



COAKLEY O'NEILL
town planning

Statement of Consistency

Large-Scale Residential Development at
Pope's Hill, Cork

Prepared in April 2026 on behalf of
Pontorac Limited

Coakley O'Neill Town Planning Ltd.

 NSC Campus, Mahon, Cork

 021 2307023

 info@coakleyoneill.ie

 www.coakleyoneill.ie

Document Control Sheet

Client	Pontorac Limited
Project Title	Popes Hill LRD
Job No.	CON24060
Document Title	Statement of Consistency
Number of Pages	27

Revision	Status	Date of Issue	Authored	Checked	Signed
1	Draft	2 nd April 2026	AOC	AON	<i>Ade O'Neill</i>
2	Revised Draft	15 th April 2026	AOC	AON	<i>Ade O'Neill</i>
3	Final	20 th April 2026	AOC	AON	<i>Ade O'Neill</i>

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1.0 INTRODUCTION

Pontorac Limited are seeking planning permission for the development of new Large-Scale Residential Development (LRD) on lands at Pope's Hill, Pope's Road, Blackpool, Cork City. The proposal takes the form of the demolition of 4no. dwellings, 3no. of which are derelict and ancillary shed structures and their replacement with 1no. single-storey 3-bed detached bungalow accessed via a modified private driveway along with the construction of 103no. dwellings to include 18no. 1-beds, 9no. 2-beds, 68no. 3-beds, and 8no. 4-beds of between 2-4 storeys in height.

This includes 50no. townhouses (3no. 2-bed units; 39no. 3-bed units and 8no. 4-bed units); and 53no. duplex apartments (18no. 1-bed apartments, 6no. 2-bed apartments, and 29no. 3-bed apartments) along with the provision of a ground floor crèche with rear garden and front set down area.

This report sets out how the proposed development is consistent with the objectives of the *Cork City Development Plan 2022-2028*.

2.0 SITE LOCATION AND DESCRIPTION

The site is part brownfield, part greenfield, and is located on elevated land c. 400m to the east of Blackpool Village and c. 630m to the north of Cork City centre.

The site, c. 2.581ha in area, consists of 4no. two-storey dwelling, 3no. of which are derelict, and ancillary sheds, and 4no. complete fields of heavy grasses with thick boundary vegetation, and stone walls to the north, south and east. There is concentration of mature trees towards the centre of the site, to the rear of the existing dwelling and outbuildings, however this woodland is non-native sycamore dominated and of recent origin.

Topography is one of the main characteristics of the site. The site rises from +54.5m O.D. in the northwestern corner of the site near to +82.5m O.D. at its highest point at the southeastern corner.

It is surrounded by a mix of land uses, including residential to the north (Glentrasna (generally 2-3 storeys in height)) and west (Pope's Hill (generally 2-3 storeys in height)). A military cemetery borders the northwest side, while Collins Barracks is located on the eastern and south-eastern edge of the site. Christian Brothers College Sports Complex is located to the south.

The site is connected to Blackpool Village via Pope's Road and Assumption Road and a pedestrian crossing over North City Link Road (N20).

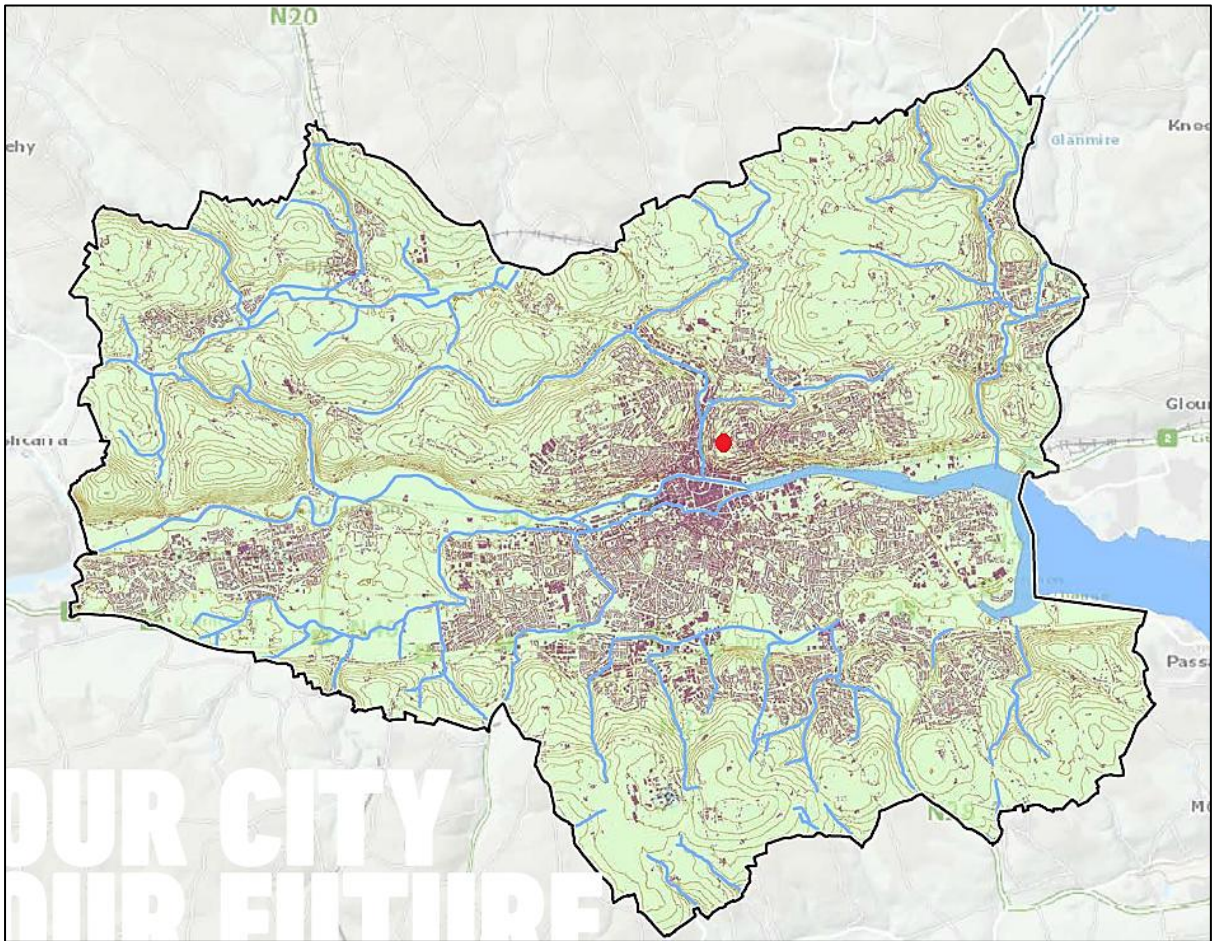


Figure 1 - Site location marked with red circle (Source: Cork City Development Plan 2022-2028; Annotated by Coakley O'Neill Town Planning, 2026).



Figure 1 – Proposed Site Layout (Source: Reddy Architecture and Urbanism, 2026)

3.0 National Policy Context

Project Ireland 2040 – National Planning Framework (NPF) First Revision (2025)

- 3.1 The National Planning Framework First Revision (NPF) was published in April 2025, making revisions and updates to take account of changes that have occurred since it was first published in 2018, and to build on the planning framework that was already in place.
- 3.2 The goals and vision of the NPF remain the same and it is guided, in part, by the aim to achieve regional parity in the country by significantly growing the population and employment base of both the Southern and the Northern and Western regions over the next two decades to counterbalance the dominance of the Greater Dublin Area.
- 3.3 The NPF sets a population growth target of at least 96,000 people for Cork City and its suburbs by 2040, with 50% of all new housing to be built within its existing footprint (National Policy Objectives 4 and 8), to facilitate Cork City becoming a compact city of scale, growing twice as much to 2040 as it has over the past 25 years.
- 3.4 The following National Policy Objectives are of relevance:

National Policy Objective 12:

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

National Policy Objective 38:

Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

National policy Objective 42:

To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.

National Policy Objective 43:

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

- 3.5 The NPF reiterates the need for providing housing within the existing built-up footprints in line with National Policy Objective 10, which seeks to “Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high-capacity public transport and located within or adjacent to the built-up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.

- 3.6 Among the NPF's key enablers for Cork is the following: *Progressing the sustainable development of new brownfield and greenfield areas for housing along existing and planned high capacity public transport corridors with a particular focus on large-scale Transport Orientated Development (TOD) opportunities within the metropolitan area.*
- 3.7 **NPO 97** further notes the following in respect of the provision of TOD within metropolitan areas:
- The Metropolitan Area Strategic Plans, shall include provision for large-scale Transport Orientated Development (TOD) opportunities and may target a proportion of planned growth in the metropolitan areas towards the delivery of new sustainable communities at brownfield and greenfield locations in the principal city and suburbs areas and in the wider metropolitan areas focused on opportunities arising from existing and planned major public transport investment, along planned high capacity public transport corridors and in accordance with the principles of Transport Orientated Development.*
- 3.8 A focus on Transport Orientated Development that promotes the provision of homes, jobs, services and amenities along high capacity public transport will be key in supporting sustainable mobility in cities and surrounding metropolitan areas.
- 3.9 To facilitate this and other National Strategic Outcomes of the NPF, such as Compact Growth, the *National Development Plan 2021-2030* supports major investments in public transport including the Cork Commuter Rail Network and BusConnects, as set out in the *Cork Metropolitan Area Transport Strategy 2040 (2020)* (CMATS).
- 3.10 The *NPF Implementation: Housing Growth Requirements Guidelines* issued on 29th July 2025 by the Department under Section 28 of the current Act, provide updated housing growth requirements to planning authorities to 2040 in order to facilitate the revision and update of development plans in accordance with the NPF First Revision (2025).
- 3.11 Policy and Objective 2 of the Guidelines indicate a need for an additional provision of up to 50% over and above the housing growth requirement set out in the Guidelines, requiring all Planning Authorities to review their Development Plans to increase housing targets by 50%, bringing the annual national housing target from 55,000 units to 82,500 units.
- 3.12 The housing target in the Guidelines for Cork City is 2,706 units per annum to 2034 and 2,539 units per annum from 2035-2040. An additional 50% provision results in an additional 1,353 units per annum to 2034 (or 4,059 units per annum in total); and an additional 1,269 units per annum from 2035-2040 (or 3,808 units per annum in total for that period).

Climate Change

- 3.13 Since at least 2010, climate change mitigation and adaptation measures have been a key element of planning legislation and policy in Ireland, with one of the core aims being to reduce GHG emissions by

promoting sustainable, integrated settlement and transportation strategies. The Climate and Low Carbon Development (Amendment) Act, 2021 and the latest Climate Action Plan 2025 are focused on delivering on Ireland's targets to halve emissions by 2030 and reach net-zero no later than 2050. The proposed development on a suburban site in a sustainable location, with a reduced car parking provision, will contribute to the achievement of climate change ambitions in Cork City.

Urban Development and Building Height Guidelines (2018)

- 3.14 The Guidelines advocate that a proposal should positively assist in securing NPF objectives of focusing development in key urban centres, effectively supporting the National Strategic Objective to deliver compact growth in urban centres. It is clear that the proposed development will contribute to the compact growth of the City.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

- 3.15 The Sustainable Residential Development and Compact Settlements Guidelines, published in 2024, seek to ensure that new housing developments are provided at a residential density which is appropriate to the development's location and context while also ensuring to provide an adequate supply of housing.
- 3.16 Table 3.1 of the Guidelines seeks to apply a residential density of 40-80 dph (net) in suburban locations in order to create compact and balanced residential developments and settlements. The proposed density, at 43.3 dwellings/ha, is aligned with the provisions of the Guidelines, and is also appropriate having regard to the typography and location of the site. Cork City Council agreed with same during the pre-planning consultation phase for this LRD.

Table 3.1: Areas and Density Ranges Dublin and Cork City and Suburbs:

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

- 3.17 Policy and Objective 5.1 of the Sustainable Residential Development and Compact Settlements Guidelines addresses Public Open Space and states that between 10-15% public open space is required. At 13% of good quality useable public open space provision, the proposed development is aligned with the Guidelines in this respect.
- 3.18 The following Specific Planning Policy Requirement, which relates to car parking, is of relevance:

SPPR 3 - Car Parking

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

- i. In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.*
- ii. In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.*
- iii. In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.*

The proposed development provides c. 1 car parking space per unit, which is consistent with the Guidelines.

3.19 The following Specific Planning Policy Requirement, which relates to cycle parking, is also of relevance:

SPPR 4 - Cycle Parking and Storage

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

The following requirements for cycle parking and storage are recommended:

- (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.*
- (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.*

The proposed development provides c. 1 cycle parking space per bedroom for the apartments in accessible bike stores/cycle parking areas, which is consistent with the Guidelines.

4.0 Regional Policy Context

Regional Spatial and Economic Strategy for the Southern Region (2020)

- 4.1 The *Regional and Spatial Economic Strategy for the Southern Region (RSES)* sets out a 12-year development plan for the Southern Region based on the strategic objectives of the NPF. The strategy acknowledges that Cork is targeted to be one of the fastest growing areas in the state over the next 20 years. Compact sustainable growth is one of the guiding principles of the Cork MASP. The MASP contains population growth targets for 2031 that are consistent with those in the NPF that are set for 2040. According to section 5 of the Cork MASP, Cork City and Suburbs are to grow by 75,000 by the year 2031, with a target population of 283,669 for that year.
- 4.2 In addition to regional policies and objectives, the RSES identifies the following policies for the development of the Cork Metropolitan Area:

Cork MASP Policy 1(a): *To strengthen the role of the Cork Metropolitan Area as an international location of scale, a complement to Dublin and a primary driver of economic and population growth in the Southern Region.*

Cork MASP Policy 2: *Seek delivery of the following subject to the required appraisal, planning and environmental assessment processes:*

- a) *To strengthen the consolidation and regeneration of Cork City Centre to drive its role as a vibrant living, retailing and working city, the economic, social and cultural heart of the Cork Metropolitan Area and Region.*
 - c) *Seek investment to achieve regeneration and consolidation in the city suburbs. Seek high quality architectural and urban design responses to enhance the uses of the waterfront and all urban quarters.*
 - f) *Seek to achieve High Quality Design to reflect a high-quality architectural building stock in all urban quarters*
 - h) *Strengthen Social and Community Development.*
- 4.3 As with national policy, the proposed development, which will contribute to compact urban growth in a sustainable location, is consistent with the RSES. The RSES also outlines that the Suburbs of Cork City have a potential residential yield of 3,998 units, to which the proposed development will also contribute.

5.0 Local Policy Context

This section has been prepared to demonstrate the proposed development's alignment with the *Cork City Development Plan 2022-2028*. Further detail on the proposal's consistency with national, regional and local policy objectives is set out in the application's planning statement, housing mix statement and architectural design statement.

Following a review of the Development Plan, the objectives that are considered to relate to the proposed development were extracted and were used to inform the design of the proposal. Each relevant objective is listed below and presented with a corresponding comment illustrating how the development aligns with each.

5.1 Core Strategy (Chapter 2)

Objective Number	Policy/ Objective	Comment
Objective 2.14	<p><i>Walkable Neighbourhoods</i> <i>New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</i></p> <p><i>A. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces.</i></p> <p><i>B. Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces.</i></p> <p><i>C. Ensuring a child friendly and age friendly environment applying universal design principles with a mix of household types.</i></p> <p><i>D. Designing a safe place that enables access for all.</i></p> <p><i>E. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services.</i></p> <p><i>F. Being well-connected with easy access to public transport and active travel.</i></p> <p><i>G. Providing enhanced permeability for walking and cycling.</i></p>	<p>The development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces, which will provide linkages for future connections.</p> <p>There 2no. main areas of public open space in the development with designated kickabout areas and informal pathways and walking areas.</p> <p>Pedestrian connectivity and overall permeability to the site is facilitated by way of pedestrian accesses to Glentrasna Park to the north of the site. Further future pedestrian links can be facilitated to the south of the site.</p> <p>The site is located within easy walking distance of existing and planned public transport provision including the 203 and 215 bus services along Watercourse Road to the west of the site c. 320m away.</p>

		<p>Additional BusConnects provisions will be provided within the Blackpool area including a number of High Frequency services.</p> <p>The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p>
<p>Objective 2.17</p>	<p>Neighbourhood Design <i>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.</i></p>	<p>The design site takes inspiration from the overall site topography and context and accounts for distinct level differences between the western and eastern portion of the site.</p> <p>The proposed development is characterised by 2no. large usable public open space areas which benefit from excellent levels of passive surveillance.</p> <p>The landscaping strategy for the site has had regard for the following principles:</p> <p>Place Making - develop a strong sense of identity and belonging by creating a place that is visually appealing, functional, and deeply connected to the local character.</p> <p>Connectivity/Permeability – provision of adequate pedestrian across the development in line with principles of DMURS.</p> <p>Recreation and Amenity - provision of versatile and inclusive amenity spaces, well distributed across the site that cater to the needs of people of all ages and abilities; designed to allow ease of access, supervision and overlooking.</p> <p>Boundaries – retention of existing trees along vegetation where possible.</p> <p>Topography – consideration of contours by designing with the land, utilizing slopes for terraces, seating areas. Introduction of green retaining walls to address challenging levels, minimizing visual impact and creating vertical green spaces that support biodiversity.</p>

		Biodiversity – bolstering habitat value of the overall site and with a wildlife friendly tree, shrub and meadow planting strategy developed in line with the principles and recommendations of the All Ireland Pollinator Plan.
Objective 2.31	<p>Compact Growth</p> <p><i>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.</i></p>	<p>The proposed development is situated on serviced Tier 1 lands with upgrades to be proposed, in Cork’s central suburbs.</p> <p>This context combined with the compact nature and layout of the proposed development, will contribute to Cork City achieving compact, sustainable growth in line with the strategic policy outcomes and objectives of the Revised National Planning Framework.</p>

5.2 Delivering Homes and Communities (Chapter 3)

Objective Number	Policy/ Objective	Comment
Objective 3.1	<p>Planning for Sustainable Neighbourhoods</p> <p><i>Cork City Council will seek to:</i></p> <p><i>a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-Minute City concept;</i></p> <p><i>b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood integration, health and wellbeing and enhancement is central to this;</i></p> <p><i>c. Plan for communities in accordance with the aims, objectives and principles of ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual – A Best Practice Guide’, Universal Design principles and any updates;</i></p> <p><i>d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods;</i></p> <p><i>e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods;</i></p>	<p>Placemaking is a key aspect throughout the design of the scheme and helps create a sense of place and belonging for all residents.</p> <p>The scheme has been designed in accordance with the various standards contained in the <i>Sustainable Residential and Compact Settlements Guidelines (2024)</i>.</p> <p>The series of open spaces and levels of connectivity and permeability and outdoor play areas will encourage activity and social interaction outdoors.</p> <p>The provision of a crèche within the overall site will support the different character areas and create small communities/neighbourhoods within the overall development which will all support the creation of a sustainable community on site.</p> <p>The open space and connectivity links with the site to the north will also ensure integration with the existing and proposed adjacent communities.</p> <p>The proposed development has been designed so that it can be accessed, understood and used</p>

	<p><i>f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.</i></p>	<p>by the widest possible extent of people, regardless of their age, size, and disability.</p> <p>In terms of street hierarchy and vehicular connectivity as per the Design Manual for Urban Roads and Streets (DMURS), the site is proposed to be accessed through a vehicular entrance from Station Road along the western boundary, where a new junction is to be provided.</p> <p>The scheme includes a main estate road which provides connectivity from the main site access to the highest point of the site in its south east corner.</p> <p>This new road will provide vehicular, pedestrian and cycle linkage from the eastern side of the site to the main site access in a continuous and legible manner while further desire lines are woven within the site for pedestrians.</p> <p>Corner and landmark buildings provide orientation cues for logical wayfinding and give a distinctive character to the proposed development.</p> <p>Active frontages enliven the edge of streets, creating a more interesting and engaging environment and ensures the streets are overlooked by generating pedestrian activity as people come and go from buildings.</p>
<p>Objective 3.5</p>	<p>Residential Density Cork City Council will seek to:</p> <p><i>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</i></p> <p><i>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;</i></p> <p><i>c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable</i></p>	<p>The proposed density of 43.3 dwellings per hectare is an appropriate density for the site which fully aligns with the density strategy of the Development Plan and the density range for such locations as set out in the <i>Sustainable Residential and Compact Settlements Guidelines (2024)</i>.</p> <p>The existing residential density in the area is significantly lower, while the target density for suburban locations is 40-80 dph.</p> <p>The development ranges in height from 2-4 storeys, characterised by a mix of duplex units and townhouses.</p> <p>The proposed density can be considered in the context of the evolving pattern of development in the vicinity yet still strikes an appropriate</p>

	<p><i>to ensure short trips are possible to urban centres, local services and amenities;</i></p> <p><i>d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.</i></p>	<p>balance between existing density in the vicinity and the objective to encourage more compact and dense forms of urban development.</p> <p>This density has had regard to creating a permeable and integrated development design to promote the creation of a successful neighbourhood and to engage with the existing communities adjacent.</p> <p>A high-quality architectural design is proposed as well as high-quality public realm, in order to deliver a scheme that will be a positive addition to the City's built environment.</p> <p>The proposed density is deemed appropriate given the existing topographical constraints.</p>
<p>Objective 3.6</p>	<p>Housing Mix</p> <p><i>Cork City Council will seek to:</i></p> <p><i>a. Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City;</i></p> <p><i>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;</i></p> <p><i>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);</i></p> <p><i>d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</i></p> <p><i>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;</i></p> <p><i>f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.</i></p>	<p>The proposed mix in the form of duplex apartments and townhouses to complement the existing receiving environment, which comprises primarily 2-3-bed semi-detached dwellings, and to respond to the evolving, regeneration-led character of the area, to deliver a balanced community and a range of housing options to meet all needs.</p> <p>The applicable mix for the City Suburbs is as per Table 11.8 of the Plan, to include between 15-25% 1 bed units (target 10%); 25-40% 2 bed units (target 20%); 18-38% 3 bed units (target 28%); and 5-15% 4 bed units (target 8%). The proposed development provides 17.3% 1 bed units and 7.7% 4 bed units, and no studio units, which accords with the Plan. In relation to 2 bed and 3 bed units, the provisions of SPPR1A and B of the Apartment Guidelines, 2025 apply to the proposed apartments, i.e., there are no restrictions on the mix of unit sizes or types. This applies to 6no. of the 9no. 2 bed units and 29no. of the 3 bed units. As a consequence, the provision of 3 bed units (including the detached bungalow), at 38% is aligned with the Plan. The majority of the scheme complies with the unit mix standards of the Plan. With respect to the 2-bed units, the overall emphasis of the scheme is on providing family units as required by housing association providers, with whom the applicant is in active consultation. A Housing Association will be responsible for the delivery and management</p>

		of the entire development. In this context, the proposed housing mix satisfies Objective 11.2 of the Plan.
Objective 3.20	<p>Cork City as a Child-Friendly City</p> <p><i>To promote Cork as a child-friendly city by considering the design needs of young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.</i></p>	<p>The proposal includes landscaping and amenity areas. The proposed development will provide 13% of the net developable area of the site as public open space in accordance with the requirements of the CDP, in the form of:</p> <p>As outlined, the development includes the development of 2no. public open spaces.</p> <p>The open space areas will encourage children's play and ensure the proposed development provides ample opportunities for children's social interaction and exercise throughout the site.</p> <p>The proposed shared surfaces have been designed to ensure the proposed development is a safer environment for everyone navigating the site, including children.</p> <p>The proposed development has also been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p>
Objective 3.21	<p>Childcare Facilities</p> <p><i>To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will:</i></p> <p><i>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;</i></p> <p><i>b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed;</i></p> <p><i>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.</i></p>	<p>The proposed development includes the provision of a new crèche comprising of 217.4 sqm of internal floor space and a 231 sqm external play area. The creche has been designed to accommodate 38no. children.</p> <p>The provision and capacity of the creche has been provided on the basis of the Social and Community Audit and Childcare Needs Assessment which has been prepared as part of this submission.</p> <p>The facility provides two large, dedicated classrooms, a sleep room for babies and toddlers, and a large children's garden accessed directly from the primary classroom via French doors.</p> <p>These core childcare spaces are supported by kitchen/staff facilities, offices, WC and changing rooms</p>

Objective 3.29	<p>Neighbourhood Recreation and Amenity</p> <p><i>a. To finalise the Cork City Active Recreation Infrastructure Study to guide the implementation of this policy objective and other related objectives in the wider Plan;</i></p> <p><i>b. To support and facilitate the development of outdoor and indoor recreational facilities, play facilities and services to cater for all-age groups and people of all abilities on suitable sites;</i></p> <p><i>c. To support the clustering of recreational facilities, particularly in locations that are well served by walking, cycling and public transport;</i></p> <p><i>d. To promote more multi-functional facilities such as Multiple Games Areas (MUGAs) and multi-use internal courts/halls where there is a deficit in existing facilities across a range of sports/active recreation uses. This does not imply a relaxation of the open space standards for new development proposals;</i></p> <p><i>e. To support the provision of formal and informal play areas with appropriate equipment and where possible, incorporating nature-based play equipment and layouts. These, where practical, should seek to appeal to a range of age cohorts through their layout and equipment;</i></p> <p><i>f. To discourage the redevelopment of recreational facilities to alternative, non-community uses unless it can be demonstrated there is suitable and accessible (by walking, cycling and public transport) alternative provision elsewhere with sufficient capacity to compensate for the loss of the facility.</i></p>	<p>The proposal includes landscaping and amenity areas. The proposed development will provide 13% of the net developable area of the site as public open space in accordance with the requirements of the CDP.</p> <p>The public open space within the scheme takes the form of 2no. large open space areas with kickabout spaces included. These are centrally positioned within the site to create active and passive recreational and meeting spaces which will provide for the needs of all users of the site.</p>
Objective 3.35	<p>Safe and Secure City</p> <p><i>a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas;</i></p> <p><i>b. To encourage buildings and spaces to be designed with safety and security in mind to avoid anti-social behaviour, reduce and prevent crime and create safe places for all;</i></p> <p><i>c. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.</i></p>	<p>The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas.</p> <p>Dual aspect corner units have been designed to address prominent corners and to provide additional passive surveillance.</p>

5.3 Transport and Mobility (Chapter 4)

Objective Number	Policy/ Objective	Comment
Objective 4.5	<p>Permeability</p> <p><i>a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.</i></p> <p><i>b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed.</i></p> <p><i>c. Prepare a permeability strategy for areas throughout the city.</i></p>	<p>The proposed development is characterised by a high degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces, and recreational routes.</p> <p>Pedestrian and cycling routes within the site will connect into corresponding infrastructure along Popes Road.</p> <p>No through access for vehicles is proposed to ensure pedestrian and cyclist navigation and safety.</p>

5.4 Green and Blue Infrastructure, Open Space and Biodiversity (Chapter 6)

Objective Number	Policy/ Objective	Comment
Objective 6.9	<p>Landscape</p> <p><i>a. To preserve and enhance Cork's landscape character, key landscape assets and views and prospects of special amenity value;</i></p> <p><i>b. Landscape will be an important factor in all development proposals, ensuring that a proactive view of development is undertaken while maintaining respect for the environment and heritage generally in line with the principle of sustainability;</i></p> <p><i>c. To ensure that new development meets the highest standards of placemaking, siting and design;</i></p> <p><i>d. To protect those prominent open hilltops, valley sides and ridges that define the character of the Cork City Hinterland and those areas which form strategic, largely undeveloped gaps between the main Hinterland settlements from development;</i></p> <p><i>e. To discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments;</i></p> <p><i>f. To support, as appropriate, any relevant recommendations contained in the National Landscape Strategy for Ireland 2015-2025.</i></p>	<p>An Archaeological Assessment of the site has been carried out and is included in the submitted documentation. A desktop review and a site survey were carried and did not identify any archaeological or architectural heritage constraints within the area proposed for development, either previously recorded or unrecorded. The proposed development will have no impact on the known archaeological resource in the area.</p>

Objective 6.13	<p>Area of High Landscape Value</p> <p><i>To conserve and enhance the character and visual amenity of Areas of High Landscape Value (AHLV) through the appropriate management of development, in order to retain the existing characteristics of the landscape, and its primary landscape assets. Development will be considered only where it safeguards to the value and sensitivity of the particular landscape. There will be a presumption against development where it causes significant harm or injury to the intrinsic character of the Area of High Landscape Value and its primary landscape assets, the visual amenity of the landscape; protected views; breaks the existing ridge silhouette; the character and setting of buildings, structures and landmarks; and the ecological and habitat value of the landscape.</i></p>	<p>Verified photomontages are enclosed from Pedersen Focus to support the planning application.</p> <p>The boundary vegetation across the site has been retained and enhanced where necessary as part of the proposed landscape design. Additional native hedgerow planting is proposed to strengthen existing boundaries and ecological corridors.</p> <p>This is complemented by additional street tree planting, open space tree planting, and shrub planting throughout the development to enhance biodiversity and reinforce the landscape structure of the site. These measures support the retention of wildlife movement corridors and contribute positively to the landscape character of the Area of High Landscape Value.</p> <p>Further details and commentary are provided in the Landscape Drawings 24184-2-101.</p>
Objective 6.19	<p>City Parks and Open Space Provision</p> <p><i>Cork City Council will seek to:</i></p> <p><i>a. Ensure that all residents have access to a hierarchy of parks and open spaces close to their home to provide recreational need and access to nature;</i></p> <p><i>b. Provide for recreational amenity needs by protecting, retaining, and improving parks and open spaces within Cork City. There will be a presumption against development of land zoned for public open space for alternative purposes;</i></p> <p><i>c. Ensure that developments of all land use types provide appropriate open space to meet the needs of residents, workers and visitors;</i></p> <p><i>d. Deliver projects to provide and improve the network of City Parks.</i></p>	<p>The proposal includes landscaping and amenity areas. The proposed development will provide 13% of the site as public open space, in accordance with the requirements of the CDP, in the form of:</p> <p>The open space provision within the site takes the form of 2no. large open space areas which are centrally positioned within the site to include kickabout areas and formal walking paths.</p> <p>The open space areas will encourage children's play and ensure the proposed development provides ample opportunities for children's social interaction and exercise throughout the site.</p> <p>The proposed shared surfaces have been designed to ensure the proposed development is a safer environment for everyone navigating the site, including children.</p>
Objective 6.22	<p>Natural Heritage and Biodiversity</p> <p><i>a. To protect, promote and enhance Cork City's natural heritage and biodiversity;</i></p>	<p>The following are proposed:</p> <ul style="list-style-type: none"> • The retention/enhancement of existing hedge banks.

	<p>b. To support the implementation of the National Biodiversity Plan and the All-Ireland Pollinator Plan and successor publications in Cork City;</p> <p>c. To support and implement the biodiversity actions from the Cork City Heritage and Biodiversity Plan (2021-2026) in partnership with all relevant stakeholders;</p> <p>d. Cork City Council will seek to establish and use a City biodiversity database, accessible across all council departments for consideration in land management decision-making;</p> <p>e. Cork City Council will work with communities to enhance existing, and the delivery of new, biodiversity-rich areas throughout the City including individual buildings, streets, public and private spaces by supporting the provision of green roofs and walls, rain gardens, biodiversity-rich parklets, rainwater harvesting, natural banks and naturalised SUDS;</p> <p>f. Cork City Council will seek, where appropriate, to enhance the linear habitat connectivity, including the interconnection and enhancement of:</p> <ul style="list-style-type: none"> • Woodlands, gardens, open spaces, fields and hedgerows. • Coastal habitats, river catchments, lakes, streams, ponds. • Aquatic, marginal and bank side habitats. • Parks, playing fields and recreational areas. • Upstream of mapped flood zones. • City transport routes. 	<ul style="list-style-type: none"> • The provision of overlooked recreational spaces throughout the site. • The provision of legible cycle and pedestrian links to wider services and recreational amenities. • The planting of native/pollinator-friendly trees and shrubs suitable to define spaces, provide screening, shelter & sense of seasonality etc. • The provision of wildlife- friendly features such as bat and bird nest boxes, insect hotels etc. • GI management/ maintenance operations. • Existing ditches, trees and hedgerows are to be retained wherever feasible. This will assist in the conveyance and treatment of surface water runoff and retained vegetation will also contribute towards mitigating runoff through the process of evapotranspiration. • Swales and Basins.
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5.5 Key Growth Areas & Neighbourhood Development Sites (Chapter 10)

Objective Number	Policy/ Objective	Comment
Objective 10.100	<p>Neighbourhood Development Sites</p> <p><i>Cork City Council in collaboration with land owners and relevant stakeholders will progress the neighbourhood development sites through active land management. These sites will benefit the local neighbourhood and support compact growth. Development proposals will address the relevant points highlighted by the text and icons associated with the maps and relevant objectives throughout this plan.</i></p>	<p>The proposed development of the LRD comprising of 104no. units will provide for the creation of a new neighbourhood in line with national, regional and local policy requirements for compact growth.</p> <p>The proposed development includes a creche for 38no. children. The provision and capacity of the creche have been provided on the basis of the Social and Community Audit and Childcare Needs Assessment which has been prepared as part of this submission.</p>

		This will allow for the development to contribute to the wider existing and emerging community needs.
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5.6 Placemaking and Managing Development (Chapter 11)

Objective Number	Policy/ Objective	Comment
Objective 11.1	<p><i>Sustainable Residential Development</i> <i>Residential developments shall be sustainable and create high quality places which:</i></p> <p><i>a. Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces;</i></p> <p><i>b. Prioritise walking, cycling and public transport, and minimise the need to use cars;</i></p> <p><i>c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</i></p> <p><i>d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i></p> <p><i>e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i></p> <p><i>f. Are easy to access for all and to find one’s way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;</i></p> <p><i>g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;</i></p> <p><i>h. Provide a mix of land uses to minimise transport demand;</i></p> <p><i>i. Promote social integration and provide accommodation for a diverse range of household types and age groups;</i></p> <p><i>j. Enhance and protect green and blue infrastructure and biodiversity;</i></p> <p><i>k. Enhance and protect the built and natural heritage.</i></p>	<p>The proposed development is characterised by an appropriate degree of permeability for both pedestrians and cyclists, with a series of desire line pathways throughout the development site, including public open spaces. The open space areas comprise of:</p> <ul style="list-style-type: none"> • 2no. Large Open Spaces which provides active and passive recreation. • Smaller Open space for residents of the site. <p>The series of open spaces and levels of connectivity and permeability will encourage activity and social interaction outdoors.</p> <p>Pedestrian connectivity and overall permeability to the site is facilitated by way of pedestrian accesses to Glentrasna Park to the north of the site. Further future pedestrian links can be facilitated to the south of the site.</p> <p>The site is located within easy walking distance of existing and planned public transport provision including the 203 and 215 bus services along Watercourse Road to the west of the site c. 320m away.</p> <p>Additional BusConnects provisions will be provided within the Blackpool area including a number of High Frequency services.</p> <p>The proposed development has been designed so that it can be accessed, understood and used by the widest possible extent of people, regardless of their age, size, and disability.</p> <p>Important to the scheme’s success is varying the public realm by incorporating large open spaces with shared surfaces, which along with the mix of</p>

		housing typologies and different architectural treatments helps defining the different character areas within the overall development.
Objective 11.2	<p>Dwelling Size Mix</p> <p><i>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.</i></p> <p><i>Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.</i></p> <p><i>Purpose-Built Student Accommodation schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions.</i></p> <p><i>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.</i></p>	<p>The proposed mix, in the form of duplex apartments and townhouses to complement the existing receiving environment, which comprises primarily 2-3-bed semi-detached dwellings, and to respond to the evolving, regeneration-led character of the area, to deliver a balanced community and a range of housing options to meet all needs.</p>
Objective 11.3	<p>Housing Quality and Standards</p> <p><i>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;</i></p> <p><i>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;</i></p> <p><i>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;</i></p>	<p>Table 11.10 of the Development Plan sets out qualitative design aspects to be addressed in housing developments, in terms of layout, orientation and form, outside space, and usability and ongoing maintenance.</p> <p>The proposed site layout focuses on the creation of distinctive streetscapes and open spaces that helps generate a highly efficient and well-designed scheme and assists in our vision of placemaking.</p> <p>The proposed scheme has been carefully considered, and the layout has been organised into distinctive character areas that are defined by building form and material changes.</p> <p>Public and private areas are clearly defined and legible with activation being observed onto street fronts throughout the scheme.</p>

	<p><i>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;</i></p> <p><i>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;</i></p> <p><i>f. Minimum spatial standards: Housing developments are required to meet the minimum standards defined below. [i.e. The Quality Housing for Sustainable Communities (Gol, 2007); The Sustainable Urban Residential Development in Urban Area (Gol, 2009); Urban Design Manual (Gol, 2009); Sustainable Urban Housing: Design Standards for New Apartments (Gol, March 2018 and updated December 2020); The Building Regulations.</i></p>	<p>Different scales and feature corner units have been used and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding. We consider the proposed scheme provides for a wide range of housing options in Blackpool and will contribute to the area’s sustainable growth into the near future.</p> <p>Each block of housing has footpaths on all sides, with dropped kerbs provided at junctions. Footpaths are located through the linear open spaces linking the proposed open spaces. Pedestrian and cycle connections are arranged to allow for connection into existing residential development.</p> <p>The footpaths proposed through the development will provide attractive and comfortable options for active travel.</p> <p>The proposed development has been designed so residential units are overlooking streets and public open spaces which provides passive surveillance. Landscaping and tree planting are provided along the roads/streets which assists in providing a sense of enclosure.</p> <p>Active frontages enliven the edge of the streets creating a more interesting and engaging environment and ensures the street is overlooked by generating pedestrian activity as people come and go from buildings.</p> <p>89% of the housing units are dual aspect.</p> <p>Entrances to townhouses and duplexes are provided directly from the street. Terraces of houses also provide continuous frontage along with corner turning gables to ensure active edges are maintained to all sides of an ‘Urban Block’.</p> <p>Dual aspect corner buildings have been introduced around the site to create landmark features and to aid in passive surveillance.</p> <p>As per the Design Standards for New Apartments Guidelines, at least 50% of the apartment will be</p>
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		<p>dual aspect. All the proposed duplex-apartments are dual aspect.</p> <p>The proposed development is also compliant in terms of guidance regarding impacts on daylight reception in neighbouring buildings and neighbouring outdoor amenity areas.</p> <p>In housing situated around the site, access to a rear-garden via a side-gate will allow for refuse bin storage in the rear-garden.</p> <p>The own-door apartments and duplex units will have shared external bins store nearby the building or in their communal area. Ground floor apartments with external access to a garden or patio can also store their bins and bikes in these areas.</p> <p>Bins and bikes stores will be built from durable materials in keeping with the design palette. The dimension of these bins areas has been designed to satisfy the three-bin system.</p> <p>The accompanying Housing Quality Assessment which accompanies this planning application demonstrates the compliance of the proposed houses, apartments and duplexes with the relevant Guidelines and their minimum spatial standards.</p>
<p>Objective 11.5</p>	<p>Private Amenity Space for Houses <i>Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private outdoor areas should allow space for outside dining and / or clothes drying, with reasonable circulation.</i> <i>Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site.</i> <i>The following factors will be material in assessing whether adequate space has been provided:</i> <i>a. The density of the proposed development;</i> <i>b. The context of the development in relation to the size and layout of existing residential plots and the pattern of development;</i></p>	<p>The private amenity spaces vary around the proposed development and comply with the following standards from <i>Cork City Development Plan 2022-2028</i>: and with SPPR 2 of the <i>Sustainable Residential Development and Compact Settlements Guidelines (2024)</i>, which requires the following:</p> <ul style="list-style-type: none"> • Minimum 50 sq.m. for 4-bed houses; • Minimum 40 sq.m. for 3-bed houses; • Minimum 30 sq.m. for 2-bed houses. <p>All houses within the site meet the 16m distance requirement between rear opposing windows with many exceeding this.</p> <p>With regards the adjoining properties, to the west at no. 34-42 Popes Hill, the scheme is designed so there are good separation distances</p>

	<p>c. <i>The orientation of the outdoor area in relation to the path of the sun;</i></p> <p>d. <i>The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings;</i></p> <p>e. <i>The overall shape, access to and usability of the whole space to be provided;</i></p> <p>f. <i>Clear delineation of public and private space (avoiding rear boundaries onto streets and public realm);</i></p> <p>g. <i>The location of the plot in relation to publicly accessible open space and the offer of that space.</i></p>	<p>of an average of 20m. A wide green corridor screen, fenced off, has been provided to enable mature trees to grow without the risk of residents removing same.</p> <p>This will provide significant screening for neighbours. With regards the nearest house, no. 63 at the top of Popes Hill, there are no opposing windows with the gable facing the site but a 3.8m wide separation is provided to the proposed 3 story creche and duplex building.</p> <p>To the north, the homes at Glentrasna are significantly lower and orientated away from the subject site so privacy will not be compromised. There is also screening to this boundary which is being maintained where possible.</p>
<p>Paragraph 11.234</p>	<p><i>The City Council area is divided into four zones for the purposes of car parking control, based on each area's accessibility to mass transit, cycling and walking. Car parking standards for both residential and non-residential developments are set out in Table 11.13. These standards are maximums in order to constrain car trip generation and promote patronage of active travel and public transport.</i></p>	<p>Car and bicycle parking is proposed to be provided for the residential uses in accordance with the parking standards of the development plan, as varied, and those of the <i>Sustainable Residential Development and Compact Settlements Guidelines</i> (2024).</p> <p>All dwelling units are provided with 1no. car parking space each.</p>
<p>Paragraph 11.245</p>	<p><i>Bicycle parking facilities shall comply with the standards set out in Table 11.14 and be sheltered where possible and located close to main building entrances so that parking is both convenient and benefits from the direct surveillance of passersby.</i></p> <p><i>Bicycle stands should allow both the frame and wheels to be securely attached to a steel tube against which the frame of a bike can be leant and locked. These can either take the form of steelwork required for other reasons (e.g. tree guards or balustrade rails), or special stands.</i></p> <p><i>Stands should be similar to the "U" Sheffield type. However, Cork City Council is prepared to consider innovative types which satisfy the above requirement. Detailed guidelines in respect of cycle parking may be prepared during the lifetime of this Plan.</i></p>	<p>To the south and central higher density areas Parking is generally clustered in groups to avoid the dominance of parking and with generous planting strips and tree planting between them.</p> <p>To the lower density part of the site three terraces, C, D and H are provided with dedicated private driveways with a parking space allocated to each dwelling house in the traditional manner. 104 parking spaces are provided on site</p> <p>On-street parking is recognized by DMURs as having numerous benefits. well-designed on-street parking can calm traffic by increasing driver caution, add to the vitality of communities through the generation of activity as people come and go, provide a comforting buffer for pedestrians between the carriageway and footpath.</p>

		<p>Accessible parking bays have been identified on the architects site layout and are provided at a rate of 5% for all duplex and apartment blocks. They are located where they are easily identifiable to residents and visitors alike, accessible and well-overlooked. they can be either on-curtilage (i.e. management company) or on-street (i.e. intended to be taken-in-charge)</p> <p>Cycle parking provision has been comprehensively reviewed and updated to ensure full compliance with SPPR4 (2024). A total of 128 bicycle parking spaces are now provided, comprising 118 resident spaces and 10 visitor spaces.</p> <p>The strategy incorporates dedicated, covered cycle storage structures for residents, designed to provide convenient and weather-protected parking.</p> <p>In addition, external Sheffield stands are located at key, accessible points throughout the development to accommodate short-stay and visitor use, supporting ease of access and promoting active travel across the scheme.</p> <p>Houses are proposed to secure and store their bicycles on their own private property. All end-of-terraced houses have a secure gate to their rear gardens and bikes can be stored there. Terraced houses do not have rear access to their private gardens and while bikes can be wheeled through the house it is not always ideal. Storing and securing bikes to the front of terraced houses is a growing trend and there are many ways to do this.</p> <p>The simplest measure is to install a cycle hoop or 'Sheffield' stand on the driveway or threshold of the house, usually to the side where it won't impede access or parking.</p>
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In addition to the foregoing objectives, Chapter 11 of the Development Plan details a series of development standards to be sought or achieved.

Where appropriate, the proposed development has been designed in accordance with these, and further assessment is contained in the Planning Statement which accompanies this planning application.

5.7 Land Use Zoning Objectives (Chapter 12)

Objective Number	Policy/ Objective	Comment
ZO 02	<i>New Residential Neighbourhoods:</i> <i>To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.</i>	<p>The proposed residential elements of the development have been located on lands which are zoned ZO 1 Sustainable Residential Neighbourhoods.</p> <p>Residential elements of the LRD comprise of 104no. residential units as follows:</p> <ul style="list-style-type: none"> • 50no. townhouses • 53no. duplex apartments • 1no. bungalow <p>This includes the following mix:</p> <ul style="list-style-type: none"> • 18no. 1-beds • 9no. 2-beds • 68no. 3-beds • 8no. 4-beds <p>Given this objective of the site and the residential character of the immediate area, a residential development is the most appropriate use for the site and as such is in accordance with the objective of the land use zoning.</p>

6.0 CONCLUSION

- 6.1 This Statement of Consistency has demonstrated the compliance of the proposed development with the various objectives of the Cork City Development Plan 2022-2028.
- 6.2 It is submitted that the proposed development will provide an appropriate form of high-quality residential development for this residentially zoned site, providing for an efficient use of lands, which will contribute to achieving the aims and objectives for the development of Pope's Hill in the northern side of Cork City as set out by the Planning Authority.
- 6.3 The design and layout of the proposed development has been prepared following pre-planning consultation with the Planning Authority under Section 247 of the Planning and Development Act, 2000, as amended. In addition, separate informal consultations were undertaken with relevant personnel in the Planning Authority to ensure all relevant matters have been addressed as part of the pre-application process and the design and layout have been amended to respond to the issues raised in those discussions.
- 6.4 In conclusion, it is submitted that the proposed development is consistent with all relevant national, regional and local planning policies and guidelines and therefore in accordance with the proper planning and sustainable development of the area.