, Ballinure, Mahon, Cork.

A Chara,

I recommend the inclusion of the following items to address concerns in relation to Urban Roads & Street Design (Planning):

Quality Audit

The Design Manual for Urban Roads & Streets (DMURS) Advice Note No.4 was published in May 2019. It provided designers with guidance in relation to the preparation and content of Quality Audits in Ireland. This includes guidance in relation to a DMURS Street Design Audit, that can be submitted as a component of a Quality Audit for larger projects such as the subject site (or as a stand-alone audit process for smaller projects.) The Quality Audit should consist of two major parts:

- Individual Design Audits: these will consist of a **DMURS Street Design Audit** and other individual Design Audits, that assess different aspects of street design, as required, such as Road Safety Audits and Pedestrian/Cyclist Audits.
- Quality Audit Report: which summarises the issues raised within each individual Design Audit, identify any potential conflicts between audits and propose solutions. All solutions should be measures against the main objectives of the project and presented as a series of recommendations.

The use of DMURS in urban areas is mandatory and the DMURS Street Design Audit is an auditing tool that can be used to ensure that the relevant issues contained within DMURS have been duly considered.

It is worth noting that the Quality Audit Report as per DMURS guidance should be signed off the Project Manager and be carried out independently or by a person(s) with a broad skill set. Also the Quality Audit should be carried out at two key stages; the initial design stage and the detailed design stage. The applicant is required to fully complete all aspects of a Quality Audit.

As per the recommendations of the Quality Audit, the applicant is required to upgrade the existing crossings to cater for increased volumes of pedestrian and cyclist traffic. Prior to commencement of construction, the applicant is required to liaise with the Local Authority Traffic Operations, Road Operations & Parks and agree in writing, works required to either upgrade or provide new pedestrian/cyclist crossing facilities from the existing internal access to the Passage Greenway via the Lough Mahon walkway. Furthermore, the applicant is required to agree in writing with the Local Authority Traffic Operations & Road Operations the measures required by the applicant to substantially enhance priority and route for pedestrians to access from the development to the Mahon SC.

Conditions for development to be applied should ABP decide to grant permission:

1. All findings of the Quality Audit at the initial and detailed design stage shall be closed out, signed off and incorporated into the development and paid for by the applicant in full unless the Planning Authority approves any departure in writing.

Reason: In the interest of pedestrian safety and convenience

2. Prior to construction, the applicant shall liaise and agree details with the Local Authority Traffic Operations, Road Operations & Parks Sections, works required to either upgrade or provide new pedestrian/cyclist crossing facilities

from the existing internal access to the Passage Greenway via the Lough Mahon walkway. Furthermore, the applicant is required to agree in writing with the Local Authority Traffic Operations & Road Operations Sections the measures required by the applicant to substantially enhance priority and routing for pedestrians from the development to the Mahon SC. A letter of consent from the Planning Authority will be required prior to the commencement of the works outside the red line boundary. All costs associated with the condition to be borne by the Applicant.

Reason: In the interest of pedestrian safety

3. Before the development is commenced, the developer shall lodge with the planning authority a bond or such other security as may be accepted by the planning authority, in a sum to be determined by Cork City Council to secure the provision and satisfactory completion and maintenance until taken in charge (or completed to taking in charge standard) by Cork City Council of roads, footpaths, open spaces and amenities, car parks, public lighting, surface water drainage systems and communal waste storage required in connection with the proposed development. The bond or security shall provide for the adjustment on a monthly basis, in accordance with the Consumer Price Index of the Central Statistics Office, of the amount of bond as approved by Cork City Council.

Reason: To ensure the satisfactory completion of the development.

4. The applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water prior to the commencement of this development.

Reason: To ensure the satisfactory completion of water supply and waste water collection infrastructure.

5. Prior to the commencement of the proposed development, the developer shall pay or enter into an agreement with the planning authority to pay a financial contribution to Cork City Council in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

6. Prior to the development commencing the applicants shall submit to and agree in writing with the Planning Authority full details of a legally incorporated management company which shall be responsible for the future maintenance and upkeep of all services within the development site including roads, footpaths, open spaces and amenities, car parks, public lighting, surface water drainage systems and communal waste storage.

Reason: To ensure the satisfactory maintenance of the site in the interest of visual and residential amenity.

7. The developer shall submit to the Planning Authority a drawing (hardcopy and electronically) showing the areas that would be proposed for Taking In Charge, prior to commencement of development. This drawing shall also show the public facilities typically considered by the Planning Authority for Taking In Charge such as: public lighting, roads, footpaths, open spaces and surface water systems. The area on the drawing that would be considered for "Taking In Charge" shall be finalised to the satisfaction of the Planning Authority.

Reason: To ensure the satisfactory maintenance of the subject area in the interest of visual and residential amenity.

Mise le meas,



Valerie Fenton

A/Senior Executive Engineer
Community, Culture & Placemaking

8. Infrastructure

Gillian Tyrrell
Development Management
Cork City Council

18/08/2022

Re: Jacobs Island North SHD - Infrastructure Development Report

Development Description:

Permission is sought for a Strategic Housing Development comprising 489 no. apartments, creche and offices in 5 blocks at Jacob's Island, Ballinure, Mahon, Cork.

Infrastructure Development Report:

The documents submitted in support of the above development have been reviewed by the Infrastructure Development Directorate with respect to planned future infrastructure. Issues relating to traffic, access, DMURS compliance, general streetscape etc., are not addressed in this report and shall be reviewed and commented upon by other Directorates.

With respect to travel and transport, the Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII) Cork City Council and Cork County Council. CMATS proposes a coordinated land use and transport strategy to cover the period up to 2040 based principally on upgrading and prioritising public transport, walking and cycling in urban areas across the Cork Metropolitan.

The following projects are relevant to this application.

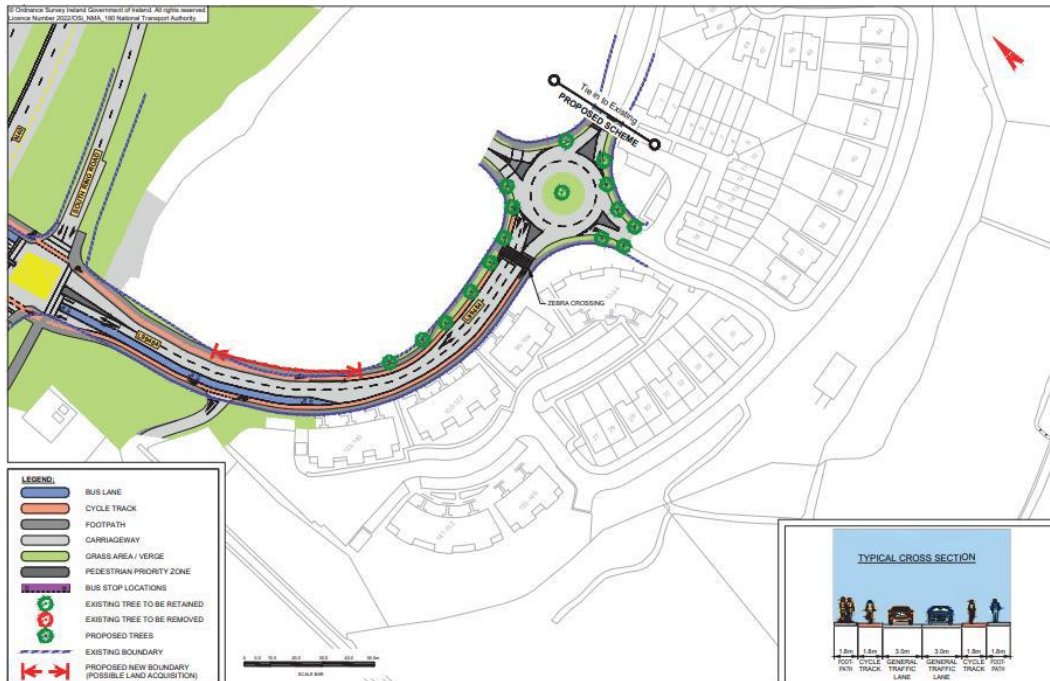
Bus Connects Cork

Bus Connects Cork(<https://busconnects.ie/busconnects-cork/>) is a live project and the redesigned bus network was published in June 2022. It is anticipated that the roll out of the changes to bus routing, increased frequencies etc., will begin in 2023.

This new network will be further supported by twelve (12) Strategic Transport Corridors (STC's) which will allow for improved bus priority as well as walking and cycling facilities. The public consultation for the twelve STCs was launched on 30th June 2022. <https://busconnects.ie/wp-content/uploads/2022/07/STC-J-Mahon-to-City-20.07.22-WEB.pdf>

The public consultation material for Bus Connects Cork includes proposals for Sustainable Transport Corridor J (Mahon to City) which would require some land take on the Jacob's Island access road to facilitate the proposed improvements. See screenshot below.

It is unclear from the drawings submitted in this application whether the required set-back of the building line has been provided to accommodate Bus Connects proposals.



Recommendation

Based on the criteria for assessment outlined above, the Infrastructure Development Directorate has no objection to the proposed SHD subject to the necessary set-back being provided to accommodate Sustainable Transport Corridor J – Mahon to City as proposed under Bus Connects Cork.

Sincerely

Gillian O'Sullivan

Senior Executive Engineer
Infrastructure Development Directorate

Condition

Prior to commencement of the development, full details in respect of the necessary set-back being provided to accommodate Sustainable Transport Corridor J – Mahon to City as proposed under Bus Connects Cork shall be submitted to and agreed in writing with the Local Authority and the NTA.

Reason: *In the interest of sustainable development and traffic safety.*

9. Internal Report: City Architect

Re: Jacob's Island SHD

I refer to previous correspondence of the 17th of November 2021 and I am amending my appraisal considering the July submission of this SHD.

Assessment of Proposal:

C) Urban Design

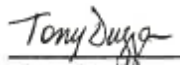
In principle, the layout concept is fine, creating urban blocks which make an urban edge to the N40 and its link road, plus the main access/distributor road and a centrally located park with frontages between both routes.

- 2) My concern regarding ground floor apartments was due to the level of privacy being achieved for the private open space -threshold space between street and apartment. Through level changes and screening, adequate levels of privacy have been achieved.

D) Architecture

- 3) Still, the typical one- and two-bedroom apartments show entry directly from a corridor into a living space. It would be preferable if a small lobby space could be introduced, which has not been addressed in this final submission. However, in the layouts presented this recommendation is achievable.
- 4) The overall height and massing of each urban block are reasonably considered and satisfactory. Similarly, in each block the solid to void proportions are satisfactory and fenestration proportions and divisions are quite elegant. The use of brick as a cladding material is welcomed, together with a precast concrete frame to the elevations of the office and crèche.

Overall, this proposal is a very satisfactory submission.



Tony Duggan,
City Architect.

10. Landscape

Hi Gillian,

Apologies for the delay in reverting on the above SHD and advise the following.

Overall the provision of public open space is satisfactory and consists of a central open space plaza/garden and a series of communal courtyards within each block.

Should the application be granted permission, both hard and soft landscape details for the open space areas and all public realm locations including the streetscape must be submitted to the Planning Authority for consideration and approval.

Liam.

[Liam Casey CPP - I]

Senior Parks and Landscape Officer;

Parks & Recreation Department

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liam_casey@corkcity.ie

Parks & Recreation Department , Room 112, Cork City Council, City Hall, Anglesea Street, Cork City T12 T997



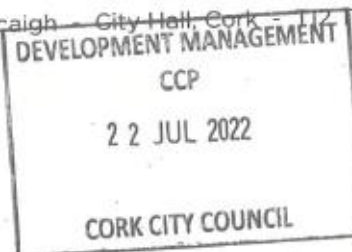
Comhairle Cathrach Chorcaí
Cork City Council

11. Internal Reports: Chief Fire Officer

Comhairle Cathrach Chorcaí Cork City Council

Halla na Cathrach, Corcaigh – City Hall, Cork – T12 1997

Development Management Section
Community, Culture & Placemaking,
Cork City Council,
Anglesea Street,
Cork



21/07/2022

Re: Strategic Housing Development Application (Ref. 313919) at Jacobs Island, Ballinure, Cork

Dear Sir/ Madam,

I refer to *Strategic Housing Development* application "Jacobs Island SHD" dated 28th June 2022. While the application does not provide sufficient detail for an in-depth analysis with respect to fire safety, it does give rise to the following observations:

1. Block 11 (up to six storey flat building linked to an enclosed under podium carpark):
 - a. Travel distances from both the under-podium carpark and bin store far exceed the maximum allowable with reference to Section 5 of BS 5588 Part 1.
 - b. The layout of the platform link/ steps between Level G1 and Level G2 in the northeast of the building is unclear. Care should be taken to avoid breaching compartment floors outside of dedicated protected shafts.
 - c. As part of the *Fire Safety Certificate* application for this building it will be necessary to prove that it will be possible for the fire service to bring a multi-vehicle fire under control having regard to:
 - The maximum credible heat from a realistic multi vehicle fire from the time the fire service would be expected to be in attendance.
 - The presence of a "tenable" location or locations from which to fight the fire.
 - The potential for a sprinkler system to aid firefighting operations in the carpark.

Early engagement with the fire service is advised in this regard.
2. Block 13 (eight storey flat building): The travel distance from the base of the firefighting stair to the final exit exceeds the allowable with reference to 7.1.3 of BS 5588 Part 5.
3. Block 14 (up to seven storey flat building linked to an enclosed under podium carpark): As part of the *Fire Safety Certificate* application for this building it will be necessary to prove that it will be possible for the fire service to bring a multi-vehicle fire under control having regard to:
 - The maximum credible heat from a realistic multi vehicle fire from the time the fire service would be expected to be in attendance.



We are Cork.

Planning conditions that the Planning Authority would recommend in the event that An Bord Pleanála decides to grant permission, together with the reasons and grounds for such conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. Prior to commencement of the development, full details in respect of a proposal to increase the capacity of the Mahon Interchange shall be submitted to and agreed in writing with the Local Authority and Transport Infrastructure Ireland. All costs associated with the design, construction and supervision of any works to give effect to this proposal shall be paid for by the applicant. The works shall be completed to the satisfaction of the Local Authority and TII prior to first occupation of the development.

Reason: In the interest of traffic safety

3. Prior to commencement of the development, full details in respect of the necessary set-back being provided to accommodate Sustainable Transport Corridor J – Mahon to City as proposed under Bus Connects Cork shall be submitted to and agreed in writing with the Local Authority and the NTA.

Reason: In the interest of sustainable development and traffic safety.

4. Prior to commencement, the Applicant is requested to submit a revised set of plans showing a greater proportion of family units provided at lower floor levels with good levels of access to the communal spaces, and a reduction in the number of single aspect northerly facing units. Details to be submitted and agreed with the Planning Authority prior to the commencement of development.

Reason: In the interest of proper planning and sustainable development.

5. (a) The total car parking supply for the development shall not exceed 183 car parking spaces for the full development broken down as follows:

- Office Development: 30
- Residential: 147
- Creche: 6
- 5% of the total car parking spaces are to be disabled spaces (8 spaces)
- 5% of the total car parking spaces are to be EV charging spaces (8 spaces)
- All spaces are to be ducted to allow for future fit out of EV charging

(b) A minimum of 1148 cycle parking spaces are to be provided for the development broken down as follows:

- Office Development 80
- Creche 4
- Residential: 819
- Visitor: 245

Bike parking facilities provided for the residential and office elements of the development shall be provided in a dedicated facility of permanent construction, within the building footprint. Cycle parking areas shall also be designed so that cyclists feel safe and shall be directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather. A management plan shall be put in place that ensures the effective operation and maintenance of cycle parking. All outdoor bike parking spaces are to be covered.

Reason: In the interest of sustainable development and traffic safety.

6. Full details including samples of all hard and soft landscaping for the open space areas and all public realm locations including the streetscape shall be submitted to and agreed in writing with the Planning Authority prior to development commencing.

Reason: In the interest of visual amenity.

7. (a) The developer shall retain a suitably qualified archaeologist to carry out licenced archaeological monitoring of all ground works on the site. The Method Statement is to be discussed with the City Archaeologist.
 (b) In the event of archaeological features being discovered, the archaeologist shall immediately contact the City Archaeologist who shall determine the further archaeological resolution of the site. Further, it is obligatory under the National Monuments Amendment Act that such is brought to the attention of the National Monuments Service and the National Museum of Ireland.
 (c) The City Archaeologist and the National Monuments Service shall be furnished with a report outlining the results of the archaeological monitoring.

1. **Reason:** In the interest of preserving by record, archaeological material likely to be damaged or destroyed during development.

8. In general, as well as the control and mitigations measures outlined in Chapter 7 of the EIAR and the Construction Environmental Management Plan, all works shall be managed in accordance with the following CIRIA documents:

- C532 – Control of Water Pollution from Construction Sites; Guidance for Consultants and Contractors
- C648 – Control of water pollution from linear construction projects – Technical guidance
- C750 – Groundwater control: design and practice (2nd edition)”.

Reason: In the interests of public health

9. In accordance with Section 3.18 of the Greater Dublin Regional Code of Practice for Drainage Works, all drainage from basement areas shall be pumped to ground level prior to discharging by gravity to the public drainage system. Basement car parks must be discharged to the foul system via a petrol/oil interceptor. Access to basement car parks should be designed such that surface water run-off from the surrounding paved areas cannot flow down the ramp.

Reason: In the interests of public health

10. The Applicant has proposed a number of SuDS measures. Prior to commencement, the Applicant shall submit a SuDS layout drawing, illustrating the proposed SuDS measures, as well as their integration with the proposed landscaping layout design. Details of individual SuDS measures, as well as any sizing / design criteria shall also be submitted.

Reason: In the interests of public health

11. (a) Tree felling and clearing of vegetation shall take place outside of the bird nesting season.
 (b) The developer shall ensure that any excavated material stockpiled on site during construction shall be held in a manner such as to ensure that no silt or run-off from these stockpiles enters any watercourse.
 (c) The developer shall ensure that the river banks and their habitats for fish, mammals and birds are not negatively impacted upon by the construction works.
 (d) The Developer shall ensure that surface water from the development is free from herbicides, pesticides, fertilisers and other substances which could have a harmful affect on the environment.

Reason: In the interest of preservation of wildlife

12. (a) Construction waste such as wood, metal, and concrete, shall be segregated and submitted for recycling. Waste Gypsum shall be segregated and delivered to an appropriate facility. Hazardous construction waste such as paint, lubricants, oil, lighting, wood preservative shall be segregated and disposed of at an authorised facility.
 (b) All asbestos arising from the demolition section of this development shall be disposed of in accordance with the procedures of Health and Safety Authority "Guidelines on Working with Materials Containing Asbestos Cement".
 (c) The developer shall ensure that any waste moved off site during site clearance operations or construction works is removed by authorised waste contractors only. The material shall be taken only to sites authorised by a local authority or the Environmental Protection Agency.
 (d) Prior to the commencement of the development, an updated Construction, Environmental & Waste Management Plan shall be resubmitted to the Local Authority for agreement when the main contractor has been appointed or when changes have occurred to the previously submitted plans.

Reason: In the interest of orderly management and disposal of waste.

13. (a) During the construction and demolition phases, the proposed development shall comply with British Standard 5228 "Noise Control on Construction and open sites Part 1. Code of practice for basic information and procedures for noise control."
 (b) Noise levels from the proposed development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for

annoyance to a person in any premises in the neighbourhood or to a person lawfully using any public place. In particular, the rated noise levels from the proposed development shall not constitute reasonable grounds for complaint as provided for in B.S. 4142 "Method for rating industrial noise affecting mixed residential and industrial areas".

(c) Upon commissioning of the development, noise from activities associated with this development shall not give rise to noise levels off site exceeding 55dB(A) Leq, 15 minutes during the hours of 0800-2200 and 45dB(A) Leq, 15 minutes during the hours of 2200-0800. There shall be no audible tonal or impulsive noise. The developer shall engage the services of a noise specialist to assess compliance with this condition as required.

(d) Prior to the commencement of the development, the developer shall identify all potentially significant noise sources at the proposed development site, and their expected noise output quantified by (a) reference to LWA levels or LAeq T levels (at a specified distance) provided by the manufacturer/supplier, (b) reference to typical levels set out in the relevant British Standards BS 4142:2014+A1:2019, or (c) direct measurement of the equipment onsite or at a similar facility. Items that need to be considered are extract fans, air-conditioning, and plant room. (This is a non-exhaustive list.)

(e) Noise during site clearance and construction shall not exceed 65 dB (A), Leq 30minutes and the peak noise shall not exceed 75 dB (A), when measured at any point off site.

(f) Working hours during site clearance and construction shall be restricted to 0800-1800 hours on Mondays to Fridays and to 0800-1600 hours on Saturdays. Activities outside these hours shall require the prior approval of the Planning Authority.

(g) Bored piling as opposed to percussive piling shall be used during site clearance and construction. Please refer to British Standard BS 5228:2009+A1:2014 "Code of practice for noise and vibration control on construction and open sites" Part 2.

Reason: In order to ensure a satisfactory standard of development, in the interests of residential amenity.

14. (a) The Developer shall ensure that no appreciable negative environmental impacts occur because of the construction works associated with this development. The developer shall give particular attention to dust, noise, odour, litter, dirt on public roads, surface water runoff and spillage of fuel oils. Operations liable to produce dust shall be screened and dust suppression devices used where appropriate. Fuel oils and other chemicals shall be adequately bundled, with bunds having volumes of at least 110% of the volumes of fuel stored.
- (b) The developer shall take measures to ensure that construction works do not give rise to dirt or litter on the public road, and shall be responsible for the immediate removal from the public road of any dirt or litter caused by the construction works.
- (c) Prior to commencement of development the developer shall submit to the Planning Authority for agreement, details of proposals for dealing with excess soil arising from the excavation and construction works associated with this development.

Reason: In the interests of orderly management and disposal of waste.

15. Prior to the commencement of development, the developer shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) as set out in the Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness; these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development. All records (including for waste and all resources)

pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

Reason: In the interest of proper planning and sustainable development.

16. All findings of the Quality Audit at the initial and detailed design stage shall be closed out, signed off and incorporated into the development and paid for by the applicant in full unless the Planning Authority approves any departure in writing.

Reason: In the interest of pedestrian safety and convenience

17. Prior to construction, the applicant shall liaise and agree details with the Local Authority Traffic Operations, Road Operations & Parks Sections, works required to either upgrade or provide new pedestrian/cyclist crossing facilities from the existing internal access to the Passage Greenway via the Lough Mahon walkway. Furthermore, the applicant is required to agree in writing with the Local Authority Traffic Operations & Road Operations Sections the measures required by the applicant to substantially enhance priority and routing for pedestrians from the development to the Mahon SC. A letter of consent from the Planning Authority will be required prior to the commencement of the works outside the red line boundary. All costs associated with the condition to be borne by the Applicant.

Reason: In the interest of pedestrian safety

18. Before the development is commenced, the developer shall lodge with the planning authority a bond or such other security as may be accepted by the planning authority, in a sum to be determined by Cork City Council to secure the provision and satisfactory completion and maintenance until taken in charge (or completed to taking in charge standard) by Cork City Council of roads, footpaths, open spaces and amenities, car parks, public lighting, surface water drainage systems and communal waste storage required in connection with the proposed development. The bond or security shall provide for the adjustment on a monthly basis, in accordance with the Consumer Price Index of the Central Statistics Office, of the amount of bond as approved by Cork City Council.

Reason: To ensure the satisfactory completion of the development.

19. The applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water prior to the commencement of this development.

Reason: To ensure the satisfactory completion of water supply and waste water collection infrastructure.

20. Prior to the development commencing the applicants shall submit to and agree in writing with the Planning Authority full details of a legally incorporated management company which shall be responsible for the future maintenance and upkeep of all services within the development site including roads, footpaths, open spaces and amenities, car parks, public lighting, surface water drainage systems and communal waste storage.

Reason: To ensure the satisfactory maintenance of the site in the interest of visual and residential amenity.

21. The developer shall submit to the Planning Authority a drawing (hardcopy and electronically) showing the areas that would be proposed for Taking In Charge, prior to commencement of development. This drawing shall also show the public facilities typically considered by the Planning Authority for Taking In Charge such as: public lighting, roads, footpaths, open spaces and surface water systems. The area on the drawing that would be considered for “Taking In Charge” shall be finalised to the satisfaction of the Planning Authority.

Reason: To ensure the satisfactory maintenance of the subject area in the interest of visual and residential amenity.

22. A Construction Traffic Management Plan for the proposed development including dedicated haulage routes, a protocol to be followed by HGV drivers and allowable operational times for the HGV's on the city's road network shall be agreed with Cork City Council in consultation with An Garda Síochána before works commences on site.

Reason: In the interest of traffic safety.

23. All public lighting requirements associated with the proposed development shall be agreed with the Planning Authority prior to commencement of development. These works are to be undertaken and paid for by the applicant.

Public Lighting must be designed in line with the following documents

1. Cork City Council Exterior Lighting Design Requirements Revision 10.
2. Code of practice BS 5489-1:2020. Design of road lighting - Lighting of roads and public amenity areas.
3. BS EN 13201 - Road lighting.

Reason: In the interests of traffic safety

24. All external lighting requirements associated with the proposed development including lighting associated with the construction stage shall be designed collectively with any existing lighting (including public lighting) requirements. The external lighting requirements shall also optimise energy efficiency, incorporate glare control and be agreed with the Planning Authority prior to commencement of development. The works are to be undertaken and paid for by the applicant.

Reason: In the interests of traffic safety.

25. Water:
- (a) Where the applicant / developer proposes to connect to a public water/wastewater network operated by IW, the applicant/developer must sign a connection agreement with IW prior to the commencement of the proposed development on site. The applicant/ developer must adhere to the standards and conditions set out in that agreement.
 - (b) In the interest of Public Health and Environmental Sustainability, IW Infrastructure capacity requirements and proposed connections to the Water and Wastewater

Infrastructure will be subject to the constraints of the IW Capital Investment Programme.

- (c) A revised proposed watermain layout drawing is to be submitted at connection application stage following discussions with the City Council water staff on behalf of Irish Water. The drawing shall show a revised internal layout as agreed with the water section with a minimum of two connection points to the existing 200mm water on the public footpath to ensure security of supply. As well as showing the distribution network associated with this development. It will also show the existing supply disconnections associated with this site.
- (d) The existing 200mm water main passes through the northern corner of the site in a North / South direction. The existing watermain should be located and marked on the ground before any works commences on site. A drawing shall be submitted showing the location of the existing water main with meters, valves and other fittings and the distance from the proposed structure, also showing any existing wayleave over the main shall be submitted to Irish Water before work commences.
- (e) If a wayleave is required the following condition shall apply. A wayleave width to be agreed with Irish Water shall be placed over the existing 200mm watermain and shall be ceded by the developer to Irish Water. No structure shall be constructed within 5 metres of this watermain. No planting to be carried out in the wayleave area. The applicant shall be responsible for the protection of the watermain during the course of the work.
- (f) The applicant shall obtain pressure and flow tests on the water network to facilitate the network design and provide to Cork City Council / IW.
- (g) Private watermain shall be located in private property
- (h) Other underground services, e.g. telephone lines, E.S.B. cables, gas mains, may be in close proximity to the proposed mains. The applicant/developer shall make the appropriate inquiries to identify and locate any such services to avoid any possible damage thereto, ensure separation distances, the liability for which would rest with the applicant/developer.
- (i) The proposed development shall have a metered and pressure managed water supply to the site. Locations and numbers of same shall be agreed with Cork City Council and IW CDS.
- (j) It should be noted that IW may, at its discretion, adjust the pressure in its network as it sees fit for operational reasons. The proposed design should take into account any future changes that could affect the network pressure.
- (k) The Local public distributions network may be pressure reduced as the area is developed to conserve water and protect the network into the future. Provision for internal pumping to compensate for any drop in pressure that may occur. A minimum pressure of 15m shall be provided at the curtilage of the site. The water supply to this development will require pressure boosting. The design shall be determined by the applicants / owner's consultants and shall be made known to IW at Design Submission

and Connection Application stage for review. Refer section 3.13 of the IW Code of Practice for Water Infrastructure.

- (l) All work shall comply with IW Connection and Developer Services Standard Details and IW Code of Practice for Water Infrastructure.
- (m) Refer to Section 3.4 of the IW Code of Practice for Water Infrastructure regarding tree / shrub landscaping.
- (n) Any redundant water services shall be traced back to the public main and blanked off at the applicant/developer's expense. These shall be included in the
- (o) Any existing lead services pipes to the site shall be traced back to the public main and at the applicant/developer's expense. These shall be included in the connection application to Irish Water.
- (p) Before any branch connection work is carried out the proposed water main must be:
 - a. pressured tested;
 - b. disinfected;
 in accordance with Irish Water Standards and the results submitted to IW for approval prior to the connection been made.
- (q) The bacteriological test results must also be submitted to IW for approval prior to the connection been made.
- (r) As constructed drawings of the site clearly showing the new, existing and decommissioned main and fittings etc. with surrounding features shall be submitted to the Water Distribution Section of Cork City Council (Agents to IW) prior to the connection of the development. The drawings shall be in both digital {AutoCAD} and paper format to National Grid Co-ordinates. The records shall be provided to the satisfaction of the Water Distribution Section of Cork City Council.

Reason: In the interests of public health

26. The Applicant, or any other person with an interest in the land to which this application relates, shall prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997, enter into an agreement with the planning authority under Section 96 of the Planning and Development Act, 2000 as amended in respect of the matters referred to paragraphs (a) or (b) of Sub-section (3) of Section 96.

Reason: To comply with the provisions of Section 96 of the Planning and Development Act, 2000 as amended.

27. Prior to the commencement of the proposed development, the developer shall pay or enter into an agreement with the planning authority to pay a financial contribution to Cork City Council in respect of public infrastructure and facilities benefiting development in the area of

the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.