

RESPONSE TO AN BORD PLEANÁLA OPINION



St Kevin's Strategic Housing Development (SHD)

at the former St. Kevin's Hospital and Grounds, Shanakiel, Cork



PREPARED FOR:

LAND DEVELOPMENT AGENCY,
ASHFORD HOUSE,
TARA STREET,
DUBLIN 2,
D02 VX67.

PREPARED BY:

TOM PHILLIPS + ASSOCIATES
TOWN PLANNING CONSULTANTS
80 HARCOURT STREET
DUBLIN 2
D02 F449

Ref: ABP-307259-20

DECEMBER 2020



1.0 INTRODUCTION

Tom Phillips + Associates, Town Planning Consultants have prepared this *Response to the Opinion of An Bord Pleanála (Opinion issued 24th September, 2020)* regarding the proposed strategic housing development of lands Former St. Kevin's Hospital and Grounds, Shanakiel, Cork (see ABP Ref: ABP-307259-20). This *Response*, made on behalf of The Land Development Agency, has been prepared under Article 285(5)(b) of the *Planning and Development (Strategic Housing Development) Regulations 2017* in association with the Applicant and Design Team and also provides the specific information as requested by the Board.

2.0 SPECIFIC INFORMATION REQUESTED

The Board's Opinion contains 2 no. items that require further consideration to constitute a reasonable basis for an application and 15 no. items that require the submission of specific information. Our response to the individual issues raised is set out below and cross referenced to the relevant technical reports and other material, as required. All reports and assessments have been updated, as relevant, to reflect the matters raised in the *Opinion*.

3.0 ITEMS REQUIRING FURTHER CONSIDERATION

3.1 *Development Strategy*

Item 1 of the *Opinion* requires:

“Further consideration of documents as they relate to the development strategy for the site, in particular the architectural approach and overall layout of the proposed development in relation to:

- *The location, design and use of external materials for the apartment blocks in the vicinity of St Kevin's Hospital, in particular Blocks U, T & S, having regard to the dominant location of the site in relation to Cork City, the visual impact on the Protected Structure and the Protected Views around the site.*
- *The configuration of the layout particularly as it relates to the creation of a hierarchy of high quality, functional and amenable public open spaces with maximum surveillance, appropriate enclosure, children's play, amenity and pedestrian connectivity should be given further consideration.*
- *The inclusion of appropriate pedestrian and cycle connections into adjoining sites indicating enhanced permeability.*
- *The design and layout of the duplex units to ensure clarity on the functioning and entrance into the units with regard to any double fronted units provided, the appropriate public realm to ensure strong streetscapes are created in conjunction with the proposed pedestrian/ cyclist movement through the site.”*



Applicant's Response:

A comprehensive design rationale response to each of these elements is provided for in Section 6.0, Appendix B (*Architectural Response to An Bord Pleanála Opinion*) in the enclosed *Design Statement*, prepared by Reddy Architecture + Urbanism. This *Response* states;

"In response to this Opinion the applicant has, inter alia, undertaken a complete redesign of Block U to reduce visual impact on St Kevin's Hospital. Block U which was directly behind St Kevin's has been removed and relocated to the East. It has also been rotated to run North-South (presenting gable to South) in order to present a narrower elevation to the city and to enclose a new residential square. The immediate impact of this redesign is to present a 15m separating distance between the eastern gable of the St. Kevin's Hospital Building and Block U.

Block U now presents a narrower gable elevation to the view from the South and creates a sympathetic relationship with the gable of St. Kevin's Hospital.

A part of this action is to remove 42 car-spaces from the area to the immediate north of St Kevin's and present a landscape of lawn and mature trees as an amenity space for the residents of St. Kevin's Hospital and the new walk up apartments." [Our Emphasis]



The *Response* then outlines in detail the selection of materials and finishes, including;

“The applicant has also reviewed the use of materials and form to “soften “the appearance of Block U, T & S, with the addition of pitch roofs and additional vertical windows to be more in keeping with the architectural language of the St. Kevin’s Hospital Building.

We have also opted for a softer biscuit buff colour brick for all the buildings in the vicinity of St. Kevin’s Hospital, include Block R, so that St Kevin’s Hospital darker red brick is differentiated from the surroundings and continues to dominate the landscape and thereby retains its protected visual impact while being enhanced by the surrounding new buildings.”

In relation to the hierarchy of open space, the *Response* outlines;

“The open spaces are organised along a north-south Primary Link, that is also the main pedestrian corridor spine. This link consists of a series of open spaces on various levels connected gently sloped or stepped routes. The link also includes a play trail with pockets of play along the way.

The primary link terminates at the Primary Open Space on the south. The landscape preservation area covers most of the area of this open space with natural woodland planting and wildflower meadows. It is a sloped area so most of it is pockets of level open spaces created along routes with cut and fill. The upper portion of this area is the representative frontage of the heritage building. This is a semi-formal space with seating, play opportunities and feature planting.

There are a number of Secondary Open Spaces of varying sizes within the site. These are either connected to the primary link by either directly or through home zones. These spaces are well over looked by residential units and provide a variety of play and recreational opportunities. Two Tertiary Open Spaces are located in the northern portion of the site. These are mostly within retained and supplemented woodlands with amenity routes and play opportunities.”

Please also refer to additional information provided on treatment of hierarchies of open space in the proposed scheme, outlined in the *Landscape Design and Public Realm Report* and associated drawings, prepared by Aecom. This *Report* outlines;

*“The development of distinct character areas across the scheme will be central to the programming and selection of hard and soft materials within public open spaces and along with the streets capes within this new residential community. **These character areas function as part of a site-wide landscape architectural framework aim to create suitable screening, visual and aesthetic interest while integrating of the proposed development into its adjoining environs.**” [Our Emphasis]*

In relation to proposed pedestrian connectivity the *Response* notes;

“There are clearly defined pedestrians routes that traverse the site with few vehicular crossing points. The pedestrian pathway network provides the connectivity throughout the site and makes provision for future access into the adjoining properties and street network.



There is a central pedestrian spine that acts as a primary link through the site that has stepped and resting areas that take account of the sloping topography forming the main pedestrian link through the site.

The pedestrian walkways provide access to the amenity areas throughout the site directly linking them to the primary open space in the landscape preservation zone.”

The proposed design makes provision for future connectivity to both Rose Hill Upper to the east and the adjoining Atkins Hall to the west, subject to agreement. The *Design Statement*, prepared by Reddy Architecture + Urbanism also elaborates further on pedestrian and cycling connectivity;

“The pedestrian pathway network provides the connectivity throughout the site and also makes provision for access into the adjoining properties and street network.

There is a central pedestrian spine that acts as a primary link through the site that has stepped and resting areas that take account of the sloping topography forming the main pedestrian link through the site. The cycling network follows primarily the main road network but also uses non-vehicular pathways in the southern part of the site. “

In relation to the interaction between the Duplex units and the adjoining public realm, the *Response* outlines

“There are two types of Duplex A and B. Duplex A is a typology whereby both dwellings are accessed from the same side and Duplex B is a typology whereby each dwelling is accessed from opposite sides at different levels. Duplex A is a more conventional duplex arrangement suitable for level sites, Duplex B is specifically designed to deal with the steeply sloping topography of this site.

The duplex units are located throughout the site and are accessed directly from homezones including a landscaped path between blocks D and E.

Block E is a Duplex Type B with the upper dwelling accessed directly by means of bridges from the landscape path, whereas the lower dwelling is accessed at street level below. Block D is not accessed from the landscape path, both dwellings are accessed from Home Zone 1 above.

By these arrangements we are provided active edges to both sides of the duplex units reinforcing the streetscape while providing privacy by means of setback planters, terraces and changes in level.”

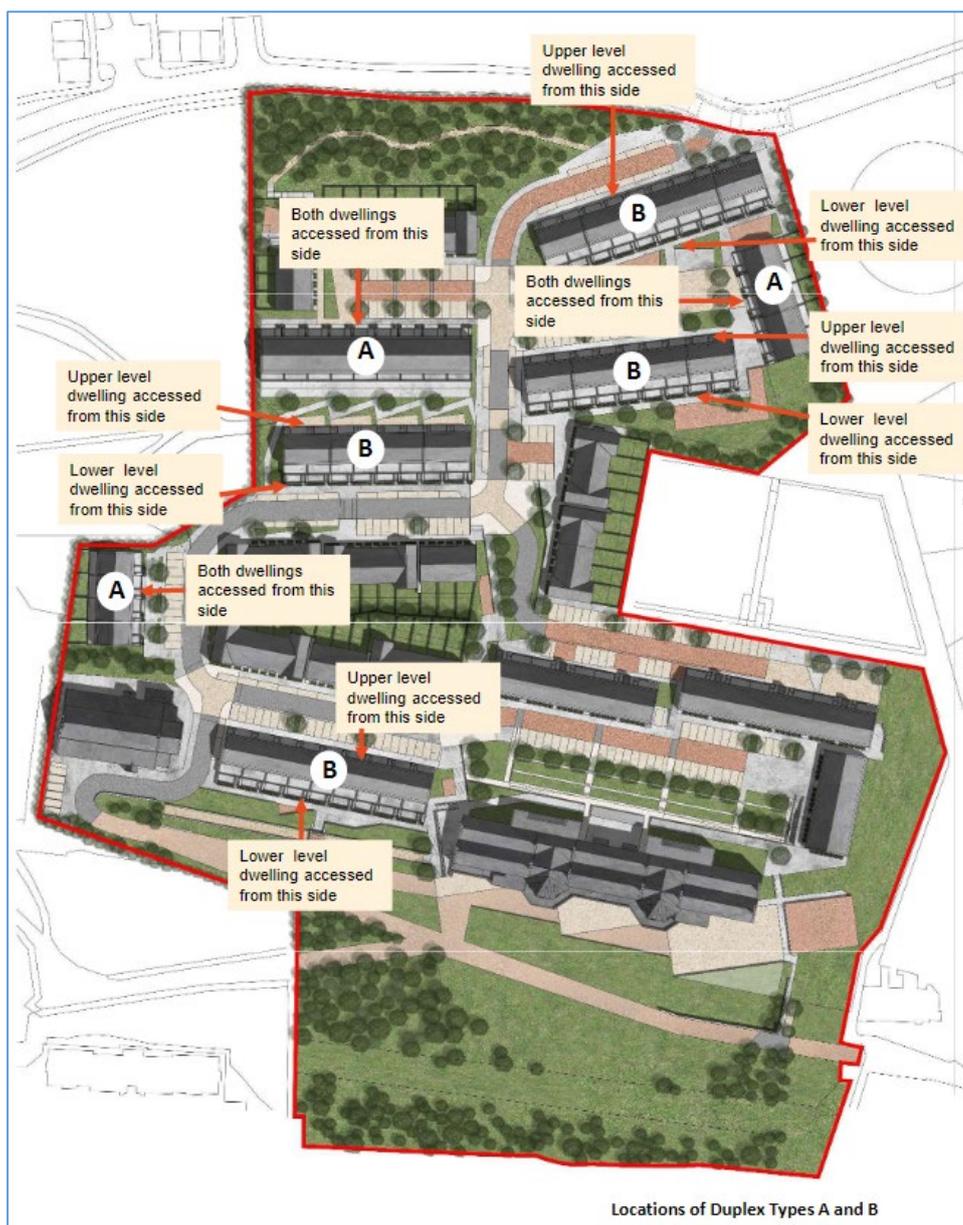


Figure 3.2 – Extract of diagram explaining access location for duplex units, included in the *Design Statement*, prepared by Reddy Architecture + Urbanism [Cropped by TPA, 2020]

Please refer to the *Design Statement*, prepared by Reddy Architecture + Urbanism which provides further information, combined with explanatory diagrams to support this response to Item 1.

This should be read in conjunction with the Aecom *Landscape Design and Public Realm Report*, as well as the *Traffic Impact Assessment, Mobility Management Plan* and *DMURS Statement* prepared by ILTP. In addition, please refer to the *Pedestrian Cyclist Accessibility Plan Layout* prepared by Barrett Mahony Consulting Engineers.

3.1 Car Parking Rationale

Item 2 of the *Opinion* requires:

“Further consideration of documents as they relate to the provision of car parking on the site, in particular the quantum and overall layout of the parking in relation to:

- *The quantum of car parking provided within the scheme having regard to the potential for dual use for the creche and enterprise centre, future proposed public transport schemes in the vicinity of the site and the requirement to promote sustainable transport patterns for new developments.*
- *The design and location of the car parking provision adjoining the apartment blocks, in particular Blocks S, T & U, the need for high quality public realm and landscaping and the visual impact on future residential occupants of these apartment blocks.”*

Applicant’s Response:

As above, a comprehensive response to this each of these elements is provided for in Section 6.0, Appendix B (*Architectural Response to An Bord Pleanála Opinion*) in the enclosed *Design Statement*, prepared by Reddy Architecture + Urbanism. This *Response* states;

The quantum of parking provided has been reduced from 287 car spaces as proposed in the pre-application documents to 241 car spaces being proposed in this application. The rationale for this reduction is set out in the Mobility Management Plan prepared by ILTP consultants.

The majority of the car spaces being removed are in the area adjoining Blocks U, T and S with some being removed from Homezone 2 in order to create an improved public amenity.

The removal of the car spaces and the reorientation of block U has resulted in the opportunity to create a new residential square that while it will contain necessary road access and some parking for the residents it is dominated by landscape features such as an avenue of screening mature native trees and terraced lawns.

Access to the St Kevin’s Hospital building apartments is at first floor level and due to the topography of the site, the street level is 2 metres about the level of the access bridges. Therefore, the landscape strategy is also about providing easy stepped and sloped access to the entrance points of St Kevin’s in a pleasant environment.

The lawns and the avenue of trees not only provide a landscape buffer zone between the new walk up apartments and the refurbished St. Kevin’s Hospital they also provide a pleasant vista for the St Kevin’s residents on the north side of the building. ”

In addition, further commentary is provided on the site car parking strategy in the *Traffic and Transport Assessment and Mobility Management Plan*, prepared by ILTP Consulting. This Report states;

“Following the receipt of the Board’s Opinion further discussions and meetings took place with CCC on the overall car and cycle application for the proposed development. It was agreed appropriate to reduce overall car parking in the development and in particular the area nearer to St. Kevin’s building. This also facilitated increased provision for landscaping in the area. In addition, it was agreed to significantly increase cycle parking within the overall development..”

The Government Residential Density Guidelines also gives general guidance for car and cycle provision for new apartments, and requires justification for car parking on a case-by-case basis. Given the location of the site and the desire to promote sustainable travel modes it is proposed that reduced car parking provision is appropriate for this development. However, it is also important to take into consideration the proposed nature of the development, which is primarily intended as family type development. The location of the development, topography and accessing local services were also considered in determining the appropriate level of car parking. The revised car parking provision is set down in Table 5.1. (of the ILTP document) It is now proposed to provide 241no. car parking spaces for 266no. proposed residential units and the chapel office/enterprise centre and creche.” [Cropped by TPA, 2020]

In addition, an assessment of the existing public transport network and methods for promotion of sustainable transport modes are provided in the *Traffic and Transport Assessment and Mobility Management Plan*, prepared by ILTP Consulting.

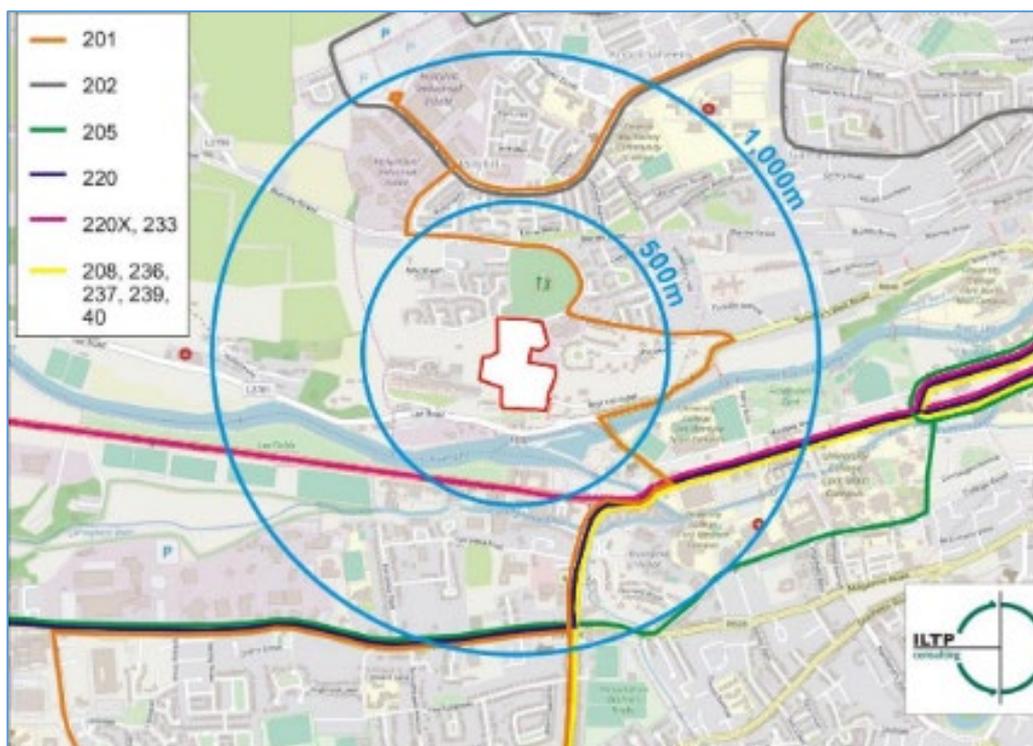


Figure 3.3 – Extract of diagram proximity to public bus routes, included in the *Traffic and Transport Assessment and Mobility Management Plan*, prepared by ILTP Consulting. [Cropped by TPA, 2020]



4.0 SPECIFIC INFORMATION REQUEST

Furthermore, Pursuant to Article 285(5)(b) of the *Planning and Development (Strategic Housing Development) Regulations 2017*, in addition to the requirements as specified in Articles 297 and 298 of the *Planning and Development (Strategic Housing Development) Regulations 2017*, 15 no. specific information requests were noted by the Board. These are outlined in greater detail below.

4.1 *Conservation Impact Assessment*

Specific Information Request Item No. 1 requires;

“Submission of an updated Conservation Impact Assessment including, inter alia, surveys and justification for demolition of structures within the site and include plans and particulars for the future integration, if any, of the "Linked Corridor".

Applicant’s Response:

An updated *Conservation Impact Assessment* is enclosed with the planning application, prepared by John Cronin and Associates. This *Assessment* includes surveys and justification for demolition of structures within the site. This *Assessment* also includes a specific assessment of the ‘Linked Corridor’ as follows;

*“...There are no features of particular note within this structure’s interior and it forms a very minor part of the main façade of the site visible from areas to the south. Though recorded by the NIAH as having architectural and social interest, **much of its significance has diminished due to the demolition/removal of the continuation of the corridor with the remainder of the Our Lady’s campus to the west.***

Furthermore, the fabric and structure of the corridor within the present site has become greatly compromised in recent years. Due both to its limited plan adaptability and its deteriorated condition, it has limited scope for reuse.

***However, in an acknowledgement of its former function and role, the footprint of the majority of the corridor is to be retained as a landscape feature within the proposed scheme.”** [Our Emphasis]*

Further information on the linked corridor, an assessment of the extant Protected Structures and features on site, justification for demolition and conservation methodology are provided for in the enclosed *Assessment*.



Figure 4.1 – Extract of CGI, prepared by Macroworks, that demonstrates the incorporation of elements of former ‘linked corridor’ into the landscape proposals [Cropped by TPA, 2020]

As noted above, elements of the structure are to be demolished, however this area is to be incorporated into functional public amenity as part of the overall landscape strategy for the site. This is outlined in greater detail in *the Landscape Architecture and Public Realm Design Report*, prepared by Aecom;

“The corridor which formerly connected the main St. Kevin’s Building to the adjacent Atkins Hall will be repurposed to become a new landscape feature that creates a point of interest within the site while also acknowledging the historic footprint to the past use of the site.

The southern facade of the link will be retained to the bottom of each window sill, which is defined by a red stock brick detail. The brick surround of the existing windows will be retained and repurposed as coping to the top of wall. Due to the change in elevation along the facade, each buttress will mark the step in elevation.

The northern facade of the wall will be rebuilt to retain the slope to the rear in its current location to a height of 1m allowing for passive surveillance to be retained to the space. The route will be laid in hoggin and include a number of seats dispersed along the route.” [Our Emphasis]

Further information on the design rationale for this is outlined in greater detail in the *Report*.



4.2 Transport Impact Assessment

Specific Information Request Item No. 2 requires;

“Updated Transport Impact Assessment including enhanced pedestrian infrastructure along Beechtree Avenue and Shanakiel Road, the capacity of the junctions in the vicinity of the site having regard to car parking provision and the integration of sustainable transport option.”

Applicant’s Response:

An updated *Transport Impact Assessment* is outlined in Section 8.0 of the *Traffic and Transport Assessment and Mobility Management Plan*, prepared by ILTP and is enclosed with the planning application. An extract of this is provided below;

“The revised development reduces very slightly the trip rates to that assumed in the original TTA. While these changes would not materially alter the results or finding of the previous analysis, ILTP for completeness have undertaken a full update of all the traffic assessments and modelling undertaken...”

*Following pre-planning discussions with CCC on trip rates, ILTP also made a number of robust assumptions in respect to traffic increases that might result from the proposed development as previously set out in this report. **In addition, no downward adjustment was made as a result of the reduce car parking provision for the development. The analysis therefore represents a very robust assessment of the likely traffic impact of the proposed development.***

Traffic Impact Assessment of Adjoining Junctions in context of Traffic Impact Assessment Thresholds The projected increases in traffic as a result of the proposed development have been assessed with regard to the vehicle movement threshold levels above which a Transport Assessment is automatically required, as defined in the NRA Traffic and Transport Assessment Guidelines (May 2014), which include: “Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road. Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.”

From the Trip Generation and Trip Distribution projections set out above the additional traffic flows and turning movements on the adjoining road network could be estimated. As shown in Table 8.2, it is projected that the proposed development will increase two-way flows on the adjoining Shanakiel Road by up to 84no. vehicles during the AM peak hour, and 90no. vehicles during the PM peak hour to the immediate east of the proposed access.

This gives a projected peak hour increase of up to 13.2% over two-way background traffic flows on Shanakiel Road.”

In addition, an assessment of the existing public transport network and methods for promotion of sustainable transport modes are provided in the *Traffic and Transport Assessment and Mobility Management Plan*, prepared by ILTP Consulting.

This includes a detailed assessment on the capacity of the junctions in the vicinity of the site having regard to car parking provision and the integration of sustainable transport options.



4.3 Sunlight and Daylight Access Analysis

Specific Information Request Item No. 3 requires;

“Updated Sunlight and Daylight Access Analysis indicating compliance with the BRE Guidelines, having regard to the worst-case scenario for the ground floor apartments, inter alia, rooms with no direct sunlight or adjacent to retaining walls.”

Applicant’s Response:

An updated Sunlight and Daylight Access Analysis Report, prepared by ARC Ltd. has been prepared and is enclosed with the planning application. This Report notes;

*“...During tripartite pre-planning consultation, Cork City Council raised concerns about daylight access to bedrooms in Units 5, 6, 7 and 8 of Block U (as then proposed under the emerging design) due to the proximity of that previously proposed east-west oriented, Block U to the former St Kevin’s Hospital building and due to nearby retaining walls. **In response to those concerns, the final design for the proposed development removed that block and proposes a new Block U, which is oriented north-south and with a greater separation distance from the former St Kevin’s Hospital building. The final design also no longer proposes bedrooms lit by light-wells.***

As part of this Sunlight and Daylight Access Analysis, ARC undertook an assessment of the likely daylight access within the proposed residential units. A representative sample of rooms within the proposed development was studied at the lowest levels of accommodation given that daylight access to lower levels will be the most obstructed in terms of daylight access so issues in respect of daylight access are most likely to occur at the lowest levels of accommodation. An emphasis was placed on analysis of rooms likely to receive lower levels of daylight (e.g. rooms with the potential to receive lower levels of daylight access due to their location within the proposed development and/or due to their layout and fenestration) ...” [Our Emphasis]

For more detail on the methodology used in assessing daylight access, please refer to the Technical Appendix of the *Sunlight and Daylight Access Analysis Report*. The analysis indicates that all sample study rooms within the proposed development will achieve levels of daylight access at or above the minimum Average Daylight Factor recommended by the British Standard for bedrooms (i.e. 1% Average Daylight Factor), living rooms (i.e. 1.5% Average Daylight Factor) and for kitchens (i.e. 2% Average Daylight Factor).

All sample study rooms within the proposed development are predicted to achieve a level of daylight in excess of that recommended by the British Standard for a predominantly daylight appearance (i.e. 2% Average Daylight Factor).



4.4 *Pedestrian and Cycle Connectivity*

Specific Information Request Item No. 4 requires;

“Clarification and integration of pedestrian and cycle connectivity from the site into adjoining sites in the vicinity, in particular south east through Rose Hill Upper and south west through Atkins Hall apartment complex.”

Applicant’s Response:

As noted above, the proposed design makes provision for future connectivity to both Rose Hill Upper to the east and the adjoining Atkins Hall to the west, subject to agreement. The Applicant is agreeable to accepting a suitably worded condition of planning in this regard, such as;

“Prior to the commencement of development details of all links (pedestrian, cycle and vehicular) to adjoining lands shall be submitted for the written agreement of the planning authority. Links shall be shown up to the site boundary to avoid ransom strips and to facilitate future connection, subject to appropriate third party consents.

Reason: To facilitate future pedestrian, cyclist and vehicular linkages.”

Please refer to the *Design Statement*, prepared by Reddy Architecture + Urbanism which provides further information, combined with explanatory diagrams on connectivity.

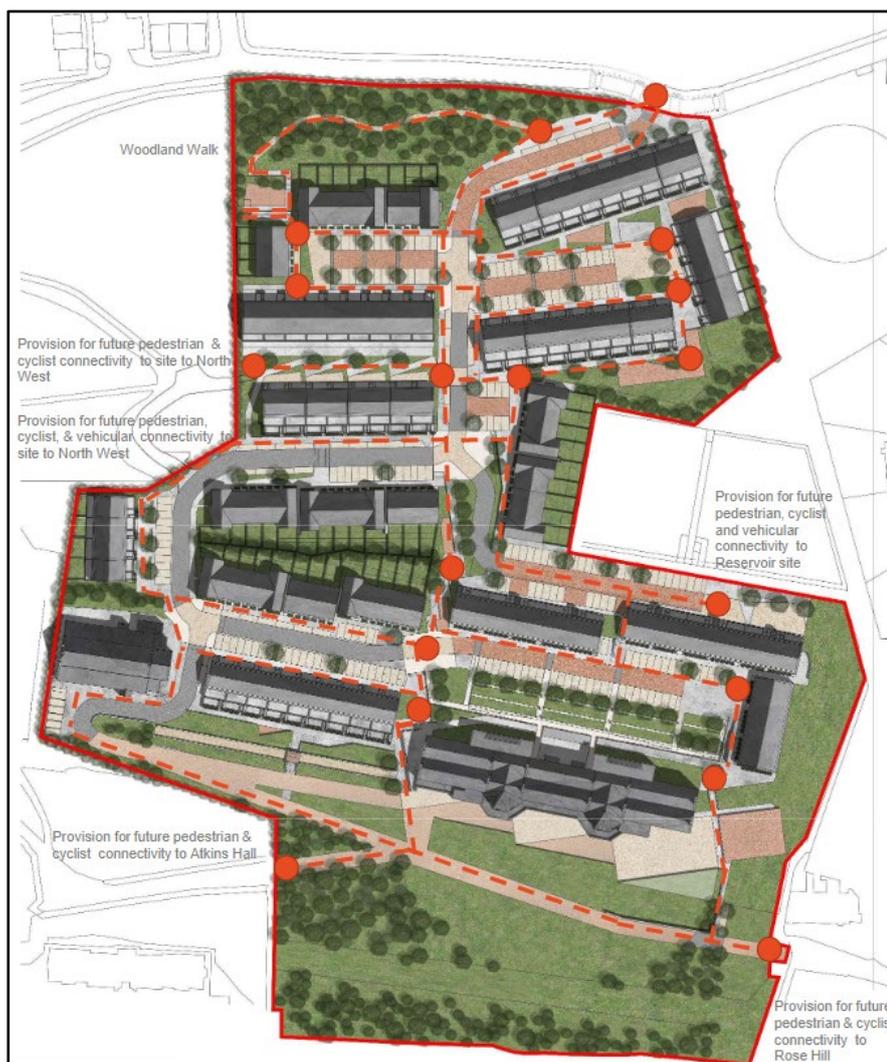


Figure 4.4 – Extract of Connectivity Diagram - *Design Statement*, prepared by Reddy Architecture + Urbanism [Cropped by TPA, 2020]

This is also demonstrated on the *Pedestrian and Cyclist Accessibility and Connectivity Plan Layout* (No. 19305-BMD-ZZ-XX-DR-C-1051) shows the routes through the site and the connection points with adjoining sites.

The design of the site roads and pathways will ensure that provision is made in the proposed works for both horizontal and vertical alignment of the proposed infrastructure with the lands outside the site at these connection points.

This should be read in conjunction with the Aecom *Landscape Design and Public Realm Report*, as well as the *Traffic and Transport Assessment and Mobility Management Plan* and *DMURS Statement* prepared by ILTP Consulting. ILTP Consulting have undertaken a fully updated *Traffic and Transport Assessment (TTA)*, which includes for enhanced pedestrian infrastructure at the access off Beechtree Avenue and overall improvements to the internal street layouts, in accordance with the principles as set out in DMURS. The updated TTA also included the revised overall development proposals and car and cycle provisions.



4.5 **Works within Red Line Boundary**

Specific Information Request Item No. 5 requires;

“Inclusion of all works associated and/or required for the proposed development within the red line boundary including, inter alia, works proposed for any upgrades to the public road or infrastructure.”

Applicant’s Response:

For the avoidance of doubt, this planning application is seeking permission for development within the red line boundary as shown on the enclosed *Site Location Plan* and *Site Layout Plan* as prepared by Reddy Architecture + Urbanism being the lands under the control of the Applicant. The provision of piped services infrastructure required to serve the development will be facilitated through direct connections to existing services under the control of Cork City Council (CCC) or Irish Water and, where necessary, by way of easement. The proposed road improvement works include the provision of new roads and streets within the application boundary, which are proposed to be Taken-In-Charge by CCC.

The roadworks also includes for an upgrade of the existing access on to Beechtree Avenue. The layout of the junction improvements has been discussed and agreed in principle with CCC and are enclosed on the *Site Layout Plan* and associated engineering drawings. It is envisaged that the works to the public road outside the site boundary can be conditioned as part of any grant of planning permission, should permission be forthcoming, requiring same works to be agreed with CCC.

Please refer to the enclosed *Civil Engineering Infrastructure Report for Planning*, prepared by Barrett Mahony Consulting Engineers and associated drawings for further information on required works.

4.6 **Mobility Management**

Specific Information Request Item No. 6 requires;

“Submission of a Mobility Management Plan.”

Applicant’s Response:

A *Mobility Management Plan*, prepared by ILTP Consulting within their *Report* and is enclosed with the planning application. A *Mobility Management Plan* would have the effect of reducing in overall terms both the number of trips generated by a particular development and to ensure that greater numbers use public transport. A mobility management strategy would therefore reduce the overall level of traffic that would be on the surrounding roads in the future. This *Mobility Management Plan* includes provision for the appointment of a Mobility Manager and details of access to the appointed Mobility Manager by the residents in the development.



ILTP Consulting have undertaken a comprehensive study of the existing traffic management within the study area involved consideration of the following;

- Public Transport Network;
- Non-Motorised Transport Network and
- Car and Bicycle Parking.

Further information in relation to this Plan and its implementation, monitoring and incentivisation is outlined in the *Traffic and Transport Assessment and Mobility Management Plan*.

4.7 Landscape Masterplan

Specific Information Request Item No. 7 requires;

“Updated Landscape Master plan detailing the functionality of all passive and active play facilities including, inter alia, overlooking and surveillance of active play areas, detailed plans for the future use of the open space within the Landscape Protection Zone and compliance with the requirement for play facilities as per Section 4.13 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018).”

Applicant’s Response:

A *Landscape Framework Plan* (DWG No. 60619639-SHT-20-L-1000), has been prepared by Aecom, which should be read in conjunction with the enclosed *Landscape Architecture and Public Realm Design Report*.

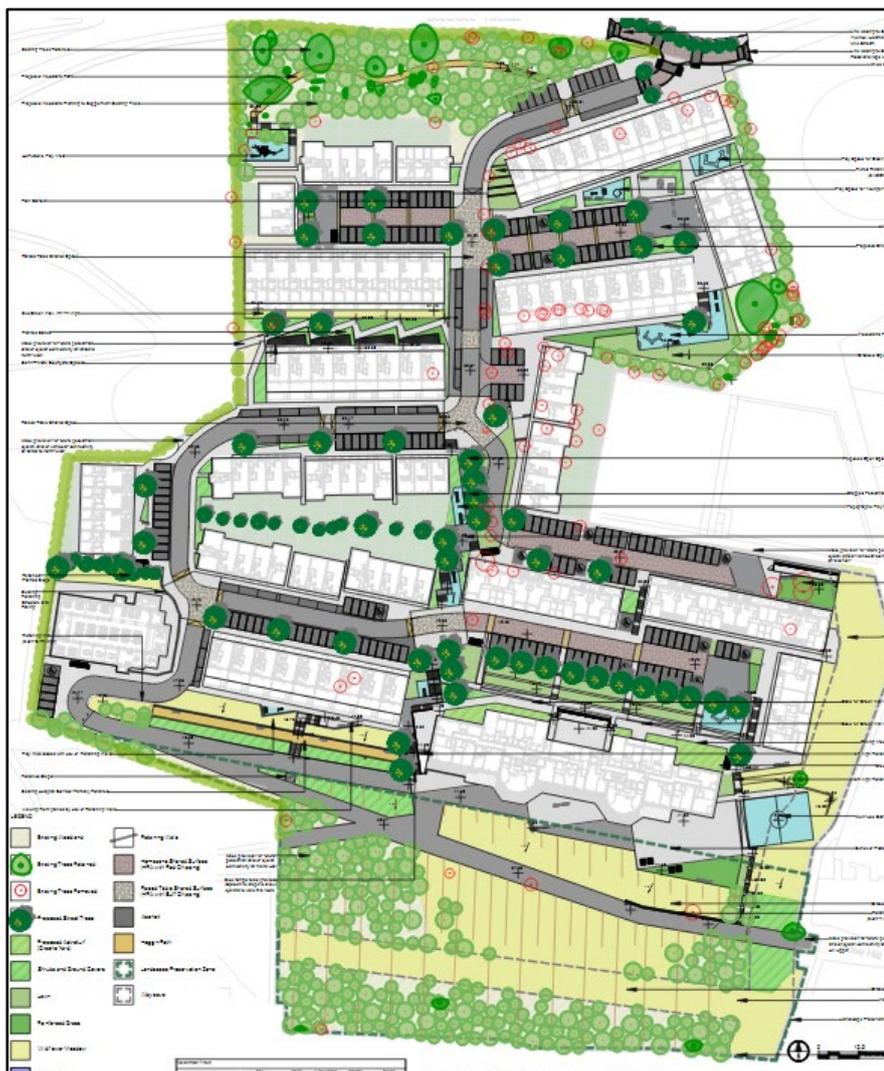


Figure 4.7 – Extract of *Landscape Framework Plan* (DWG No. 60619639-SHT-20-L-1000), prepared by Aecom [Cropped by TPA, 2020]

The *Report* notes the proposed play areas all benefit from passive surveillance of adjoining blocks and compliance with Section 4.3 of the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)*, regarding play facility requirements. The *Report* also outlines a precedent study and development of the design concept for the Landscape Protection Zone, as required. The *Report* notes;

“...It is hoped that this intervention to remove the retaining wall will allow for a greater continuity within the Landscape Preservation Zone. The diagonal amenity path is set out as a 1in21. The new sloped planting area, integrated with a new pedestrian and cyclist walkway, provides opportunities for clear, uninterrupted views towards the impressive structure of the St. Kevin’s Building from the city. The removal of the wall allows the new planting area to guide your eye towards the building, enhancing the visual setting of the structure and creating an emphasis on the visual qualities of the building. Also, during the periods of the year when the wildflowers are in bloom the newly created slope will be awash with continuous colour providing highly attractive visual qualities that will only enhance the views towards the site further. The lower half is planted with native woodland planting to soften the boundaries and to help contributing to biodiversity and bat habitat protection, in accordance with the bat report.”



Figure 4.8 – Extract of *Detail Areas – Parkland Landscape and Homezone*, included in the *Landscape Architecture and Public Realm Design Report*, prepared by Aecom [Cropped by TPA, 2020]

4.8 Construction Environmental Management Plan

Specific Information Request Item No. 8 requires;

“Submission of a detailed Construction Environmental Management Plan.”

Applicant’s Response:

A detailed *Outline Construction Environmental Management Plan*, prepared by O’Callaghan Moran and Associates is enclosed with the application. It includes a description of the proposed works, identifies the control measures to alleviate impacts and specifies an environmental monitoring programme.

4.9 Materials and Finishes

Specific Information Request Item No. 9 requires;

“A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances and boundary treatment/s. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development.



The documents should also have regard to the long term management and maintenance of the proposed development and a life cycle report for the apartments in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2018)."

Applicant's Response:

A detailed *Materials and Finishes Report*, prepared by Reddy Architecture + Urbanism has been enclosed with the application. This *Report* outlines specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances and boundary treatments, as requested. The *Report* confirms that a high quality and sustainable finish is to be provided, which assists in the formation of a distinctive character for the proposed development.

This *Report* should be read in conjunction with the enclosed *Building Lifecycle Report*, prepared by Reddy Architecture + Urbanism, which outlines the long-term management and maintenance of the proposed development in accordance with Section 6.3 of the *Sustainable Urban Housing: Design Standards for New Apartments (2018)*.

4.10 Irish Water

Specific Information Request Item No. 10 requires;

"Details confirming compliance with the Irish Water requirements and all works required for the water and waste water connection. The application should address, inter a/ia, the issues raised in the submission received by An Bord Pleanála from Irish Water."

Applicant's Response:

Confirmation of Feasibility has been provided by Irish Water. This has been provided following detailed discussion with the Project Team for the Shanakiel Rising and Distribution Mains Project and with Irish Water technical staff for the Cork Area along with Cork City Council Senior Executive Engineer, Sean Lynch. These meetings discussed *inter alia* –

- *The design of the Shanakiel scheme;*
- *Timescale for the Shanakiel scheme;*
- *Irish Water and Land Development Agency potentially working simultaneously on both projects;*
- *The proposed diversions of watermains remaining after the Shanakiel Scheme.*

Confirmation of Design Acceptance from Irish Water is enclosed with the application. Please refer to the *Civil Engineering Infrastructure Report for Planning*, prepared by Barrett Mahony Consulting Engineers.



4.11 Taken In Charge

Specific Information Request Item No. 11 requires;

“A site layout plan clearly indicating what areas are to be taken in charge by the Local Authority.”

Applicant’s Response:

A site layout plan indicating what areas are proposed to be taken in charge by Cork City Council is enclosed with the planning application. Please refer to DWG No. P19-194C-RAU-00-ZZ-DR-A-31208, prepared by Reddy Architecture + Urbanism.

4.12 Phasing Plan

Specific Information Request Item No. 12 requires;

“A phasing plan for the proposed development which includes the phasing arrangements for the delivery of the public open spaces, surface water management proposals and Part V provision.”

Applicant’s Response:

A phasing plan and strategy (DWG No. 19305-BMD-ZZ-XX-DR-C-1050) prepared by Barrett Mahony Consulting Engineers is enclosed with the application. This drawing demonstrates that the proposed development is divided into a series of 5 no. phases (1A, 1B, 2A, 2B & 3.)

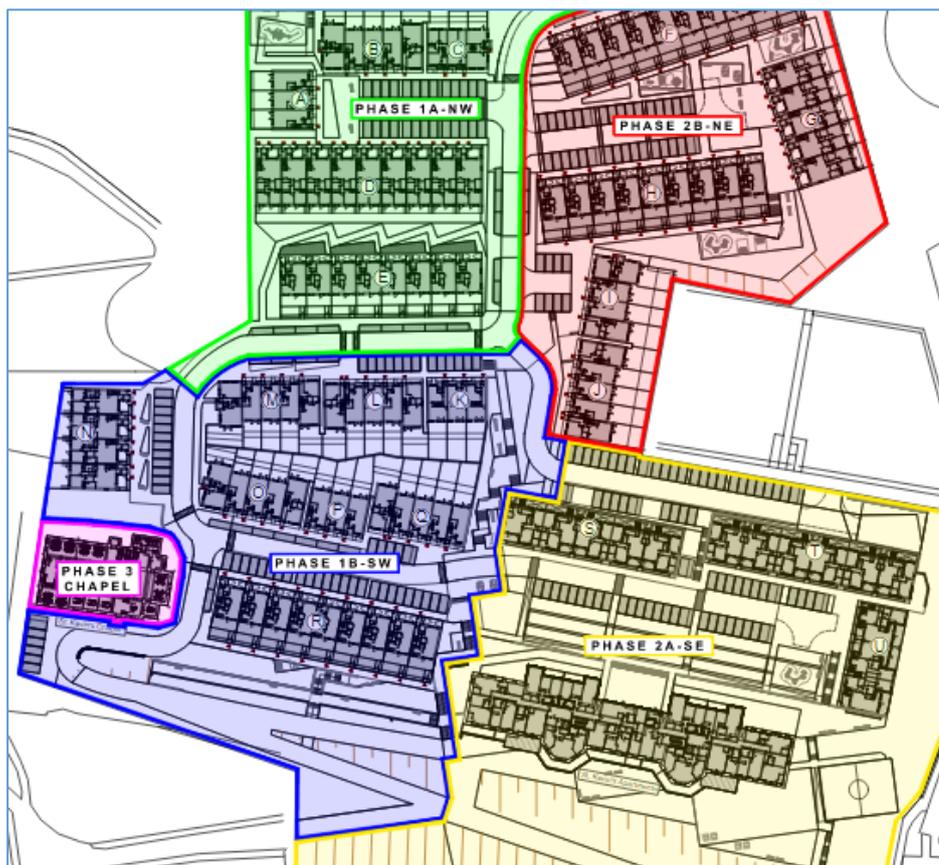


Figure 4.12 – Extract of DWG No. 19305-BMD-ZZ-XX-DR-C-1050 'Phasing Strategy' prepared by Barrett Mahony Consulting Engineers [Cropped by TPA, 2020]

This is to allow for work to commence in the west (Phases 1A and B), remote from the Irish Water works (as approved under CCC Reg. Ref. 18/37965) along the eastern boundary of the site. This would allow both projects to proceed simultaneously if the timelines so dictated.

Further information on the phasing plan is provided in the *Outline Construction Environmental Management Plan*, prepared by O'Callaghan Moran and Associates and the *Civil Engineering Infrastructure Report for Planning*, prepared by Barrett Mahony Consulting Engineers.

4.13 Ecological Surveys

Specific Information Request Item No. 13 requires;

"Submission of a Breeding Bird Survey and a Bat Survey."

Applicant's Response: A *Breeding Bird Survey*, completed by Openfield Ecology Limited, as outlined in the *Ecological Impact Assessment Report* and a *Bat Survey Report*, prepared by Bat Surveys Ireland are enclosed with the application.

A breeding bird survey was carried out in May and November 2020. The survey confirms that the lands are not suitable for wintering wetland or wading birds associated with coastal inlets and estuaries. The breeding bird surveys notes the species on site, none of which are protected.

The *Bat Survey Report* confirms 5 no. Common Pipstrelle roosts, 2 no. Leisler's Bat roosts and 4 no. Soprano Pipistrelle roosts were noted on site over 2 no. season surveys. All roosts were of individuals or up to three bats, with no large maternity roosts found.

The *Report* recommends 11 no. measures to alleviate impact, which have been integrated into the proposed development accordingly. This includes dark sky provision, bat boxes and bat tubes, as well as public lighting recommendations. Associated landscape design alleviation measures are outlined in further detail in DWG No. 60619639-SHT-20-L-0003, *Bat Protection*, prepared by Aecom. In addition, the *Construction Environmental Management Plan*, prepared by O' Callaghan Moran confirms impact alleviation measures recommended by the project ecologist have been integrated into the plan.

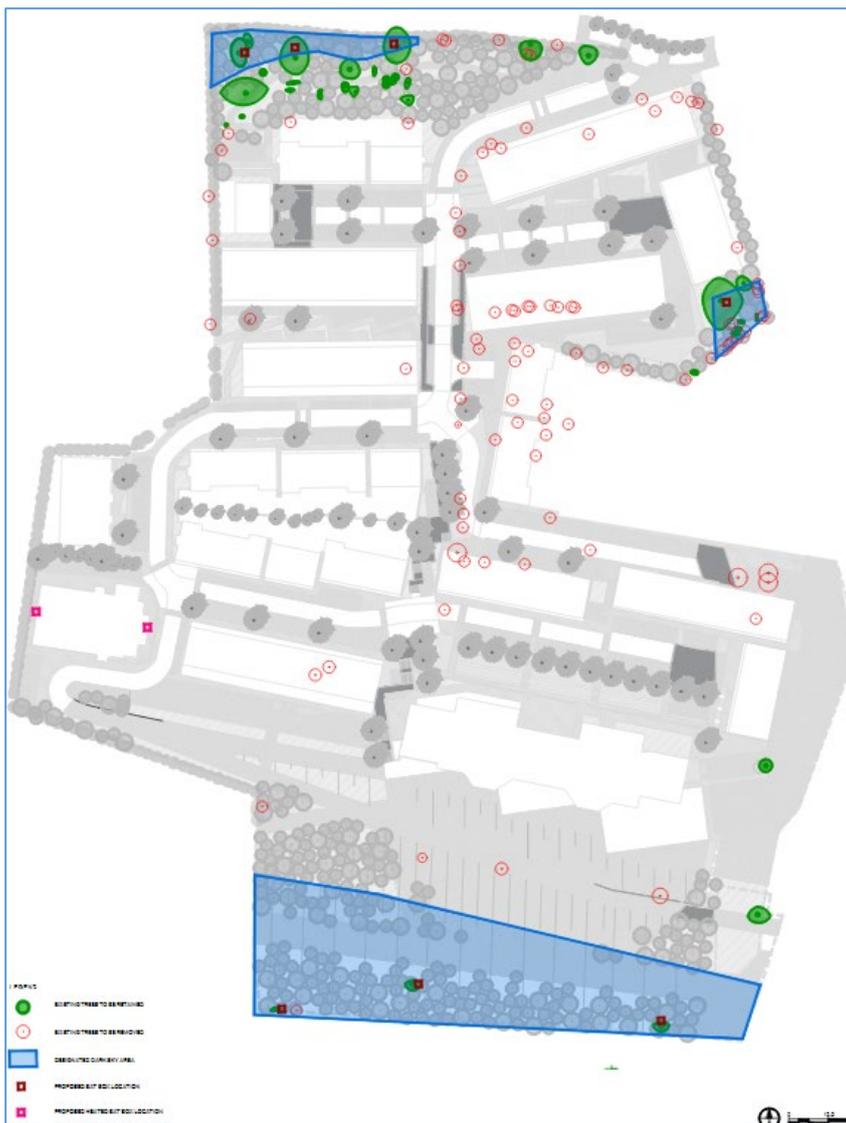


Figure 4.13 - Extract of DWG No. 60619639-SHT-20-L-0003, *Bat Protection*, prepared by Aecom [Cropped by TPA, 2020]



4.14 **Retaining Wall Details**

Specific Information Request Item No. 14 requires;

“Detailed plans for the removal, if any, of the retaining wall to the south of the site and submission of a boundary plan for the perimeter of the site, including, inter alia, integration of any pedestrian/ cycle links and boundary proposals along the east of the site adjoining the disused reservoir.”

Applicant’s Response:

The retaining wall to the south of the site is structurally unsound. The demolition of this wall is proposed, with the intention to fill the area to the front to create a new landscaped area. This is outlined in greater detail in the *Retaining Wall Report*, prepared by Barrett Mahony Consulting Engineers and Aecom, as well as the *Landscape Architecture and Public Realm Design Report*, prepared by Aecom.

In addition, please refer to DWG No. 60609639-SHT-20-L-0002 – *Boundary Treatments*, prepared by Aecom, which outlines boundary proposals for the proposed development in detail.

As noted above, the proposed design makes provision for future connectivity to both Rose Hill Upper to the east and the adjoining Atkins Hall to the west, subject to agreement. Please refer to the *Design Statement*, prepared by Reddy Architecture + Urbanism, which provides further information, combined with explanatory diagrams on connectivity. This should be read in conjunction with the Aecom *Landscape Design and Public Realm Report*, which confirms future provision for access to the adjoining disused reservoir.

4.15 **Invasive Species**

Specific Information Request Item No. 14 requires;

“Submission of an Invasive Species Action Plan.”

Applicant’s Response:

An *Invasive Species Action Plan* is enclosed with the application, prepared by Invasive Plant Solutions, the scope of which is designed and intended to deliver the safe, bio-secure and comprehensive management of all identified invasive alien plant species, including necessary remediation measures that may be required to satisfy this purpose.



5.0 CONCLUSION

We trust that the Board find this *Response* to its *Opinion* regarding the proposed development to be in order and that all issues raised are addressed in full and all information required is provided as requested.

Signed:

A handwritten signature in blue ink, appearing to read 'John Gannon', is written over a horizontal line.

John Gannon
Director
Tom Phillips + Associates