

Statement of Consistency

Strategic Housing Development Application for a 10-year permission for the construction of 753 no. residential units on lands at Lahardane and Ballincolly (Townlands), Ballyvolane, Cork

Prepared on behalf of

Longview Estates Ltd

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Issued	Signed
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1.0 Introduction

On behalf of Longview Estates Limited, this Statement of Consistency has been prepared by Cunnane Stratton Reynolds in conjunction with the Applicant – Longview Estates Ltd, Horgan Carroll Architects and MHL Consulting Engineers to accompany a Strategic Housing Development Application to An Bord Pleanála under the provisions of Section 4 of the Planning and Development (Housing) and Residential Tenancies Act 2016.

This report provides a statement of consistency with the relevant planning policy documents at national, regional and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and the relevant objectives.

This statement of consistency demonstrates how the proposal seeks to promote a development that is consistent with the relevant policies and objectives contained in national and local policies and Section 28 Ministerial Guidance issued by the Minister which are of relevance to this site.

Section 2 of this statement provides a brief description of the proposed development. Sections 3 reviews the proposed development against relevant national planning policy and guidance documents, Section 4 reviews the scheme against relevant regional planning policies and Section 5 reviews the relevant local planning policies.

The following relevant planning policies and guidance documents are reviewed:

- *Project Ireland 2040: The National Planning Framework (NPF) 2018;*
- *Rebuilding Ireland: Action Plan for Housing and Homelessness 2016;*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the Urban Design Manual a Best Practice Guide 2009;*
- *Urban Development and Building Heights – Guidelines for Planning Authorities 2018;*
- *Quality Housing for Sustainable Communities – Guidelines for Planning Authorities 2007;*
- *Sustainable Urban Housing Design Standards for New Apartments 2018;*
- *Design Manual for Urban Roads and Streets (DMURS) 2013;*
- *The Planning System and Flood Risk Management 2009;*
- *Childcare Facilities – Guidelines for Planning Authorities 2001;*
- *The South West Regional Planning Guidelines 2010;*
- *The Southern Regional Assembly Regional Spatial and Economic Strategy (Draft 2019);*
- *Cork Area Strategic Plan (CASP) 2001 and CASP Update 2008;*
- *Cork Metropolitan Area Transport Strategy (CMATS) (Draft 2019);*
- *Cork County Development Plan 2014;*
- *Cobh Municipal District Local Area Plan 2017*

This statement of consistency has been prepared to address the requirements of the strategic housing development guidance issued by An Bord Pleanála. Strategic Housing Development applications must be accompanied by a statement which demonstrates that the proposal is consistent with the relevant national, regional and local policies that are relevant to the proposed development. This standalone document should be read in conjunction with the drawings, technical reports and documents listed within the submitted schedule.

2.0 Proposed Development

The proposed development will consist of a strategic housing development including 753 residential units to be constructed in a series of phases (six neighborhoods in total), a local centre including retail (2 no. units), a crèche, doctors surgery and community use unit and all associated and ancillary infrastructure, services and site development works.

The proposed 753 no. residential units are comprised of the following:

- 67 no. detached houses including 31 no. 4 bedroom units and 36 no. 3 bedroom units;
- 278 no semi-detached houses including 41 no. 4 bedroom units and 237 no. 3 bedroom units;
- 186 no. terrace houses including 18 no. 4 bedroom units, 96 no. 3 bedroom units and 72 no. 2 bedroom units;
- 69 no. duplexes including 36 no. 3 bedroom units and 33 no. 2 bedroom units;
- 153 no. apartments including 6 no. studio apartments, 42 no. 1 bedroom apartments, 79 no. 2 bedroom apartments and 26 no. 3 bedroom apartments. Three apartment blocks will be provided (2 no. in Neighbourhood 6 and 1 no. in Neighbourhood 2)

The proposed development includes a number of open spaces and play areas in addition to general landscaping, boundary treatments (including walls and landscaping to the houses to the north) and lands to the east, and landscaped parkland / greenway. The proposal includes an internal distributor road providing access to neighbouring lands, associated internal roads, car parking, pedestrian and cycle paths (providing access to neighbouring lands), public lighting, internal bus stops and turning area, bin storage (in apartment locations) and cycle parking and all site services infrastructure. The associated site and infrastructural works include water supply, foul and surface / storm water drainage infrastructure to local services and drains and 5 no. unit sub stations. The proposed development makes provision for two no. pumping stations (and connections to / from same), one in neighbourhood 5 and one adjacent to the Ballyhooly Road, with access, to serve this site and future lands as required by Irish Water.

Two no. vehicular accesses are proposed from the Ballyhooly Road and one no. access to / from the local road to the north of the site (pedestrian access points will also be allowed for to the local road to the north), all including local road widening within applicant lands, resurfacing and boundary works. Signalisation of the Lower Dublin Hill / Ballyhooly Road Junction is also proposed along with the provision of a new bus stop on the eastern side of the Ballyhooly Road close to the junction of Lower Dublin Hill and the Ballyhooly Road. The application also provides for the reservation of lands to accommodate the widening of the Ballyhooly Road and the provision of new pedestrian and cyclist infrastructure along the eastern side of the Ballyhooly Road with crossing of same close to Mervue Lawn south of the proposed development.

Groundworks, excavation and ground reprofiling are required and proposed to provide a Distributor Road through the site and all development areas internally

within the site. The proposed development also provides for the line diversion and partial undergrounding of the Kilbarry-Flaxfort-Mayfield 38kv line that traverses the landholding east / west, the removal of existing pylons and the provision of two new pylons one in the Lahardane Townland and one in the Ballincolly Townland and landscaping works within the 110 kv power line wayleaves that also traverse the site.

The infrastructure, provided through this application, will put in place services that also serve the residual zoned lands both in and out of the application area. In this respect the proposal “keystones” the overall development area and opens it to further development.

In broad terms, the build out of the phases will be as follows (subject to consent):

Site Works and Site Preparation

It is intended that initial site works (including access road depending on conditions) will take 6-12 months and include construction of the compound area and storage area (where Neighbourhood 6 is proposed) together with offices and associated welfare facilities and “cut and fill”/ reprofiling of land being developed (including the relocation on site of excess spoil and the storage on site of excess general fill material acceptable for re-use).

During this stage it is envisaged that the access roads and internal distributor road are to be constructed (provided for as one full build out or a phased delivery in accordance with housing provision) along with all necessary underground services, ducting etc to accommodate foul and service water demands for later phases. The undergrounding of the 38KV line will be commenced and the construction of all surface water drainage infrastructure to facilitate Phase 1. The areas around the 110KV pylons will be secured for construction safety as agreed with the ESB. Planting and the construction of boundary walls is also proposed along the northern boundary as agreed during consultation with local residents.

Phase 1

Neighbourhood 1 is immediately north of the Ballyhooly Road entrance. This will be the initial area where residential uses will be developed with the initial tranche of housing coming from that location. Phase 1 includes entrance works, the construction of 75 no. units and landscaping for Neighbourhood 1 and roads and services. Phase 1 also allows for local widening of the Ballyhooly Road for the bus corridor and delivery of the permanent cycle lands and pedestrian footpaths for the widened road.

Landscaping along the boundary of Phase 6 with the Ballyhooly Road and landscaping along the Ballyhooly Road and at the Irish Water pumping station access is also proposed in this phase. Phase 1 is proposed to include for the new bus stop on the Ballyhooly Road and the pedestrian crossing. Public lighting is also proposed along the Ballyhooly Road in this phase. Phase 1 also includes the provision of the signalised junction to Lower Dublin Hill/ Ballyhooly Road junction.

Phase 2/ Phase 3

Neighbourhood 2 is envisaged as being delivered in two phases from 2022 to end 2023. Phase 2/3 includes the proposed construction of approximately 100 no. units. It includes the Irish Water Type 1 pumping station and associated infrastructure and land take to support the services facilities for the entire Ballyvolane Urban Expansion

Area. Ballyhooly Road widening and improvements within the site are proposed in this phase along with internal access distributor road and lighting. This phase includes landscaping to phase 1/2 embankments and the distributor road and the construction of local access to the northern local road. This phase will also include ground works for neighbourhood 2 and park land works as per objective NE-O-04 of the local area plan for the provision of an urban park for public recreation. Phase 2 will commence the provision of the park with the residual lands for the park retained as existing natural hedgerows and features.

Phase 2/3 will include the provision of an internal temporary bus turning bay and the construction of the crèche and local neighbourhood centre. This phase will include the construction of all underground services, ducting etc to accommodate foul and surface water demands for later phases.

Phase 2 / Phase 3

This phase proposes the construction of approximately 100 no. units and park land provision and public lighting as per objective NE-O-04 of the MD LAP. As noted the balance of the lands zoned for the provision of the urban park in the applicant's control are to be retained as passive amenity. The construction of all underground services, ducting etc to accommodate foul and surface water demands for later phases are proposed in this phase. Provision is also made for landscaping of this phase.

Phase 4

Neighbourhood 3 is envisaged as the initial part of Phase 4. Neighbourhood 4 (the portion accessed from the Ballyhooly Road) is envisaged as being delivered as part of this phase also. Phase 4 proposes the construction of 100 no. units, associated landscaping and the second access from the Ballyhooly Road (the access to Neighbourhood 4). This phase includes the construction of the footpath fronting the Ballyhooly Road to the west of Neighbourhood 4 entrance and pedestrian connections / access to the internal park land and roads within the scheme).

Phase 5

Phase 5 proposes the construction of approximately 100 no. units and associated landscaping in Neighbourhood 5. Phase 5 includes the Irish Water Type 3 pumping station being delivered to support lands to the north east of the site. Phase 5 also includes the construction of all underground services, ducting etc to accommodate foul and surface water demands. The Balance of housing in Neighbourhood 5 will be delivered in the last Phase of development; Phase 6.

Phase 6

Phase 6 is proposed to be delivered in two parts as follows:

Phase 6a

This phase proposes 125 no. units; approximately the residual housing in Neighbourhood 5. It is proposed to reduce the size and layout of the construction compound to allow for the construction of the apartments in Neighbourhood 6 at this stage also so as to allow for their construction as a sub stage.

Phase 6b

153 no. units are proposed in this phase of the construction. This will include the 126 No apartments in Neighbourhood 6 and the apartments in Neighbourhood 2 if they have not been developed at this stage. The apartments and community space in Neighbourhood 2 may be delivered at an earlier date subject to demand.

All phasing may be subject to Irish Water connection agreements and local connections within phases as required by IW.

Statement of Consistency

3.0 National Planning Policies & Cork in Context

3.1 Project Ireland 2040: The National Planning Framework (NPF February 2018)

The National Planning Framework states that between 2018 and 2040, an average output of at least 25,000 new homes will need to be provided in Ireland every year to meet people’s needs for well-located and affordable housing. In the cities, the Housing Agency has identified an aggregate need for at least 45,000 new homes in Dublin, Cork, Limerick, Galway and Waterford up to 2020.

In the longer term, there will be a need for provision of at least 275,000 new homes in the cities, with half of these located in already built up areas. The growth of the regions as a counterbalance to Dublin is a key objective of the NPF. Specifically, NPF **Objective 1b** estimates an additional 340,000-380,000 people in the Southern Region by 2040.

Cork in the NPF

The plan notes that Cork has positioned itself as an emerging medium-sized European centre of growth and innovation. It states that in the CASP study area, there will be a focus on more balanced and compact, connected growth. This means that housing development should be based on employment growth, higher densities, access to amenities and sustainable transport modes, in order to avoid long distance commuting patterns and quality of life impacts.

It is specifically noted that one of the greatest challenges in achieving the significant growth that will move Cork metropolitan region to the next level is addressing the long term decline of the City’s urban population. An enhanced urban environment including better housing choice and quality is noted as a key part of creating the conditions necessary to attract investors to grow and diversify Corks employment base.

A key future growth enabler for Cork stated in the plan is progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors.

Commentary
<p>The proposed development is consistent with the proposals for Cork as set out in the NPF. The North Environs and specifically Ballyvolane has been identified for some time as an important growth location. This is evident in the Cork Area Strategic Plan 2001 (CASP) and again in the CASP Update (2008). Ballyvolane is considered to offer the most potential for additional housing, in particular private</p>

sector housing, and associated social and affordable housing, to assist in the achievement of the desired CASP goal to rebalance the northside of the city. The identification of Ballyvolane as a location for significant population growth was also based on its proximate location to the City Centre (c.3km) and the plans to deliver a high quality public transport corridor connecting the north of the City to the City Centre.

As already noted the lands the subject of this application form part of the Urban Expansion Area. The proposal for 753 no. high quality units comprised of both houses and apartments in a range of unit types and sizes will provide choice to future occupants at a sustainable location. This significant development will help to increase the city's population at a location which is prioritised for growth.

Improvements in connectivity to the City Centre are included for as part of this proposal to encourage more favourable modal choices than the private car. The improvements to the Ballyhooly Road are allowed for as part of the proposed development and the Ballyvolane Strategic Transport Corridor Project: North Ring Road to Ballincolly, June 2019 – now instructed and design work commenced for Cork City Council.

This is in line with the draft Cork Metropolitan Transport Strategy (CMATS) which has been prepared with the aim of delivering an accessible, integrated transport network that will enable the sustainable growth of the Cork Metropolitan Area as a dynamic, connected and internationally competitive European City Region.

National Policy **Objective 2a** is that a target of half (50%) of the future population and employment growth will be focused in the existing five cities and their suburbs. In this respect National Policy **Objective 3a** seeks to deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and specifically National Policy **Objective 3b** is to deliver at least half (50%) of all new homes that are targeted in the five cities suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.

Commentary

The proposed development is consistent with the above objectives. It is proposed within the administrative area of Cork City Council within the boundaries of the Cork North City Environs on zoned lands that are prioritised for growth as an urban expansion area to the Cork City Centre.

Objective 4 seeks to 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.

Commentary

The proposed community at Ballyvolane provides for an attractive and well-designed urban expansion of the city. The proposal includes a local centre with a crèche, retail units, doctor's surgery and community use, attractive areas of open space and parkland to ensure social integration and the creation of a liveable community. While the local centre will serve some of the daily needs of the residents, the site location is supported by significant employment areas close by,

a number of schools and childcare facilities. The Ballyvolane district centre is less than 1.5km to the south of the site and the Northern Environs is well served by sporting facilities and amenity areas.

The location of people's homes and in particular accessibility to services and community facilities is a key contributor to quality of life and in this respect the proposed development will provide for a high quality of living for future occupants.

The proposal makes provision for a range of high quality houses and apartments which will provide desirable choice to future occupants. The development delivers a good housing mix to ensure the creation of a diverse and integrated community with a range of household types. 10% of the units proposed will be Part V units and these are proposed to be 'pepper potted' throughout the site in accordance with the Local Authority's guidance.

The need to develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth is set out in National Policy **Objective 5**.

Commentary

The proposed development is significant in scale. It is the first large development to be proposed in the urban expansion area and the infrastructure included in this planning application in particular roads and foul services infrastructure will help to unlock other zoned lands in the area.

This development and the future developments that it will facilitate will make a substantial contribution to the projected growth for the Cork Region as set out in the NPF. Existing densities in Cork are relatively low when compared to Dublin. In accordance with the national guidance 753 no. units are being proposed at a density of 35.7 units per hectare. This is in accordance with the national policies on density which states that densities of less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency, particularly on sites in excess of 0.5 hectares.

While **Objective 6** seeks to regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality in order to sustainably influence and support their surrounding area.

Commentary

The proposed development will help to rebalance the residential development of the City and breathe new life into the Northern Environs which has had limited residential development over the last number of years. The proposed development seeks to deliver an appropriate density and form of residential development with a lively local centre, crèche and high quality open spaces throughout in order to increase the residential population through the creation of an attractive community.

National Policy **Objective 8** is to ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 1.

Cork City and Suburbs have a targeted growth of 105,000-125,000 people (at least 314,000 total) in the NPF.

National Policy **Objective 11** is also relevant to the proposed development. It states that *“in meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth”*.

Table 1 Targeted Pattern of City Population Growth (Table 4.1 of the NPF)

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

Commentary

The significant increase of the City’s population as a result of the proposed development is in accordance with the NPF which encourages more people within existing cities, close to employment areas and services.

The importance of location and place on the quality of life that people enjoy is echoed throughout the plan. The role of design of communities in supporting physical activity is noted e.g. generously sized footpaths, safe cycle lanes and accessible recreation areas all encourage residents to make healthy choices and live healthier lives.

Commentary

The proposed layout of the scheme has been designed to promote a permeable access solution for non-vehicular users while also allowing for DMURS based design solutions. A key feature of the landscaping and movement strategy for the site is a combined pedestrian / cyclist pathway which acts as a dedicated greenway through the site providing opportunity for safe circulation between the park, local centre and the neighbourhoods. Residential units and properties are designed so as to allow for passive supervision and overlooking of open space areas and paths so as to encourage the safe use of these areas.

There is currently no footpath on the Ballyhooly Road along the extent of the site. The proposal includes for pedestrian and cycle paths on the eastern side of the Ballyhooly Road that will facilitate convenient and safe connectivity for future residents. The signalisation of the Lower Dublin Hill/ Ballyhooly Road junction will

also improve the pedestrian environment in the area encouraging future residents to make healthier transport choices including walking or cycling to school and work.

The co-location of community facilities is another key influence. **Policy Objectives 26 and 27** are also relevant as they seek to promote healthy communities. Objective 27 seeks to ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

Commentary

The proposed development has been designed in accordance with DMURS which ensures good pedestrian connectivity throughout. The proximity of the site to the City Centre and Ballyvolane District Centre will encourage more favourable transport options such as walking and cycling. The proposed development includes for safe and convenient routes and access to bus stops. It is also proposed to locate bus stops within the site as indicated on the enclosed drawings.

The local centre and crèche will act as focal points within the site and serve resident's needs. The dedicated combined footpath / cycle path means that all units have short and convenient access to the local centre.

The layout and design of the proposed development and the associated upgrades to the Ballyhooly Road will help to ensure that future occupants and visitors to the proposed development will have more sustainable transport options available to them. This in accordance with the mobility goals set out in Cork 2050 which include:

- 6 times the people using public transport in 2050 compared to today
- 330,000 daily public transport trips compared to the approximately 50,000 in Metropolitan Cork today
- 87% of Cork Metropolitan area population will live within 1km of public transport services
- 380,000 daily walking and cycling trips
- 55% of commuters will travel to work by sustainable modes in Cork City.

The long term vision for Ireland's housing aims to balance the provision of good quality housing that meets the needs of a diverse population, in a way that makes our cities, towns, villages and rural areas good places to live now and in the future.

The location of new homes is key in this regard and the national priority is the provision of homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

Well designed and located higher density housing will assist:

- Fast growing urban areas to achieve much needed scale;
- Medium-sized urban areas to find a route to quality in a new competitive framework;

- All urban areas to increase vibrancy and vitality;
- Increased efficiency and sustainability in the use of energy and public infrastructure.

Commentary

Notwithstanding the site constraints, a residential development of scale is being proposed - 753 no units at a density of 35.7 units per hectare which achieves sustainable use of land within the urban expansion area. There are a range of unit types and sizes proposed to meet the different needs of people at various stages of the life cycle.

Objective 28 plans 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 all associated services.

The alignment of targeted and planned population and employment growth with investment is set out in **Objective 31** and includes the need for the provision of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas that meet the diverse needs of local populations.

Commentary

The range of unit types and sizes and the provision of 10% social housing will ensure that the proposed development caters for a diverse and socially inclusive community.

Furthermore as echoed in the NPF, the co-location of community services and facilities with residential development helps in the creation of strong sustainable communities. The provision of community infrastructure delivers successful socially inclusive liveable places.

The proposed development includes for an attractive local centre and crèche which will form an important part of the new community.

A childcare needs assessment has been carried out and accompanies this request. The proposed crèche which can accommodate over 100 children is considered to be sufficient to meet the needs of the proposed development. Within the local centre it is proposed to include for retail use, a GP's practice and community use. The proposed community facilities are in accordance with the strategic infrastructure requirements for the expansion area as set out in the LAP.

We also note that there is provision for a school campus on the site to the south of the proposed development. A school is not planned as part of this development but this proposal does not impact on the provision of a school in any way. To demonstrate this, we have enclosed a layout with this planning application which shows a typical school campus (Primary and Secondary schools) which was designed to meet the Department of Education and Skills requirements on this site.

A School Demand Assessment was carried out that included a review of enrolment figures in local primary and secondary schools in the area. The School Demand Assessment concluded that existing schools should be capable of providing a number of school places for this first phased tranche of residential development to be proposed in the Ballyvolane expansion area. Cunnane Stratton Reynolds

liaised with the Mr Alan Hanlon in the Site Acquisition and Property Management Section of the Department of Education and Skills regarding the site zoned for a school campus. The response of the Department confirmed that the Department has no current plans for the acquisition and development of the zoned school site at Ballyvolane.

The school zoned land will be retained for school use however.

Section 6.6 of the NPF sets out the priorities and principles for the housing sector which include:

- The location of homes in addressing the long term spatial distribution of housing;
- Building resilience: reuse, adaptability and accessibility in housing stock, ensuring integration to deliver vibrant sustainable communities.

The core principles include the following:

- Ensure a high standard quality of life to future residents as well as environmentally and socially sustainable housing and place-making through integrated planning and consistently excellent design;
- Allow for choice in housing location, type, tenure and accommodation in responding to need;
- Prioritise the location of new housing provision in existing settlements as a means to maximising a better quality of life for people through accessing services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure;
- Tailor the scale and nature of future housing provision to the size and type of settlement where it is planned to be located.

National Policy **Objective 33** seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location. While Policy **Objective 34** supports the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.

Commentary

The NPF supports planned growth at sustainable locations which are equipped to sustain such development. Longview's lands at Ballyvolane present an opportunity to create a sustainable, plan led and compact extension of the urban area on lands which have been zoned for development. The significant land bank is within the boundary of the existing built up area and therefore supported by existing services and employment. Place-making and the creation of an attractive liveable community in accordance with the principles of sustainable development is an overarching objective of the proposed scheme.

Policy Objective 53 supports the circular and bio economy including in particular through greater efficiency in land management, greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development.

Under the NPF, the Government will support:

- More energy efficient development through the location of housing and employment along public transport corridors, where people can choose to use less energy intensive public transport, rather than being dependent on the car;
- Green adaptation which seeks to use ecological properties to enhance the resilience of human and natural systems in the face of climate change, such as the creation of green spaces and parks to enable better management of urban micro-climates.

Objective 54 seeks to reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.

Commentary

In response to the climate policies within the NPF all dwellings will be constructed in a sustainable manner balancing energy efficiency with cost benefit. As noted, the proximity to Ballyvolane and the City Centre and the associated pedestrian and cycle connections proposed within the site and improvements to the Ballyhooly Road will encourage more sustainable transport options than the private car for residents of the proposed development. It is also proposed to improve connectivity to existing bus services in the area and provide additional bus stops on the Ballyhooly Road and within the site itself close to the park and local centre. Houses proposed are designed to accommodate solar panels as an option if required with location on the relevant roofs being subject unit orientation. The submitted energy statements demonstrate compliance with energy regulations with various efficiencies achieved by different design options. Increasing advances in technology is creating construction detail opportunities that allow for necessary regulated energy efficiency standards to be achieved in a number of ways.

Given that the development and growth of PHEV (Plug In Hybrid Electric Vehicles) and BEV (Battery Electric Vehicles) is continuing at a rapid pace it is proposed that Longview Estates Ltd will provide charge points at all properties with on-site parking. Ohme Ltd, a sister company of Longview Estates Ltd are the creators of a “cloud based” charging management system for the creation of a “smart”, cable based charging system. This system allows for all houses with car parking within their curtilage, to provide this system. All commercial areas with dedicated car parking on site will be designed so as to allow for the ESB to introduce on site charge points in accordance with their prevailing design approach at a 10% rate as required by the Development Plan.

There are clear environmental benefits associated with the roll-out of charging for electric vehicles to encourage uptake of alternative fuels usage and move towards sustainable mobility in accordance with national guidance.

For further information please refer to the accompanying document prepared by Longview Estates Ltd on EV Vehicle use.

Objective 57 seeks to enhance water quality and resource management by:

- Ensuring flood risk management informs place making by avoiding inappropriate development in areas at risk of flooding in accordance with the

Planning System and Flood Risk Management Guidelines for Planning Authorities.

- Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process.
- Integrating sustainable water management solutions, such as sustainable urban drainage (SUDs), non-porous surfacing and green roofs, to create safe places.

A combination of infiltration to the east and stormwater attenuation to the west of the site is proposed to drain the development. The proposed surface water drainage system is in accordance with Sustainable Urban Drainage Systems (SUDS) principles and divides the site into seventeen (17) drainage catchments; eight (8) catchments being proposed for infiltration, and nine (9) catchments proposed for attenuation utilising Stormtech Underground Chamber systems with a controlled greenfield run-off rate of 5.0 l/s/ha.

The use of soakaways for surface water infiltration is proposed in locations generally to the east of the site. Surface water quality will be treated through the use of Oil Separators and SUDS measures. For this development, the following SUDS measures are proposed:

- Planted swales running adjacent to roadways where feasible.
- Kilsaran permeable paving at the local centre.
- Stormtech attenuation chambers in conjunction with Hydroflow vortex control to maintain a maximum outflow of 5 l/s/ha.
- Infiltration soakaways on the eastern portion of the development where the topography is flatter and infiltration tests were conducive to infiltration.

A Site-Specific Flood Risk Assessment for the proposed development was undertaken by MHL and Associates and accompanies this planning application. It has been carried out in accordance with the requirements of “The Planning System and Flood Risk Management, Guidelines for Planning Authorities” and its Technical Appendices. In all cases it was found that the development is at low risk of flooding and the development is deemed appropriate in the proposed site location.

The importance of the natural and cultural heritage of Ireland is recognised in Policy **Objective 60** which is to conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.

Commentary

The proposed development is consistent with the above objective. John Cronin and Associates Archaeologists (JCA) were retained to assess the cultural heritage of the area for the EIAR prepared. JCA carried out both a desktop study and field surveys as part of their assessment.

To summarise the JCA assessment, it is noted that there are no recorded archaeological sites located within the proposed development site, or within 120m of its boundary and no potential archaeological sites were noted within the proposed development site during the desktop study and site inspections. The Record of Protected Structures and the NIAH do not list any structures located within 600m of the proposed development site and there are no buildings of any date located within the site boundary. The proposed mitigation measures will provide for either the avoidance of the cultural heritage resource or the proper and

adequate recording of this resource (including currently unknown archaeological features). As a result, there will be no predicted residual impacts on the cultural heritage resource following the construction phase.

Greenleaf Ecology were also retained to assess the biodiversity of the area for the EIAR. To summarise the conclusions of the assessment, the residual impacts noted that there is likely to be an ongoing reduction in the available foraging area for 3 pairs of Yellowhammer as a result of the development. However in view of the extensive farmland habitat available in the surrounding landscape and the new planting provided for the proposed development, the residual impacts on the local Yellowhammer population are not anticipated to be significant.

Provided that the mitigation measures recommended are implemented in full then it is not anticipated that there will be any residual significant negative impacts on fauna as a result of the proposed development and once operational no residual impacts will occur as a result of the proposed development.

Policy **Objective 64** seeks to improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

Commentary

CLV Consulting were retained to carry out an air quality assessment for the proposed development. Mitigation measures in relation to traffic-derived pollutants are managed at a strategic level by EU legislation on vehicle emissions and fuel quality. The results of the dispersion modelling assessment show that there are no requirements for local management of air quality during the operation phase of the development.

Notwithstanding the above, the location of the proposed development is inherently sustainable and the proposed pedestrian and cyclist infrastructure and public transport infrastructure (bus stops) proposed supports public transport, walking and cycling as more favourable modes of transport than the private car.

Concluding Commentary Statement of Consistency with Project Ireland 2040:

The proposed development is in accordance with the key objectives of the NPF and will go some way towards meeting the housing needs of Cork which are set out in the NPF as being a growth rate of 50-60%.

The site is located in the administrative area of Cork City Council and within the boundary of the Northern Environs of the city. Cork City has experienced a number of years of decline in its population due to a shortage of quality accommodation. The proposal will result in greater housing choice at an accessible location to the north of the city in an area which has been prioritised as an urban expansion area of the city for some time. This in accordance with the NPF which prioritises the development of new housing within existing settlements to maximise a better quality of life for future residents through easy access to services and employment.

In line with the guidance of the NPF, the proposal makes sustainable use of land by providing for a development of 753 no. units at 35.7 units per hectare. The location of the site means that future occupants will be supported by employment in Cork City, Blackpool and Kilbarry and existing and proposed services and amenities. The development also proposes to improve local services with the provision of a local centre and crèche.

The proposed development site will have strong walking, cycling and public transport linkages to the City and city suburbs. The infrastructure proposed in this development will encourage sustainable modal shift amongst future and existing residents in the area.

3.2 Rebuilding Ireland: Action Plan for Housing and Homelessness 2016

The Rebuilding Ireland – Action Plan for Housing and Homelessness has a five pillar approach as follows:

- Pillar 1: Address Homelessness
- Pillar 2: Accelerate Social Housing
- Pillar 3: Build more Homes
- Pillar 4: Improve the Rental Sector
- Pillar 5: Utilise Existing Housing

Pillar 3 focuses on improving the viability of housing construction, with the objective of doubling the completion level of additional homes in the next four years to deliver over 25,000 new homes on average per annum. A key objective of the plan is *“ramping up the production of additional new housing stock in regional cities with a balanced approach between providing housing that is built for owner occupation as well as housing for both the private and social housing sectors that is ‘built to rent’.*

Statement of Consistency with Rebuilding Ireland Action Plan for Housing and Homelessness 2016:

While activity in housing development has increased, it is clear that demand is still far outstripping supply. A 2019 report carried out by Cork County Council indicated that just 1,250 houses were constructed in the County Council area of the jurisdiction last year and a target has been set to have 3,000 built annually between now and 2040¹. Last year’s figure is well below the required target.

The proposed development will contribute positively to meeting the main objectives set out in the Rebuilding Ireland Action Plan by delivering 753 no. high quality residential units at a sustainable location close to Cork City.

The proposed development falls within the provisions of Strategic Housing Development, the Governments Fastrack Housing approach. The proposed development accords with national policies in terms of promoting the development of compact development and higher densities on lands within the existing settlements of the main towns and cities.

¹ *Income earners of €90K are in a ‘property limbo’* – The Irish Examiner March 25th 2019

3.3 *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and the Urban Design Manual A Best Practice Guide 2009*

The Guidelines include the twelve Design Principles that should be considered as per the accompanying *Urban Design Manual*. The 12 criteria have been developed to encapsulate the range of design considerations for residential development. They are a distillation of current policy and guidance and tried and tested principles of good urban design.

Statement of Consistency with the Urban Design Manual 2009

Context: The subject site is located within the development boundary of the North Environs of the city and is zoned for development. We note that these lands have been earmarked for development to expand Cork's northern suburbs since the Cork Area Strategic Plan (CASP) 2001 and CASP Update 2008. With regard to context, the development will form a logical expansion of the existing built up area along the Ballyhooly Road. There are existing residential estates including Mervue Lawn located to the south west of the site and a number of one off houses along the northern site boundary. It will also help to balance development along the eastern side of Ballyhooly Road with that along the west.

While the density proposed is higher than existing development in the area, the proposed development is responding to the sites zoning context which promotes significant residential development on these lands and the national requirement for densities in excess of 35 units per hectare on these types of sites. The achieving of a higher density has required the inclusion of apartments. The apartment blocks have been carefully sites so as not to impact on existing residents in the area.

The form, architecture and landscaping of the proposal have been informed by the developments place and time.

Connections: The proposed development will be well connected and permeable for pedestrians, cyclists and vehicles. A hierarchy of routes are proposed within this development. The distributor road through the site offers access from the Ballyhooly Road and meanders through the site working with the challenging topography. This distributor road will serve the proposed development and open up additional lands within the urban expansion area to the east and south east of the site. It is the only service road sought under planning policy that brings access from the Ballyhooly Road to lands to the west of the UEA.

The service road runs west to east across the site. The service road runs south along neighbourhood 5 to the west of the site therefore partly providing for the NE-U-04 service road objective. The service road runs to the boundary of the applicants site and can therefore be easily extended in the future to continue service road NE-U-04 and develop service road NE-U-02 to serve additional lands within the UEA. There are a number of secondary estate roads connected to the distributor road serving each residential neighbourhood.

The pedestrian and cyclist movement strategy through the site has been an integral part of the design. The active open spaces on the site including the proposed 3 hectare park as well as a range of green spaces within neighbourhoods throughout the site create a corridor of green spaces and cycleways that create a network of linkages.

The dedicated pedestrian and cyclist pathways create short and legible connections between the local centre, park and open spaces within each neighbourhood. Two no. bus stops are proposed internally within the site within short walking distances of all residential units.

Pedestrians and cyclists will easily navigate to bus stops and the local centre as well as to areas outside the site as it is located less than 3km from Cork City Centre and just 1.5km north of Ballyvolane District Centre.

There are currently no footpaths on the Ballyhooly Road north of Mervue Lawn. The application includes for the provision of cycle lanes and a footpath. It is proposed to have 2m wide cycle lanes to the east of the Ballyhooly Road for cyclists travelling to and from the city and a 2m wide footpath. This is in accordance with the Cork Cycle Network Plan which envisages a primary cycle route along the Ballyhooly Road from Glen Avenue to Mervue Lawn with the potential to be extended further north to serve other areas of the master plan site if required. The set backs of the proposed development facilitate the public transport enhancements on the Ballyhooly Road to accommodate the high frequency bus service which will also improve the sites connectivity to the City Centre and city suburbs. A signalised pedestrian crossing and at Ballyhooly Road/ Kilbarry Link Road Junction to improve the connectivity of the site to existing services and employment in the area.

Inclusivity: The proposed development will meet the needs of all users, regardless of age, gender, race or sensory and mobility issues. Houses will be designed in accordance with the building regulations, in particular Part M. The design of the proposed development is also guided by the principles of universal design. A range of house sizes, types and tenures are proposed to create a mixed community. There will be 10% provision of social housing within the estate.

There are a number of safe areas for people of all ages to play at, enjoy and use which are overlooked by housing including the urban park/greenway to the south of the development. These include kickabout and play areas. An outdoor gym facility and play area are provided in the park as destination attractions. Two “amphitheatre” structures are also provided in the park areas to provide additional opportunities for resting and socialising and benches will be positioned along the main circulation path.

The proposed local centre and crèche will also be accessible to all and create a sense of identity with the new community. The community use will be an important hub that encourages social interaction and inclusion within the new community.

Variety: The development proposes a large residential scheme with a mix of unit types and sizes including houses and apartments, a local centre, crèche, a 3 hectare urban park and several smaller areas of open space and play areas. There are a number of different house types proposed and a variety of apartments and duplexes from studios to three bedroom units. The variety of unit types and sizes proposed will ensure a varied tenure.

The provision of a crèche and local centre which are accessible from all parts of the development will also add variety to the site and these uses are complementary to the main residential use. These uses will be invaluable to the future residents. The close proximity to Ballyvolane Centre, Blackpool and the City Centre means that the future occupants of the new homes are within a short distance of everyday facilities, amenities and employment.

Efficiency: The proposed development will be designed to be as energy efficient as possible. This planning application is accompanied by a Residential Energy Conservation Strategy prepared by Horgan Carroll Architects. The strategy outlines how the method of construction and performance of the proposed development will meet or exceed legislative and planning requirements including:

- NZEB (Near Zero Energy Building) Compliance.
- Technical Guidance Document Part L – Dwellings 2019
- Cork City & County Council Development Plan Guidelines.

It is proposed that Building fabric U-values equal to or improved upon the minimum standards be applied. Such an approach allows for a further reduction in CO₂ emissions/ Primary Energy use in the future by the home-owner economically and without interference with the building envelope. i.e. the installation of photo voltaic solar panels.

Section 1.2 of TGD L provides guidance on the minimum level of renewable technologies to be provided to show compliance with Regulation 8(b) of the European Union (Energy Performance of Buildings) Regulations 2019. The Renewable Energy Ratio (RER) is the ratio of the primary energy from renewable energy technologies to total primary energy as defined and calculated in DEAP.

Sample assessments confirm RER's ranging between 25% and 43%, exceeding the minimum standards with regard to renewable energy provision and as noted within the strategy there is provision for future improvement of the RER up to 55% with the introduction of Photo voltaic panels by the homeowner.

The design, including layout and orientation of individual residential units on the site and within apartment blocks, room layout (with a preference for kitchen/dining & living rooms orientated to the south, easterly or westerly) and the use of balconies for solar shading within apartment blocks have all been considered to maximise energy efficiency and user comfort/ quality of light.

An Air to Water heat pump (low temperature split system) is proposed to provide space heating and domestic hot water. The system delivers a constant supply of domestic hot water at an efficiency of circa 252% per unit of electricity and space heating via low temperature radiators at an efficiency of circa 496%. Efficiencies of up to 600% can be achieved in ambient conditions. Please refer to the Residential Energy Conservation strategy for further details and the Building Energy Rating results.

Distinctiveness: The layout of the proposed development proposes six neighbourhood clusters which are interspersed with open areas. Each cluster will have features which create a sense of individual identity while at the same time clusters will complement each other. Views within and from the site will also contribute to a sense of place for those living at and using the proposed development. Place names will also reinforce a sense of identity with the area. The scheme will make a positive contribution to the identity of the area particularly with the provision of community facilities, the local centre and the 3 hectare park which will be associated with the newly developed area. These will be recognisable features of the development. The community facilities and park/ greenway will provide focal points for the residential area and benefit the wider community. These features will also assist people in navigating the site.

Layout: The proposed layout is designed to respond positively to the site and existing context by exploiting the topography, views, orientation, features, focal points, destination spaces and where possible maximise the developments potential.

The Distributor Road links the proposed development to the Ballyhooly Road by vehicular road, pedestrian footpath and cycle path, which continue throughout the entirety of the site. The layout of the proposed development has been influenced by the alignment of the distributor road. A number of alternative iterations of the layout were developed and reviewed in order to achieve the best possible alignment which works with the challenging site topography. This resulted in the natural formation of six neighbourhood areas.

Public Realm: Various pockets of useable open space are proposed which will be overlooked by housing to ensure passive surveillance. The proposed development makes provision for a portion of the public park that is envisaged in the LAP (3 hectares). Children's play areas are also sited throughout where they can be overlooked.

The proposed local centre occupies a central location within the site to ensure ease of access for future residents. The local centre includes a public plaza area surrounded by apartments, a community building, crèche, retail units and doctors surgery.

Adaptability: The majority of units have been designed to allow for future extensions including attic conversion and/ or single or two storey rear extensions as the needs of individuals and families change.

Privacy/Amenity: Each unit has access to its own private amenity space including gardens and balconies. The units have been designed to maximise occupant's privacy and residential amenity. Landscaping has been used as a tool to create an obvious distinction between public and private spaces.

Parking: The proposed parking for duplex, apartments and some terraces are designed as communal parking areas. Apartment undercroft parking is located in Neighbourhood 6. Car parking for the crèche and local centre is proposed on street in close proximity to these facilities. For the detached and semi-detached units, parking is proposed within the unit curtilage.

Detailed design: Please refer to the drawings submitted, the Architects Design Report and the Planning Report for more detail on the design of the proposed development.

The Sustainable Residential Development in Urban Areas Guidelines outline the common goals of housing developers and their design teams, the planning system, and the community they serve as follows:

- Prioritise walking, cycling and public transport, and minimise the need to use cars;
- Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;
- Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;
- Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;

- Are easy to access for all and to find one's way around;
- Promote the efficient use of land and of energy; and minimise greenhouse gas emissions;
- Provide a mix of land uses to minimise transport demand;
- Promote social integration and provide accommodation for a diverse range of household types and age groups;
- Enhance and protect the green infrastructure and biodiversity; and
- Enhance and protect the built and natural heritage

Statement of Consistency with Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009

The proposed development is an efficient use of zoned land within proximity of the City Centre and as noted higher densities are encouraged at these locations. The proposed development aims to create an attractive sustainable liveable community on the northside of the City Centre. The proposal has been designed in accordance with best practice urban design principles and DMURS to create strong, safe connections and an attractive public realm that is accessible to future residents. Provision is made for local services in the local centre proposed. Childcare needs will be met through the provision of a crèche on site. Having regard to the foregoing, it is considered that the proposed development would be consistent with the Sustainable Residential Development in Urban Areas Planning Guidelines.

We submit that the proposed development has been carefully designed to create an environment that will be desirable to future occupants. It is considered that the new community will make a positive contribution to this area of the City and help to rebalance the growth of Cork.

3.4 Urban Development and Building Heights – Guidelines for Planning Authorities, December 2018

These guidelines are intended to set out national policy on building heights in urban areas. The guidelines outline that there is significant scope to accommodate the anticipated population growth and development needs by building up and consolidating development. The guidelines note that in newer housing developments outside city and town centres and inner suburbs i.e. the suburban edges of towns and cities, typically now include town house (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards). Such developments can help to achieve higher densities at such locations and address the need for more 1 and 2 bedroom units in line with demographic and household formation trends.

In particular, with regard to building height in suburban/ edge locations we note SPPR4 which states:

“It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/ town locations for housing purposes, planning authorities must secure:

1. *the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled “Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement Guidelines;*

2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and
3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more”.

Statement of Consistency

The density of the proposed development and the higher buildings i.e. apartment blocks proposed are consistent with the above national height guidelines. Apartments are proposed closest to the bus stops and adjacent to the proposed local centre. The location of the apartment buildings has been carefully considered such that they are well served by public transport, enhance the character of the area they are situated in and make a positive contribution to the legibility of the proposed development. Further the proposed apartments have been positioned such they will not have any adverse impacts as a result of overshadowing or loss of light on surrounding properties.

3.5 Quality Housing for Sustainable Communities – Guidelines for Planning Authorities 2007

The purpose of these guidelines is to assist in achieving the objectives for *Delivering Homes, Sustaining Communities* contained in the Government's Statement on Housing Policy which focuses on creating sustainable communities that are socially inclusive.

The subject site is less than 3km from Cork City Centre and within 1.5km of Ballyvolane District Centre. The site is also within proximity of Blackpool. The site is accessible to employment areas, local amenities and services and served by public transport.

Further improvements are proposed including the provision of footpaths and cycle lanes and bus stops within the site which will further improve the connectivity of the site. In addition, the proposed development includes a number of residential amenities on site such as a local centre with local retail provision, a doctor's surgery, community use and crèche as well as attractive useable areas of open space and play areas throughout within the individual neighbourhoods.

All units exceed the space standards set out in the guidelines for the relevant unit type. Overall the proposed development seeks to ensure that future residents will benefit from a choice of high quality units in a healthy, accessible and visually attractive environment.

3.6 Sustainable Urban Housing Design Standards for New Apartments 2018

Planning Authorities and An Bord Pleanála are required to have regard to the guidelines and are also required to apply any specific planning policy requirements (SPPRs) of the guidelines. The relevant SPPR's are:

SPPR 1 states that apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as

studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plans.

The proposed development is consistent with SPPR 1.

SPPR 2 states that for all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25 ha:

- Where up to 9 residential units are proposed, notwithstanding SPPR1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;
- Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;
- For schemes of 50 or more units, SPPR 1 shall apply to the entire development.

The proposed development is neither a refurbishment nor urban infill scheme but is consistent with SPPR 2 as it is a scheme of over 50 units so SPPR 1 applies.

SPPR 3 sets out the minimum floor areas for apartments as follows:

- 1-bed studio apartment - 37 sq.m
- 1-bed – 45 sq.m
- 2-bed – 73 sq.m
- 3-bed – 90 sq.m

The proposed development is consistent with SPPR 3.

SPPR 4 states that in relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.
- In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- For building refurbishment schemes on site of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

The proposed development is consistent with SPPR 4, 63.5% of apartments are dual aspect.

SPPR 5 states that ground level apartment's floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to

0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

The proposed development is consistent with SPPR 5.

SPPR 6 states that a maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.

The proposed development is consistent with SPPR 6.

Guidance other than the SPPR's that is relevant to the proposed development has also been considered:

Relevant Section of the Guidelines	Statement of Consistency
<p>Section 3.8 (a) requires that the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%).</p> <p>Section 3.12 also requires that in schemes of 10 or more apartments, the majority of apartments must exceed the minimum floor area standard for any combination of the relevant 1,2 or 3-bedroom unit types by a minimum of 10%.</p>	<p>All apartments are in excess of the national minimum standards – the smallest studio apartments being 41 sq.m and the smallest 3 bedroom apartment being 100 sq.m.</p> <p>The majority of apartments exceed the minimum floor area standards by a minimum of 10%. Please refer to Horgan Carroll Architects apartment schedule enclosed with this planning application.</p>
<p>Section 3.17 states that it is a policy requirement that apartment schemes deliver at least 33% of the units as dual aspect in more central and accessible and some intermediate locations.</p> <p>Where there is a greater freedom in design terms, such as in larger apartment developments on greenfield or standalone brownfield regeneration sites where requirements like street frontage are less onerous, it is an objective that there shall be a minimum of 50% dual aspect apartments. Ideally, any 3 bedroom apartments should be dual aspect.</p>	<p>In excess of 50% of apartments within the scheme are dual aspect - 81.5% are dual aspect.</p>
<p>Section 3.27 states that enabling a dwelling mix that includes a greater proportion of one-bedroom or studio type units would facilitate an increase in the number of apartments per floor per individual stair/ lift from the previous maximum of 8 in the 2015 guidelines, to a maximum of 12 apartments per floor per individual stair/ lift core under these guidelines.</p>	<p>All lift/ stair cores provided within the scheme serve between 2 and 6 apartments per floor in accordance with the guidelines.</p>

<p>Section 3.30 states that provision should be made for general storage and utility. Minimum requirements for storage areas are set out in Appendix 1.</p>	<p>All apartments have adequate storage space in accordance with the Guidelines.</p>
<p>Section 3.35 states that it is a policy requirement that private amenity space shall be provided in the form of gardens or patios/ terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<p>All apartments will have private amenity space in the form of terraces and balconies in accordance with the Guidelines.</p>
<p>Section 3.40 relates to security considerations. Apartment design should provide occupants and their visitors with a sense of safety and security by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm.</p> <p>Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p>	<p>Apartment blocks front onto the public realm ensuring passive surveillance and a sense of security.</p> <p>Entrance points are clearly indicated, overlooked and will be well lit.</p>
<p>Section 4.1 requires that apartment schemes should be designed so that they are easy for people to use and to reflect the fact that all people experience changes in their abilities as they progress through the different stages of life.</p>	<p>The proposed development has been designed to be universally accessible. All buildings will be designed to Part M compliance and public open spaces will be accessible to all members of the public</p>
<p>Section 4.5 states that communal rooms may be provided in apartment schemes, particularly in some larger developments. For example, communal laundry facilities and for drying clothes may be provided in well-ventilated areas. Other communal facilities may include community or meeting rooms or a management/ maintenance office on-site. The provision of facilities within an apartment development could also extend to childcare or gym uses that may be open to non-residents.</p>	<p>Communal car parking and waste storage areas are provided on site for the apartments proposed.</p>
<p>Section 4.8 requires provision for the storage and collection of waste materials in apartment schemes. Refuse facilities shall be accessible to each apartment stair/ lift core and designed with regard to the projected level of waste generation and types and quantities of receptacles required.</p> <p>Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in</p>	<p>Waste storage areas are provided on site within the apartments proposed in accordance with the general design considerations of the Apartment Guidelines.</p>

<p>communal waste storage and in-sink macerators are discouraged as they place a burden on drainage systems.</p> <p>The following general design considerations should be taken into account in the provision of refuse storage facilities:</p> <ul style="list-style-type: none"> ➤ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste; ➤ In larger apartment schemes; consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics; ➤ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/ flies and taking account the avoidance of nuisance for habitable rooms nearby; ➤ Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people; ➤ Waste storage areas should not be on the public street and should not be visible to or accessible by the general public; Appropriate visual screening should be provided, particularly in the vicinity of apartment buildings; ➤ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collections vehicles; ➤ The capacity for washing down waste storage areas, with wastewater discharging to the sewer. 	
<p>Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity spaces. In particular, accessible, secure and usable outdoor space is a high priority for families with young children and for less mobile older people.</p>	<p>All apartments will benefit from well designed communal amenity spaces. Please refer to the Architects and Landscape drawings submitted with this request.</p>
<p>Section 4.13 notes that the recreational needs of children must be considered as part of communal amenity space within apartment schemes. Their safety needs must be taken into consideration and protected throughout the entire site, particularly in terms of safe access to larger communal play areas.</p>	<p>Play and amenity areas are proposed throughout the scheme and accessible to the apartments to cater for various age groups. All play areas benefit from passive surveillance.</p>

<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances.</p> <p>The guidelines state that planning authorities may consider reduced parking in suburban/urban locations well served by public transport and must apply a maximum car parking standard.</p>	<p>An adequate level of car parking is proposed in accordance with the standards set out in the County Development Plan 2014.</p>
<p>Section 4.17 states that a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units</p>	<p>Adequate cycle parking is proposed in accordance with the guidelines.</p>
<p>The guidelines state that one bedroom and studio apartments should not generally be considered for calculating childcare provision requirements</p>	<p>A crèche is proposed close to the local centre to serve the site. A childcare assessment has been carried out and the proposed crèche is considered to be adequate to meet the needs of the proposed development.</p>

3.7 The Design Manual for Urban Roads and Streets (DMURS)

The key principles underlying DMURS are to minimise overall travel demand and to encourage walking and cycling and offer ease of access to public transport. A further aim is to ensure compact, connected neighbourhoods based on street patterns and forms of development that will make walking and cycling, especially for local trips, more attractive.

The proposed development has been designed in accordance with DMURS and is considered to strike an appropriate balance between the functional requirements of network users and the creation of a sense of place. The proposed development promotes walking, cycling and public transport with the aim of trying to reduce the need for private car usage. Bus stops are proposed within the site and on the Ballyhooly Road. As noted a two way cycle link is also proposed from the site along the Ballyhooly Road. Connections within the site and connecting elsewhere have been maximized as much as possible.

A clear street hierarchy is proposed comprising of a main distributor road serving the site and a network of feeder estate roads which serve the individual residential clusters. The distributor road has been designed to DMURS standards. There are frequent junctions along the distributor road which has a traffic calming effect. The frequent entrances to the neighbourhood clusters are also proposed to reduce the potential for severance between communities and increase pedestrian/ cyclist mobility as streets and junctions are more compact and easier to navigate. The distributor road is 6m for its entire length and flanked by pedestrian and cycle paths.

Feeder estate roads are 6m wide. Local feeder roads lead into homezones of 5.5m width with a shared surface to announce arrival into a residential zone. Please refer to statement of DMURS compliance enclosed within the Architects Design Report for further detail.

3.8 The Planning System and Flood Risk Management 2009

The site has been assessed in accordance with the Flood Risk Management Guidelines. As part of the sequential test, the OPW flood hazard maps have been consulted, as have the draft Preliminary Catchment Flood Risk Assessment Maps produced by the OPW.

Other sources of flood risk have been investigated including development drainage. In all cases it was found that the development is at low risk of flooding and the development is deemed appropriate in the proposed site location.

3.9 Childcare Facilities – Guidelines for Planning Authorities (2001)

The 2001 Childcare Facility Guidelines for Planning Authorities place an emphasis on the role planning has to play in delivering childcare facilities. In having regard to the Guidelines on Childcare Facilities for Planning Authorities, the Council will take account of existing childcare provision when considering new childcare/ crèche facilities provision as part of residential development in order to avoid over provision of these facilities.

In relation to new housing areas, a standard of one childcare facility providing for a minimum 20 childcare spaces per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.

“The threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas”.

A childcare assessment has been carried out and is submitted with this planning application. Our review has shown that there is some available capacity in existing childcare facilities in the area and that there is a high level of people in the area that principally look after the home / family. Engagement has also occurred with Cork City Childcare Committee who recommended that the crèche be increased in size to cater for circa 100 no children and that it is designed in accordance with the latest childcare design guidelines.

A crèche that can accommodate for approximately 100 no. children will be provided as part of the development to cater for the need for this service that may arise as a result of the proposed development. The crèche will be centrally located in the proposed development within the local centre. The crèche has been designed in accordance with the Universal Design Guidelines for Early Learning and Care Settings 2019.

4.0 Regional Planning Policies

The site is located in the Ballyvolane area of Cork County in the townlands of Lahardane and Ballincolly. The Ballyvolane area is clearly an important location within the Regional Planning Hierarchy in the South West Region.

4.1 The South West Regional Planning Guidelines 2010-2022

The South-West Regional Planning Guidelines 2010-2022 were adopted by the South-West Regional Authority in 2010 to cover counties Cork and Kerry. The South-West Regional Authority was subsequently dissolved in 2014 and its functions and responsibilities have been transferred to the Southern Regional Assembly.

These Guidelines set out a series of recommendations to local authorities, which are clearly linked to and support national investment priorities and are designed to strengthen integrated approaches to policy making and planning at a local level, in line with regional and national planning frameworks. The vision statement for the South West region is set out as follows:

“By 2022, the South West Region will be realising its economic potential and providing a high quality of life for its people by meeting their employment and housing, educational and social needs in sustainable communities. At the same time, it will reduce its impact on climate change and the environment, including savings in energy and water use and by strengthening the environmental quality of the Region”.

The Guidelines highlight that the priority for population growth in the region will be in the Cork Gateway which is the principal driver of development. It is noted that the primary focus in Cork will be on brownfield sites and suburban areas such as Ballyvolane and Mahon.

The proposed development of a residential scheme of significant scale at within the Cork Gateway at Ballyvolane is therefore consistent with the South West Regional Planning Guidelines.

These guidelines are now essentially superseded by the Southern Regional Assembly Draft RSES.

4.2 The Southern Regional Assembly Regional Spatial and Economic Strategy (Draft 2018)

The Regional Spatial and Economic Strategies will provide a long-term regional level strategic planning and economic framework in support of the implementation of the National Planning Framework. The vision for the Southern Region is to:

“Promote the Southern Region as an attractive, competitive and sustainable place to live, work and visit, a region of considerable opportunity for growth based on the quality of its cities, towns and rural areas, well developed physical and social infrastructure, a diverse modern economy and a pristine natural environment”.

The Draft RSES makes reference to both the Region and CMATS – the Cork Metropolitan Area Transport Strategy 2040 (also see reference to CMATS in the project evolution document prepared by Longview Estates Ltd.). Set out below are

extracts relevant to the Ballyvolane area as contained in the Draft RSES. Explicit references to the Ballyvolane area of Cork City and infrastructure provisions in the area in the RSES include²:

- Delivery of the Cork Northern Distributor Road.³
- The north environs will be re invigorated through sustainable development of mixed-use development in Ballyvolane, complementing the North Blackpool Local Area Pan. Urban Expansion Area of Ballyvolane: 3,600 units⁴.
- Chapter 3 Objective on investment for holistic infrastructure for metropolitan areas⁵.
- Ballyvolane Urban Expansion Area Phased Infrastructure Packages⁶.
- Waste Water connections to Carrigrennan⁷.
- Drinking Water supply infrastructure (new trunk mains, off-site reservoir and pump station required)⁸.
- Sustainable Urban Drainage Strategy⁹.
- Various Local Road improvements¹⁰.

² See Appendix A

³ Equivalent to the Mayfield / Kilbarry Link Road in the Local Area Plan objectives. This runs through the southern portion of the applicant's landholding but does not form part of this actual application.

⁴ Page 234 Draft RSES. This application is the first application in this area and provides access infrastructure to open the area and services infrastructure to service the area. This cost is being borne by the current application and will benefit future proposals and adjoining land owners. In this respect the applicant is being disadvantaged but is providing a public benefit that would not otherwise be provided.

⁵ Cork City Council and Cork County Council is constantly engaging with Central Government in response to calls for funding to support the area. However, as referred to in footnote 3 above, the applicant in this case is promoting the development of infrastructure themselves and providing for future needs such as the road corridor on Ballyhooly Road.

⁶ The proposal develops / provides and facilitates infrastructure such as Road Widening, New Distributor Roads internally within the site, IW Pump Stations and public transport infrastructure.

⁷ The proposal provides the Pump Station to service the area which will be connected to the IW foul services network.

⁸ IW has confirmed that the proposal can be connected to the IW network. Longview Estates Ltd is party to a PWSA (Project Works Services Agreement) with Irish Water. The applicant will develop on behalf of, or facilitate Irish Water in delivering, a pumping station as part of the servicing strategy for proposed development. This pumping station will also serve future development lands and other consents issued in the area.

⁹ On site infiltration and attenuation is provided to discharge rates which are better than "greenfield" rates.

¹⁰ Local Road enhancements are provided for as part of the proposal including the widening of the Ballyhooly Road and junction enhancements at the Lower Dublin Hill / Ballyhooly Rd junction.

- Investment in the North-East Orbital Road (access for residential lands and public transport infrastructure Ballyvolane); equivalent to the Mayfield Kilbarry Link Road in the Local Area Plan objectives¹¹.

4.3 Cork Area Strategic Plan 2001 and Cork Area Strategic Plan Update 2008 (CASP)

The Cork Area Strategic Plan (CASP) 2001 and its subsequent update in 2008 sought to provide a framework for the development of Cork over a twenty year period. The strategy sought to move towards a more sustainable form of development for the Cork City region. Key concepts that were set out in CASP included:

- Move towards a more sustainable form of development for the Cork Area;
- Improving access and accessibility;
- Promoting integrated land use/public transport strategy;
- Match the location of new housing as closely as possible with the location of employment growth centres;
- Requiring an overall rise in housing densities and development that is concentrated rather than dispersed.

CASP recognised the decline of the city population and prioritised growth in the city and in areas close to it. The CASP Update 2008 specifically identifies Ballyvolane as an additional growth location for a significant increase in population. It states:

“The proposed spatial strategy involves concentrating a significant proportion of population growth for the City in areas proximate to the centre, including in areas such as the Docklands, the North City Environs, both at Old Whitechurch Road north of Blackpool and Ballyvolane. It would also see the City and its environs accommodating population and employment growth at Docklands, Ballincollig, Mahon, Tramore Road, Kilbarry, Ballyvolane and Blackpool”.

Statement of Consistency

The proposed development is consistent with the key CASP concepts. It seeks to create a residential development of scale at an increased density (35+ units per hectare) close to the City Centre on lands zoned for the expansion of the City and identified as a growth location. The proposal is in accordance with the prioritised growth of Ballyvolane as a location close to the City to meet sustainable development objectives and facilitate public transport. The development will serve to improve the viability of future public transport investment in the area by creating a critical mass to support higher frequency transport services that are planned for the area.

The proposed development is supported by significant employment opportunities in the City Centre and employment hubs close by including Kilbarry and Blackpool. The proposal is also consistent with CASP in this regard as it seeks to match residential development with employment areas.

¹¹ The land required for this road is set aside in the applicant's land holding pending final design. The route alignment is also provided for in another Fast Track Application (ABP Ref 303299 Miata Ltd).

4.4 Cork Metropolitan Area Transport Strategy (CMATS)

The Draft RSES does not identify CMATS as a requirement for the development of Ballyvolane in the same way as it is specifically referred to with other expansion areas, i.e. Cobh, Midleton, Monard, etc¹². Indeed, of all the urban expansion areas and strategic growth locations, Ballyvolane / Blackpool, Kilbarry are the only areas that do not require explicit major public transport infrastructure of either a new rail station or CMATS related infrastructure.

Nevertheless, the proposal supports CMATS in that the Mayfield / Kilbarry Link Road is provided for as the land where this route is currently indicated (to the south of the planning application site) is being reserved as a commitment to Cork City Council by the applicant until the detailed design of the Link Road route has been decided. The physical reservation / widening of the Ballyhooly Road is also provided for with pedestrian and cyclist linkages to the south.

The draft Cork Metropolitan Area Transport Strategy (CMATS) includes for bus public transport enhancements on the Ballyhooly Road. Cork City Council and the National Transport Authority have instructed consultants to commence the design of such improvements as of August 2019 – the *Ballyvolane Strategic Transport Corridor Project: North Ring Road to Ballincolly*. The proposed development allows for the future upgrade of the Ballyhooly Road to accommodate a high frequency bus service with the set-backs that have been incorporated into the design of the development as agreed with Cork City Council.

¹² Page 234-237 of Draft RSES

5.0 Local Planning Policies

5.1 Cork County Development Plan 2014

The overall vision for the Development Plan is to provide for the development of County Cork as an attractive, competitive and sustainable place to live, visit and do business, where the quality of its economy, natural and built environment, culture and the strength and vitality of its communities are to the highest standards.

Response

The proposed development is consistent with this overall vision of the Development Plan through the proposed development of a high quality community at a sustainable location close to the City Centre.

Chapter 2 Core Strategy

Under **Table 2.2 and CS 3-1**: *“The Core Strategy sets an estimated population target of 160,141 for 2022 for the County Metropolitan Main Settlements. The total new units required in this area between 2011 and 2022 is 24,478. The strategic aim for the North and South Environs is for growth in population and employment so that the Cork Gateway can compete effectively for investment and jobs. Development to complement and consolidate the development of the city as a whole and providing enhanced potential to rebalance the City through new development in the north”.*

Response

Residential developments of scale are required to meet the population targets as set out in Cork County Council’s Core Strategy. The large residential development proposed by Longview Estates Ltd will make a significant housing contribution to meet the needs of the growing population in this area of the city and help to rebalance the spatial development of the city.

The breakdown of 753 no. residential units proposed is as follows:

- 6 no. studio apartments
- 42 no. one bedroom apartments
- 184 no. two bed units
- 431 no. three bed units
- 90 no. four bed units.

The plan also states under **CS 4-1** that it will **“(g) Develop the Cork City Environs so that they complement the City as a whole. The North Environs will play a major role in the rebalancing of the City in terms of future population and employment growth. At CS 4-1 (n) it states that “In the Cork Gateway, development to provide the homes and jobs that are necessary to serve the planned population will be prioritised in the following locations...North Environs (Ballyvolane)...Details of the proposed development will be set out in Master Plan studies and Local Area Plans as appropriate”.**

Response

As noted the proposed development is consistent with this objective. The proposal will assist in rebalancing the population of the City. The proposed development is for a significant housing scheme in an area where the development of homes to serve the planned population is prioritised and is therefore consistent with this policy.

The proposed development will be the first tranche of residential development in the Ballyvolane Urban Expansion Area and will provide the access infrastructure and services infrastructure to open up other sites in the UEA to meet projected population targets.

Chapter 3 Housing

Under **HOU 3-1 (a)** the Plan states that it will “ensure that all new developments within the County support the achievement of sustainable residential communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, in development plan preparation and in assessing applications for development through the development management process”.

Response

The proposed development has been designed in accordance with the *Guidelines on Sustainable Residential Development in Urban Areas* and the accompanying *Urban Design Manual* as demonstrated in this Statement of Consistency and the submitted Architects Design Report and Planning Report to ensure the creation of an attractive, sustainable and liveable community.

Under **HOU 3-1 (b)** the Plan states that it will “Promote development which prioritises and facilitates walking, cycling and public transport use, both within individual developments and in the wider context of linking developments together and providing connections to the wider area, existing facilities and public transport nodes such as bus and rail stops”.

Response

The layout aims to maximise the use of sustainable modes of transport for people living in and visiting the proposed development. The provision of a number of safe routes throughout the development and connecting to the outside will encourage walking, cycling and the use of public transport. The proposed development includes dedicated pedestrian and cycle routes through the greenway which continue through the neighbourhoods and connect to the local centre. This provides a convenient and attractive off road alternative means of moving through the site. The distributor road is flanked by a pedestrian and cycle path for its entire length.

The proposed development also includes upgrades to the Ballyhooly Road which the site fronts to facilitate pedestrian and cycle routes. Specifically the proposal includes new cycle and pedestrian paths to connect with the existing footpath network to the south of the site. It is also proposed to include two bus stops within the site and a new bus stop on the Ballyhooly Road. The signalisation of the

junction of the Lower Kilbarry Road and Ballyhooly Road will also improve the pedestrian environment thus encouraging more trips on foot or by cycle.

Under **HOU 3-1 (c)** the Plan states that it will “*Following the approach in chapter 10 of this plan, ensure that urban footpaths and public lighting are provided connecting all residential developments to the existing network of footpaths in an area and that the works required to give effect to this objective are identified early in the planning process to ensure such infrastructure is delivered in tandem with the occupation*”.

Response

There is no footpath on the section of the Ballyhooly Road which the site fronts. The proposed development includes for the provision of safe and convenient footpath and cycle paths which will be sufficiently lit to connect the new housing development to the existing network and back to Ballyvolane.

Under **HOU 3-3 (a)** the Plan states that it will “*Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas*”. **(b)** *Require the submission of a statement of housing mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective*

Response

A mix of house types and sizes are proposed as part of this planning application. The breakdown of 753 no. residential units proposed is as follows:

Neighbourhood 1 – 75 units
Neighbourhood 2 – 218 units
Neighbourhood 3 – 63 units
Neighbourhood 4 – 93 units
Neighbourhood 5 – 178 units
Neighbourhood 6 – 126 units

- 6 no. studio apartments
- 42 no. one bedroom apartments
- 184 no. two bed units
- 431 no. three bed units
- 90 no. four bed units.

10% of units are also proposed to meet Part V obligations.

A detailed schedule of accommodation prepared by Horgan Carroll Architects accompanies this planning application.

Chapter 5 Social and Community

Under **SC 1-1 (a)** the Plan states that it will “*support the provision of social and community facilities which meet the current and future needs of the entire population*”.

Under **SC 3-1** the Plan states that it will “*support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Guidelines on Childcare Facilities and the Childcare (Pre School Services) regulations 2006*”.

Under policy **SC 4-1** of the plan, the objective is to the “*facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged*”.

Response

The proposed development includes for social and community facilities in the form of a local centre including a GP’s surgery, community use and small scale retail use and a crèche.

The crèche which can accommodate circa 103 no children is proposed in the local centre. The need for and size of the crèche has been determined on the basis of the Childcare Assessment which has been carried out and the engagement with the Cork City Childcare Committee which has occurred. It is considered to be sufficient in size to cater for the proposed development.

With respect to schools, Longview are in ownership of the site which has been zoned for the development of a primary and secondary school campus. Although no schools are proposed as part of this development, the project architects have assessed the practicality of providing a school campus at this location in terms of how the layout would work with the proposed scheme.

A draft layout was developed incorporating a campus style development containing a primary and secondary school that has been designed to the requirements of the Department of Education and Skills for a site elsewhere. This layout incorporated a 24 classroom primary school and a 600 pupil secondary school. This architectural exercise has shown that it is possible to fit a campus containing a primary and secondary school at this location.

The proposed development does not interfere with the future provision of schools at this location. The Development Plan notes that reservations will be made for new schools in Local Area Plans in close proximity to existing or planned residential developments and community facilities such as sports facilities, public open space, libraries etc so that these can be shared between the school and the wider community.

Nevertheless, a School Demand Assessment has been carried out for the proposed development. Please see report enclosed with this planning application. The assessment concludes that there are a number of existing schools in the area and there has been a general decline in enrolment figures as this area matures. Therefore, existing schools should be capable of providing a number of school places for this first phased tranche of residential development to be proposed in

the Ballyvolane UEA. Given the sites proximity to the City Centre, it is likely that existing and future children in the Ballyvolane area will avail of places in popular City Centre schools.

The proposed development actually facilitates the future provision of the schools site as it provides access via the proposed distributor road. The Department of Education and Skills will procure the site and apply for planning permission to develop it when the need arises.

Policy SC 4-2 of the Development Plan contains the following objectives:

- (a) *Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.*
- (b) *Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided.*
- (c) *Work closely with the Department of Education and Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education and Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area.*
- (d) *Facilitate the development of primary, post primary, third level, outreach, adult and further educational facilities to meet the needs of the County.*
- (e) *Encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations.*
- (f) *Require that proposed new large scale residential developments, either as part of an individual development or a collective group of developments include an assessment of the demand for school places likely to be generated by the development and proposals to address any identified increase in demand which may arise.*

Information received from the Department of Education and Skills for the County Development Plan 2014 indicates where additional educational facilities will be required to meet future population targets. The proposed development is consistent with this requirements.

Response

The Sustainable Residential Development in Urban Areas Guidelines state that no substantial residential development should proceed without an assessment of existing schools capacity or the provision of new school facilities in tandem with the development. As noted, a School Demand Assessment has been carried out

and is enclosed with this planning application. There is a high concentration of both primary and secondary schools located close to the subject site.

While it is recognised that new residential communities can generate demand for additional school places, capacity has been identified in schools in the area at the present time. We note that as the overall Ballyvolane Expansion Area is developed, this will generate a demand for additional school places. However, none of the other lands are developed at present.

Notwithstanding this, land within Longview's ownership is zoned for the provision of a school campus. The proposed development will not compromise the development of this land for the purpose of schools in any way. It will in fact facilitate the future development of a school campus. As previously noted engagement has occurred with the Department of Education and they have confirmed that there is no requirement for a school in the Ballyvolane area at the current time.

Under **SC 5-2 (a)** the Plan states that *“public open space within residential development shall be provided in accordance with the standards contained in ‘Cork County Council Recreation & Amenity Policy’, the ‘Guidelines on Sustainable Residential Development in Urban Areas’ and ‘Making Places: a Design Guide for Residential Estate Development’. Cork County Council Planning Guidance and Standards Series Number 2”*.

Under **SC 5-2 (b)** the Plan states that it will *“promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network”*.

In addition to the above, under **SC 5-3** the Plan states that it will *“support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and intergenerational activities, which are accessible to members of the community of all ages and abilities, through initiatives in partnership with community groups and sporting organisations”*.

Under **SC 5-5** the Plan states that it will *“ensure the protection, and seek the enhancement and wise management of existing recreational facilities and public open spaces, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Councils Recreation and Amenity Policy and having regard to the Councils policy regarding the management of Green Infrastructure assets. It is also intended that any enhancement and management of existing public open spaces and new developments will be in accordance with the Councils policy on Biodiversity outside Protected Areas, the Councils Green Infrastructure Strategy for County Cork and Green Infrastructure – New Developments”*.

Under **SC 5-8** the Plan states that it will *“apply the standards for private open space provision contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual and Cork County Councils Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments will apply”*.

Response

The proposed open space strategy for the development has been designed in accordance with the Cork County Council Recreation & Amenity Policy, the Guidelines on Sustainable Residential Development in Urban Areas' and 'Making Places: a Design Guide for Residential Estate Development.

Pending a full review of the Recreation and Amenity Policy, Cork County Council published an 'Interim Approach to Implementation' of the policy in June 2019. *'This interim approach applies only to provisions of the policy as they relate to the provision of recreational infrastructure within new housing development – Policy Objective 7 and associated Appendix A of the policy.'* The proposed development is entirely consistent with this document.

The interim approach to implementation document states that that in schemes of 100 units or greater, developers will be expected to make greater provision for on-site recreational facilities to cater for the needs of the development including play areas for young children and facilities for older age groups. Table 1 of the Interim Approach to Implementation document provides an indicative guide on the level of provision in large (100 units+) schemes.

The Phase 1 of the expansion area requires, according to the LAP, partial delivery of a 20 Ha Park. This park area is contained in the NE-O-04 area of the site in a landlocked portion of the overall area. It can only be accessed from new roads. Therefore, it has to be delivered in conjunction with the local access / distributor road from the Ballyhooly Road (and or the Mayfield Kilbarry Link Road) scheduled for delivery in 2031 and, a housing / development proposal. The proposed development is proposing a park area that is a pro rata area of space to housing proposed. The principle of the design / layout is to allow the progressive expansion of the formal park lands over time as required by the City Council so as to cater for population growth and housing expansion / provision in the UEA.

An approx. 3 Ha hectare park is to be provided on the subject site equating to 15% percent of the lands zoned as *Urban Parkland* within the ownership of the applicant. This area of space is a manageable space allowing more effective management and control of the space by Cork City Council as the area expands. This approach has been agreed with Cork City Council Parks Department. The design and layout of the park, allows for expansion into the adjoining zoned park lands which in turn connect to the School Zone NE-C-01 where, within the school campus area, there is potential for active amenity areas (playing pitches etc).

The landform through the urban park proposed is configured to facilitate a range of spaces for kickabout and play activities, typically at 1:40 gradients which makes them ideal for such use. An outdoor gym facility and play area are provided in the park as destination attractions. Two "amphitheatre areas" are also provided in the park areas to provide additional opportunities for resting and socialising and benches will be positioned along the main circulation path. The park provides opportunities for play, physical activity, rest and relaxation for all ages and abilities.

A range of green amenity spaces and local and neighbourhood play areas are proposed within each neighbourhood throughout the site and each space is located less than 10 minutes from all dwellings within that neighbourhood. These form a corridor of green spaces and amenity areas that are linked by pedestrian paths and cycle ways to create a green infrastructure network through the urban park, local centre and neighbourhoods.

The useable open space within the proposed development is 16.4% within neighbourhoods, 32% including greenway and 39% including embankments.

The private amenity space proposed for each unit exceeds the minimum standards.

Chapter 9 Energy and Digital Economy

Under **ED 5-1**, the Plan states that it will “*encourage innovative new building design and retrofitting of existing buildings where possible, to improve building energy efficiency, energy conservation and the use of renewable energy sources in accordance with national regulations and policy requirements*”.

Response

The proposed development will be designed to be as energy efficient as possible. The majority of dwellings have been designed to provide the option of an attic conversion or single/ double storey extension. The proposed method of construction and performance of the proposed development will meet or exceed legislative and planning requirements including:

- NZEB (Near Zero Energy Building) Compliance.
- Technical Guidance Document Part L – Dwellings 2019
- Cork City & County Council Development Plan Guidelines.

Chapter 10 Transport and Mobility

Under **TM 2-1 (a)** the Plan states that it will “*encourage and facilitate a safe walking route network and a culture of walking where possible and practical*”.

Under **TM 2-1 (b)** the Plan states that it will “*preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, work places, town and village centres*”

Under **TM 2-1 (c)** the Plan states that it will “*ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network*”.

Under **TM 2-2 (a)** the Plan states that it will “*encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands*”.

Under **TM 2-2 (b)** the Plan states that it will “*improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience*”.

Under **TM 2-2 (c)** the Plan states that it will “*ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities*”.

Under **TM 2-2 (d)** the Plan states that it will “*promote the development of an integrated and coherent local and countrywide cycle network to form part of the wider*

National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites”.

Under **TM 4-1 (a)** the Plan states that it will “*encourage a gradual shift towards more efficient and sustainable transport models by securing the delivery of parking spaces required in connection with new development broadly in line with Appendix D Parking and Cycling Standards (e) promote a shift towards cycling as a viable transport mode by requiring the provision of cycle parking facilities in accordance with Appendix D Table 2”.*

Response
<p>The proposed development is consistent with the above transport and mobility policies. The location of the proposed development is inherently sustainable with its close proximity to the City Centre and Ballyvolane lending itself to the encouragement of more sustainable transport choices than the private car.</p> <p>The proposed development maximizes this asset with upgrades to the part of the Ballyhooly Road which the site with the provision of footpath and cycle paths along the boundary of the site and further south along the Ballyhooly Road to connect with the existing footpath network back to Ballyvolane and on to the City to make the pedestrian and cyclist experience as safe and convenient as possible. The proposed development also includes the signalisation of the Lower Dublin Hill/ Ballyhooly Road junction which will create a safer pedestrian environment here and facilitate walking and cycling to schools, employment, services and facilities to the west of the site.</p> <p>Within the development various pedestrian and cycle routes are proposed connecting neighbourhoods, the local centre and the park and facilitating future connections to the rest of the LAP lands. The park will also function as a dedicated greenway through the site with cycle and pedestrian trails at gradients which vary between 1:12 and 1:20. These routes continue from the park through the neighbourhoods and local centre as an off road alternative means of moving through the site. The distributor road is also flanked by pedestrian and cycle paths for its entire length through the development</p> <p>Improvements to public transport are also proposed through the provision of bus stops, two within the site itself and a temporary bus turning area until the distributor road is further developed through the expansion area lands and one on the Ballyhooly Road. The proposed development has been designed to prioritise walking, cycle and the use of public transport in accordance with the Councils shift towards more sustainable transport options.</p>

Under **TM 2-3** Bus Transport (County Wide) the County Council will support and prioritise the following key bus transport initiatives:

- a) Progress towards national targets for modal split. Encourage the further development of the bus network;*
- b) Ensure all new developments are well connected to their local bus networks;*
- c) Secure the provision of appropriate bus infrastructure as an integral part of new development;*
- d) Secure safe walking routes from all new development to the local bus network*

- e) Encourage the provision of safe and convenient interchange facilities in all main towns and
- f) Encourage the better management of road space (e.g. through 'green route' and bus priority measures) to secure a journey time advantage for bus services.

Response

The proposed development facilitates a connection to existing bus stops in the area. The no. 207 bus route serves this area and the closest existing bus stop is located to the west of the site outside Brookwood housing development. A footpath and cycle path is proposed to be constructed from the development south along the Ballyhooly Road. The signalisation of the Lower Dublin Hill/ Ballyhooly Road junction will facilitate safe and convenient access to that bus stop from the proposed development. New bus infrastructure is proposed as part of this development including a bus stop on the Ballyhooly Road and two bus stops internally within the site and a temporary bus turning area. The proposed development has been set back accordingly on the Ballyhooly Road to allow for the the *Ballyvolane Strategic Transport Corridor Project: North Ring Road to Ballincolly* the design of which commenced in August 2019.

Under TM 3-3 Road Safety and Traffic Management the Cork County Development Plan states:

- a) Where traffic movements associated with a development proposal will have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, to require the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit as part of the proposal.
- b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes.
- c) For developments of 50 employees or more, developers will be required to prepare mobility management plans (travel plans), to promote alternative sustainable modes or practices of transport as part of the proposal.
- d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.
- e) Improve the standards and safety of public roads and to protect the investment of public resources in them provision, improvement and maintenance of the public road network.
- f) Promote road safety measures throughout the County, including traffic calming, road signage and parking.
- g) Coordinate proposed zoning designations and/or access strategies in settlement plans with speed limits on national roads.

Response

A Traffic and Transport Assessment has been prepared by MHL and Associates and is enclosed with this planning application.

The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as bus.

Two number accesses are proposed to the development on the Ballyhooly Road and one no. access from the local road to the north of the proposed development.

Each access point has been designed to appropriate standards of visibility to ensure the safety of all road users. Adequate traffic calming, road signage and parking is proposed within the development.

Chapter 11 Water Services, Surface Water and Waste

Under **WS 2-1 (a)** the Plan states that it will “prioritise the provision of water services infrastructure in:

- *The Gateway, Hub and Main Towns to complement the overall strategy for economic and population growth while ensuring appropriate protection of the environment.*
- *All settlements where services are not meeting current needs, are failing to meet existing license conditions, and where these deficiencies are:*
 - *Interfering with Councils ability to meet the requirements of the Water Framework Directive; or*
 - *Having negative impacts on Natura 2000 sites; and*

(b) development may only proceed where appropriate wastewater treatment is available which meets the requirements of environmental legislation, the Water Framework Directive and the requirements of the Habitats Directive “

Under **WS 3-1 (a)** the Plan states that it will “ensure the implementation of the South Western River Basin Management Plans and their associated programmes of measures”

Under **WS 3-1 (b)** the Plan states that it will “require that development in all main settlements connect to public waste water treatment facilities subject to sufficient capacity being available which does not interfere with Councils ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate waste water infrastructure is provided”.

Under **WS 3-1 (d)** the Plan states that “any new developments in the County disposing to ground will be required to comply with the groundwater protection plan and the Waste Water Discharge Regulations”.

Under **WS 4-1 (a)** the Plan states that it will “prioritise the supply of adequate drinking water for the resident population and invest and expand the water supply where possible in line with future population targets”.

Under **WS 4-1 (b)** the Plan states that it will “ensure that all drinking water in the County complies with the European Union Drinking Water Directive 98/83/EC and that all surface water and ground water supplies comply with the requirements of Surface Water Directive 75/440/EC and Ground Water Directive 80/68/EEC

Under **WS 4-1 (c)** the Plan states that it will “conserve sources of drinking water and minimise threats to either the quality or quantity of drinking water reserves that might result from different forms of development or development activity and other sources of pollution”.

Under **WS 5-1 (a)** the Plan states that it will “ensure that all new developments incorporate sustainable drainage systems (SuDS)”.

Under **WS 5-1 (b)** the Plan states that it will “provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County”.

Response

It is proposed to connect the sites water supply to an existing pipeline. Water supply will be delivered on a phased basis but will require the extension of the services by approx. 780 m; from a point to the west on Dublin Hill by way of a 300 mm main extension.

Irish Water is satisfied that there is sufficient water supply capacity to accommodate the phased expansion of the area and that foul services for the initial planning for 1000 + units, as envisaged under an agreed PWSA (Private Works Service Agreement) for the Ballyvolane UEA between Longview Estates Ltd and Irish Water, can be carried out. It is envisaged that future Irish Water services to zoned lands, that are both adjoining and adjacent to the Longview Estates proposal will enter into pre connection discussions with IW which will provide for their connection to existing, and new network extensions that are proposed.

The pumping station proposed on the Ballyhooly Road caters for the three potential phases of development. With three pumping chambers. Chamber 1 would be an initial 1000 units. This would include the proposal and would likely cater for an additional project under construction to the north west of the site – Cork County Council planning ref. 17/6781. Chamber 2 would be to provide for 3000 + units and Chamber 3 would provide for wider expansion of the network in due course to accommodate areas such as Monard if required and subject to consents.

The topography of the site generally falls from the east towards the Ballyhooly Road to the west. This allows for the majority of the network to be gravity fed with the exception of phase 5 on the far eastern side of the site.

The following indicates how the foul network will develop as the housing phases of construction are completed.

Phase 1: Foul network will be gravity fed and will connect to existing 225mm foul pipeline running north to south on Ballyhooly Road.

Phase 2: Subject to IW requirements and network management, construction of the Irish Water foul pumping station south on Ballyhooly Road is to be constructed by (or on behalf of) Irish Water prior to the completion of phase 2 housing. Outflow from phase 1 will then be realigned to flow into new pumping station. Additional foul network required for phase 2 will be tied into phase 1 network to be gravity fed to the new Irish Water pumping station which is part of this planning application.

Phase 3: Additional foul network required for phase 3 housing will be tied into development foul network and be gravity fed to the new Irish Water pumping station.

Phase 4: Additional foul network required for phase 4 housing will be tied into development foul network installed along Ballyhooly Road and be gravity fed to the new Irish Water pumping station.

Phase 5: Due to topography constraints, wastewater from phase 5 will need to be pumped in order to connect to the overall development foul network. A new pumping station will be constructed bordering phase 5 to achieve this. The rising main from the pumping station will extend north along the main distributor road before tying into the overall development foul network in a location adjacent to phase 2. Wastewater will then be gravity fed to the new Irish Water pumping station.

Phase 6: Additional foul network required for phase 6 will be tied into development foul network and be gravity fed to new Irish Water pumping station.

A combination of infiltration to the east and stormwater attenuation to the west of the site is proposed to drain the development. Soil infiltration rates to the east of the site were high while infiltration rates to the west of the site were low. This result informed the design team that soakaways could be used for surface water collection for the eastern portion of the proposed development while the remainder of the site needed to be positively drained off the site.

To ensure a robust design, attenuation flow rates were restricted to 5 l/s/ha; lower than the greenfield run-off rate. Groundwater seepage rates as stated previously in this chapter were included in the design calculations of the attenuation tanks.

The use of soakaways for surface water infiltration is proposed in locations generally to the east of the site (in phases 2 & 5).

Surface water quality will be treated through the use of Oil Separators and SUDS measures. For this development, the following SUDS measures are proposed:

- Planted swales running adjacent to roadways where feasible.
- Kilsaran permeable paving at the local centre
- Stormtech attenuation chambers in conjunction with Hydroflow vortex control to maintain a maximum outflow of 5 l/s/ha.
- Infiltration soakaways on the eastern portion of the development where the topography is flatter and infiltration tests were conducive to infiltration.

It is proposed to connect the surface water discharge to the local network on the Ballyhooly Road. The proposed tie-in location was selected following discussion with Cork City Council. The proposed outlet into the existing watercourse will incorporate outfall header walls to mitigate riverbed erosion; no works will occur in the river bed.

Chapter 12 Heritage

Under **HE 2-5 (c)** the Plan states that it will “*where appropriate, protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders*”.

Under **HE 3-1 (a)** *Safeguard sites and settings, features and objects of archaeological interest generally. (b) Secure the preservation (i.e. preservation in situ*

or in exceptional cases preservation by record) of all archaeological monuments including the Sites and Monuments Record (SMR) (see www.archeology.ie) and the Record or Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994, as amended and of sites, features and objects of archaeological and historical interest generally.

Under **HE 4-6 (a)** the Plan states that it will “*encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms that fit appropriately into the landscape*”.

Under **HE 4-6 (b)** the Plan states that it will “*promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout*”.

Under **HE 4-6 (d)** the Plan states that it will “*require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/ local species and groupings and protecting existing hedgerows in rural areas*”.

Under **HE 5-2** the Plan states that it will “*promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permission for new development*”.

Response

<p>Existing hedgerows are proposed to be retained wherever possible. The landscape strategy for the proposed development proposed significant supplementary planting in the form of boundary screening woodland planting and native, semi-native shrub planting and street trees.</p>

<p>As previously noted that there are no recorded archaeological sites located within the proposed development site, or within 120m of its boundary and no potential archaeological sites were noted within the proposed development site during the desktop study and site inspections. The Record of Protected Structures and the NIAH do not list any structures located within 600m of the proposed development site and there are no buildings of any date located within the site boundary. The proposed mitigation measures will provide for either the avoidance of the cultural heritage resource or the proper and adequate recording of this resource (including currently unknown archaeological features). As a result, there will be no predicted residual impacts on the cultural heritage resource following the construction phase.</p>
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<p>The proposed residential units and other buildings are considered to respect the character, pattern and tradition of existing places, materials and built forms that fit appropriately into the landscape with a modern interpretation.</p>
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<p>The proposed development will be designed to be as energy efficient as possible. As noted this planning application is accompanied by a Residential Energy Conservation Strategy prepared by Horgan Carroll Architects. The strategy outlines how the method of construction and performance of the proposed development will meet or exceed legislative and planning requirements including:</p>
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- | |
|---|
| <ul style="list-style-type: none"> • NZEB (Near Zero Energy Building) Compliance. • Technical Guidance Document Part L – Dwellings 2019 |
|---|

- Cork City & County Council Development Plan Guidelines.

The naming of the proposed development respects this objective. The name Longview was chosen given the unique panoramas of Cork that can be viewed from the proposed new community. The applicant, Longview Estates Limited, also takes a longer view on the environmental sustainability of their housing developments, their presence in Cork and the long term quality of the dwellings that are to be built over the next number of years.

Chapter 13 Green Infrastructure and Environment

Under **GI 3-1** the Plan states that it will “*require new developments to contribute to the protection, management and enhancement of the existing green infrastructure of the County and the delivery of new green infrastructure, where appropriate*”.

Under **GI 6-1(a)** the Plan states that it will “*protect the visual and scenic amenities of County Corks built and natural environment*”.

Under **GI 6-1 (b)** the Plan states that “*landscape issues will be an important factor in all land use proposals, ensuring that a proactive view of development is undertaken while maintaining respect for the environment and heritage generally in line with the principles of sustainability*”.

Under **GI 6-1 (c)** the Plan states that it will “*ensure that new development meets high standards of siting and design*”.

Under **GI 6-1 (d)** the Plan states that it will “*protect skylines and ridgelines from development*”.

Under **GI 6-1 (e)** the Plan states that it will “*discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments*”.

Under **GI 6-2** the Plan states that it will “*ensure that the management of development throughout the County will have regard for the value of the landscape, its character, distinctiveness and sensitivity as recognised in the Cork County Draft Landscape Strategy and its recommendations, in order to minimise the visual and environmental impact of development, particularly in areas designated as High Value Landscape where higher development standards (layout, design, landscaping, materials used) will be required*”.

Response

In response to the above, Cunnane Stratton Reynolds have been retained as Landscape Architects from the inception of the design process of the proposed development and have provided advice on the layout of the proposed scheme throughout. Existing hedgerows are proposed to be retained wherever possible. The landscape strategy for the proposed development proposed significant supplementary planting in the form of boundary screening woodland planting and native, semi- native shrub planting and street trees.

The chosen layout of the proposed development seeks to address the above policies with due regard to the topography of the site and access demands. The proposed development has been designed to minimise any adverse impacts on

visual and scenic amenities for example through the careful siting of the apartments within the scheme and the incorporation of appropriate landscaping throughout. This planning application is accompanied by a Landscape and Visual Impact Assessment which assess a series of photomontage images the viewpoints for which have been carefully selected. The photomontages demonstrate each phase of the proposed development.

A separate landscape strategy has also been prepared by AECOM which addresses the overall landscape strategy in the UEA area. This has been prepared with input from Cork City Parks Department who are in agreement with its provisions and the manner in which the City Council will address current applications, future amenity needs and overall strategies of connectivity.

Chapter 14 Zoning and Land Use

Under **ZU 1-1** the Plan states that it will “*secure the implementation of the zoning objectives applied to each area of the County*”.

Under **ZU 2-1** the Plan states that it will “*ensure that development, during the lifetime of this plan, proceeds in accordance with the general land use objectives set out in this plan and any specific zoning objectives that apply to particular areas as set out in any relevant Local Area Plans and Special Local Area Plans*”.

Under **ZU 3-2 (a) Appropriate Uses in Residential Areas**, the Plan states that it will “*promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area*”

(b) *normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity*”.

Under **ZU 3-3 Appropriate Uses in Community/ Utility Areas** the Plan states that it will “*promote the provision of educational, community related and healthcare development that is not, generally, appropriate to town centres or other areas including where relevant, the provision of ancillary accommodation and facilities*”.

Under **ZU 3-4 Appropriate Uses in Open Space, Sports, Recreation and Amenity Areas** the Plan states that it will “*promote the provision of sports areas, including playgrounds, sports centre’s, sports pitches, other areas for outdoor activities, outdoor recreation training centre’s, parks, landscaped areas, agricultural areas (including allotments), private landscaped gardens and woodlands in accordance with Article 10 of the Habitats Directive*”.

Response

The proposed development is consistent with the zoning and land use objectives for the site which are comprised of zonings NE-R-08 and NE-R-09 for Medium B residential development, zoning NE-C-01 for proposed primary and secondary school campus with playing pitches and NE-O-04 for public recreation as an urban park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses.

5.2 Cobh Municipal District Local Area Plan 2017

The proposed development is located within the area of the Cobh Municipal District Local Area Plan 2017. Within this, it is located in an area identified as the Cork City North Environs. The policy and objectives that apply to this area are as follows.

Cork City North Environs

Policy / Objective 3.4.1 *The vision for the Cork City North Environs to 2020 is to re-invigorate the northern suburbs of the city, within the County area, as a significant location for future residential development.*

Response

The proposed development is consistent with the above objective. The proposal is for a large multi-unit residential scheme which will create a critical mass of people to promote the further development of public transport options and support a new District Centre as envisioned in the Cork Area Strategic Plan (CASP).

The LAP notes the need to be cognisant of the CASP proposals which identified Ballyvolane as having the most potential for future population growth, in particular private sector housing development, as it is located adjacent to the strategic employment centre at Kilbarry. The large scheme proposed is consistent with the LAP as it will contribute towards the creation of critical mass in the formation of a significant future location for residential development at Ballyvolane.

Policy / Objective 3.4.8 *Accounting for dwellings already built since 2011, vacant units and outstanding planning permissions, the planning proposals of this plan must therefore make provision for a further 2057 dwellings to meet the population target for the town for the period 2017-2023.*

Response

The proposed development is consistent with the above objective. The proposal will go some way towards meeting the required target no. of dwellings for the period 2017-2023 through the provision of 753 no. high quality dwelling units.

Ballyvolane Urban Expansion Area

The site is located within the Ballyvolane Urban Expansion Area and is thus subject to the following planning policies and objectives of the LAP.

Education, Community and Cultural Facilities

Policy / Objective 3.4.28 *A post primary school is proposed in the Ballyvolane Urban Expansion Area, together with two primary schools.*

Response

The LAP notes that the Department of Education and Skills identified a requirement for a new primary school in Cork City North Environs based on the 2022 forecast population of 4,581 set out in the 2004 Regional Planning Guidelines. The revised population target of 10,719 will give rise to an additional requirement for educational facilities. The new requirements are approximately 21 additional classrooms for primary school age and 365 post-primary school places. Therefore, it is likely that a new 16 or 24 classroom school will be required in the North Environs.

The proposed development is consistent with this objective. Land within Longview's ownership has been identified for the provision of a secondary school and primary school campus (NE-C-01). The proposed development does not interfere with the future provision of schools at this site. Indeed, the project architects have assessed the practicality of providing a school campus at this location.

As previously noted, engagement has occurred with the Department of Education and there is currently no requirement for a school in Ballyvolane.

Policy / Objective 3.4.31 *The Ballyvolane Urban Expansion Area will supply passive and active open space which will help supply much needed recreational facilities in the North East of the City. The provision of the urban park will be linked to the phasing programme.*

Response

The proposed development is consistent with this objective. The proposed development proposes an urban park and a range of green open spaces and play and recreation areas throughout the development.

As noted the applicant's site includes a portion of the land identified for the provision of an urban park. This park area is contained in the NE-O-04 area of the site in a landlocked portion of the overall area. It can only be accessed from new roads. Therefore, it has to be delivered in conjunction with the local access / distributor road from the Ballyhooly Road (and or the Mayfield Kilbarry Link Road) scheduled for delivery in 2031 and, a housing / development proposal.

In accordance with the LAP which requires the particle provision of a 20 hectare public park to be provided for as part of Phase 1 of the LAP an approx. 3 Ha hectare park is to be provided on the subject site equating to 15% percent of the lands zoned as *Urban Parkland* within the ownership of the applicant. The principle of the design / layout of the park proposed as seen on the proposed landscaping drawing accompanying this planning application is to allow the progressive expansion of the formal park lands over time as required by the City Council so as to cater for population growth and housing expansion / provision in the UEA.

The park area is required to be delivered in part in Phase 1 of the UEA expansion. The proposal is doing this.

Infrastructure

Public Transport/ Road Connectivity

Policy / Objective 3.4.33 *at present, public transport in the North Environs is restricted to bus services only. The development of a proposed rail station at Kilbarry, which lies within the City Council Administrative Boundary, will enhance public transport permeability within the western portion of the area and will form an important component of enhanced transport options in the North Environs. The Ballyvolane area is not served by the Cork Suburban Rail network. There is an existing bus route serving Gurrabraher and parts of Ballyvolane however enhanced bus priority infrastructure, would represent the most appropriate solution to the transport needs of the area. Cork County Council will support proposals to enhance public transport connections to the Hollyhill and Apple Campus particularly public bus infrastructure and through improvements to the local road connection.*

Response

The site area is currently served by the no. 207 bus route. The draft Cork Metropolitan Area Transport Strategy (CMATS) includes for bus public transport enhancements on the Ballyhooly Road. Cork City Council and the National Transport Authority have instructed consultants to commence the design of such improvements as of August 2019 – the *Ballyvolane Strategic Transport Corridor Project: North Ring Road to Ballincolly*. The proposed development facilitates these improvements due to set backs that have been incorporated into the scheme along the Ballyhooly Road. These set backs were agreed with Cork City Council. The proposed development also proposes public bus infrastructure to improve the accessibility to public transport in the area through the provision of a new bus stop on the Ballyhooly Road and two no. bus stops within the site along with a turning area to accommodate buses in advance of through routes being developed in adjoining lands.

Policy / Objective 3.4.34 *The Cork Cycle Network Plan (2017) is a joint venture between City and County Councils and it identifies the strategic cycle network existing and proposed within the metropolitan area. The plan was adopted in March 2017 and the recommended routes for the Northside are set out within this Local Area Plan.*

Response

It is proposed to have 2m wide cycle lanes to the east of the Ballyhooly Road for cyclists travelling to and from the city and a 2m wide footpath. This is in accordance with the Cork Cycle Network Plan which envisages a primary cycle route (route code CCN-U17) along the Ballyhooly Road from Glen Avenue to Mervue Lawn with the potential to be extended further north to serve other areas of the master plan if required.

Policy / Objective 3.4.37 *There is also a need to address existing congestion at the Ballyvolane crossroads. The construction of the proposed link road connecting Mayfield to Kilbarry is a critical piece of road infrastructure to alleviate the congestion*

at the Fox and Hounds and the intersection of the Ballyhooly Road and the existing Northern Relief Road.

Response

The proposed development is consistent with the above objective. Longview are in ownership of lands further south of the proposed development which are being reserved free from development so as to afford the City Council design flexibility in the delivery of LAP road objective NE-U-06 – the Mayfield Kilbarry Link Road Objective.

Policy / Objective Table 3.4.4 *Identify and commence planning of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA Upgrade the Ballyhooly Road, provide for pedestrian and cyclists; plan and provide for the construction of 2.2km Link Road from Mayfield to Kilbarry; Plan and provide for the implementation of cycling and walking network within the site and on the Ballyhooly Road.*

Response

The proposed development is consistent with the above objective. The proposed development site, the subject of this application, is located north of the R635 Road and as such does not interfere with the proposed road upgrade works as outlined in the above policy objective.

The proposed development of the site will facilitate upgrade works to the R614 Ballyhooly Road by allowing for setbacks for the bus corridors proposed on this route. As noted the design process for the bus corridors has already commenced. The proposed development includes pedestrian and cycle links on the Ballyhooly Road.

As noted the applicant has reserved land within their ownership to the south of the site for the Mayfield Kilbarry Link Road and therefore the proposed development is facilitating the planning for the future provision of this route by the roads authority one its final alignment has been decided.

Policy / Objective Objective U-05 *upgrade of the Ballyhooly Road in tandem with the development of the Ballyvolane Urban Expansion Area.*

Response

The proposed development is consistent with the above objective. LAP objective NE- U-05 requires the upgrade of the Ballyhooly Road in tandem with the development of the Ballyvolane expansion area. As noted the design development of the Ballyhooly Road upgrades have already commenced and the proposed development with the setbacks incorporated facilitate this upgrade.

Policy / Objective 3.4.97 *the provision of adequate pedestrian and cycling facilities within the site and connections to the wider area is an important factor especially as there is limited footpath and no cycling lanes on the existing road network. This green field site represents the opportunity to provide public transport, pedestrian routes and*

cycle ways in a manner that allows for direct and attractive routes. The Ballyhooly Road should be upgraded to provide both pedestrian and cycle access.

Response

The provision of a number of safe routes throughout the development and connecting to the outside will encourage walking, cycling and the use of public transport. The proposed development includes dedicated pedestrian and cycle routes through the greenway which continue through the neighbourhoods and connect to the local centre. This provides a convenient and attractive off road alternative means of moving through the site. The distributor road is also flanked by a pedestrian and cycle path for its entire length. Connections to adjacent zoned lands have been allowed for as these areas are developed such that people will be able to move through the expansion area.

The proposed development includes upgrades to the Ballyhooly Road which the site fronts to facilitate pedestrian and cycle routes. Specifically the proposal includes new cycle and pedestrians paths to connect with the existing footpath network to the south of the site.

Water Supply and Waste Water Infrastructure

Policy / Objective 3.4.39 *Waste Water Infrastructure to cater for future demand is inadequate as the North Environs is connected to the Waste Water Treatment Plant at Carrigrennan, Little Island. However, to facilitate the level of development planned for the North Environs major new investment is required to provide infrastructure to connect Ballyvolane (linking with Blarney and Monard) to Carrigrennan Waste Water Treatment Plant. Irish Water has responsibility for the provision of waste water infrastructure. Irish Water has taken a strategic view in relation to waste water collection and treatment. A detailed assessment into the provision of an adequate waste water disposal system including the necessary infrastructure is being prepared at present.*

Response

Irish Water has carried out a review of Foul Services Infrastructure having regard to the future residential development proposed and possible in the Ballyvolane urban expansion area.

There are two pumping stations being proposed as part of this development. A smaller pumping station is located internally within the site adjacent to Phase 5. The pumping station adjacent to the Ballyhooly Road is a significant infrastructural item that will support Irish Water's need to service the wider urban expansion area as it arises and other lands in this northern suburbs of Cork City. Irish Water has entered into a Project Works Services Agreement with Longview Estates to service the area by way of this pumping station to be included on their lands. A Major Connection Offer by IW will be signed on foot of a planning consent being issued.

Flooding and Surface Water Management

Policy / Objective 3.4.42 *The control and management of surface water through the use of Sustainable Urban Drainage scheme will be necessitated on all zoned lands in line with the policy of the County Development Plan. An assessment of the control and management of surface water will be required. A detailed design or strategy will*

ensure a sustainable approach to surface water management from all development within the Northern Environs in particular the steeply sloping lands in Ballyvolane, ensuring adequate land is available to accommodate its requirements.

Policy / Objective 3.4.101 The SuDS features will be incorporated into every development proposal. It will be necessary for applications to clearly outline the specific measures, their design capacity and location of such measures. The existing greenfield run off rates and volumes should not be exceeded. Provision should be made for swales/ filtration drains, detention basins/ ponds along the new SW link road, to ensure no adverse impact on current peak flows in the rivers and streams downstream of the site. The County Development Plan requires all new developments to incorporate SuDS as per Section 11.5 of CDP 2014. A SuDS study of the site will be required prior to development to establish the number, location and range of features to adequately control the run off. The terms of reference shall be determined.

Response

A combination of infiltration to the east and stormwater attenuation to the west of the site is proposed to drain the development. Soil infiltration rates to the east of the site were high while infiltration rates to the west of the site were low. This result informed the design team that soakaways could be used for surface water collection for the eastern portion of the proposed development while the remainder of the site needed to be positively drained off the site.

To ensure a robust design, attenuation flow rates were restricted to 5 l/s/ha; lower than the greenfield run-off rate. The use of soakaways for surface water infiltration is proposed in locations generally to the east of the site (in phases 2 & 5).

Surface water quality will be treated through the use of Oil Separators and SUDS measures. For this development, the following SUDS measures are proposed:

- Planted swales running adjacent to roadways where feasible.
- Kilsaran permeable paving at the local centre
- Stormtech attenuation chambers in conjunction with Hydroflow vortex control to maintain a maximum outflow of 5 l/s/ha.
- Infiltration soakaways on the eastern portion of the development where the topography is flatter and infiltration tests were conducive to infiltration.

It is proposed to connect the surface water discharge to the local network south on the Ballyhooly Road.

Residential Development

Policy / Objective 3.4.84 The quantum of houses envisaged for Ballyvolane was between 2337 and 3600 units. The numbers proposed in the LAP is approximately 3000. A total of 3 phases of development are recommended for the phased delivery of housing in tandem with the key infrastructure, facilities and amenities to serve a development. The Councils Housing Strategy states that on zoned lands, it will be a requirement that 10% of all land zoned for residential uses (or a mix of residential and other uses) be reserved for the purposes of social housing.

Response

The proposed development will provide for a significant quantum of the housing required in Ballyvolane. The proposal is to be phased and will form part of the first identified indicative phase within the LAP. The social housing requirement has been addressed by the provision of 10% of units for the purposes of social housing on site. Part V proposal (units) are identified on submitted drawings and schedules included with this planning application. The 75 no. units proposed for the Part V obligation comprises of the following:

17 x 2 Bed Ground Floor Duplex Apartments
 19 x 3 Bed Duplex Units
 11 x 3 Bed End of Terrace Units
 8 x 3 Bed Mid Terrace Units
 17 x 2 Bed Mid Terrace Units
 2 x 3 Bed Semi Detached Units
 1 x 4 Bed Semi Detached Unit

The Part V proposal has been agreed with Mr Brian Geaney, Director of Housing in Cork City Council.

Policy / Objective 3.4.82 the key principles in considering sustainable development on the site are as follows:

- *Ensure that the proposed development provides effective connectivity (walking and cycling) to the town centre, educational and employment centres for the future residents;*
- *Support the achievement of high levels of modal shift by collaborating with other agencies to improve public transport services and influence patterns of employment development to support use of sustainable modes and travel by public transport;*
- *Ensure the provision of an appropriate housing mix, considering the changing demographic (needs of older people) and the housing market requirements for Metropolitan Cork and the requirement of the Social Housing as per the County Development Plan 2014;*
- *Make provision for housing density that encourages more efficient land use and infrastructure investment patterns and particularly creates conditions more favourable to the increased use of public transport;*
- *To achieve development areas with a distinctive character that ensures a unique, innovative and distinctive design of houses with high quality finishes and materials. They should include positive characteristics such as reference to topographical and historical features and the inclusion of individual focal points and a priority for the provision of high quality public realm.*

Response

The proposal is considered to be a sustainable development in accordance with the above objective for the following reasons:

- As previously indicated the proposal will construct a footpath and cycle path from the proposed development to the existing footpath network outside the site through the provision of a new footpath/ cycleways along the site boundary and provides a network of pedestrian and cycle routes through the site to encourage more walking and cycling and less vehicular

trips to Ballyvolane District Centre and educational and employment locations. The signalisation of the Lower Dublin Hill/ Ballyhooly Road junction will also facilitate connectivity to schools, employments areas and services to the west of the site.

- As noted within the Traffic Report prepared by MHL and Associates, as part of the development proposal the inclusion of an off-road cycle and pedestrian facility from the development entrance to a proposed crossing of the Ballyhooly Road at Mervue Lawn, south of the site, is to be delivered. The above safe and convenient connections and the abundant cycle storage being proposed within the site will facilitate and encourage modal shift towards more sustainable modes of travel. In-line with the 2016 Census Data the existing modal shift rate for the site area of 12% has been assumed to remain stagnant up to the end of 2021. Thereafter, with the pedestrian, cycle and public infrastructure proposed in this development and the completion of the Ballyhooly Strategic Transport Corridor Scheme which will result in a high frequency bus service in the area, this modal shift rate is expected to increase with the aim of achieving a rate of 45% by the end of 2025. Please refer to the Traffic Report for further information on the anticipated modal shift.
- A good mix of house and apartment types and sizes will be provided to cater for the needs of all people at all stages of the housing cycle. Social housing is to be provided on site – 10% of the overall number of houses are proposed to meet the Part V obligations.
- The housing density proposed is 35.7 units/ha. This density in accordance with national planning policy requirements on density will result in more efficient use of strategically located zoned lands and help to sustain public transport in the area with more frequent services.
- Within 500 m of the proposed Ballyhooly Rd Bus Stop, 207 Route, the proposal has a nett density of c.50 P/ Ha.
- The scheme will have a distinctive character and sense of place with the 6 no. individual neighbourhoods proposed. There will be a good balance of open spaces to buildings and the urban park, local centre and crèche will act as important focal points for the new neighbourhood and those already living in the area. These features will also play an important role in achieving a sense of community spirit and integration between the existing residential areas and the developing residential neighbourhoods in the expansion area.

Urban Design and Layout

Policy/ Objective 3.4.87 *The layout and design of the neighbourhoods within each phase or character area should take account of the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual. The orientation of the slopes is generally in a southerly, south westerly and westerly direction, this should be advantageous for solar gain. However, the predominant winds are south westerlies, planting will also play a role in providing shelter for new housing as well as reducing the overall visual impact over time. The lands west of the Ballyhooly road face an easterly direction. The County Councils Design Guide for*

Residential Estate Development should be used as a basis for the design of future schemes with a design statement for any large applications.

Response

The proposed development has been designed in accordance with the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual. Please refer to the accompanying Architects Design Statement for further information.

The Cork County Council Design Guide for Residential Estate Design has also been referred to where relevant.

Open Space

Policy / Objective 3.4.62 *Additional open space will be provided for within the Ballyvolane Urban Expansion Area. This will serve the North Eastern suburbs of the City. The development of Ballyvolane is to have regard to the high standards of accessibility that are essential to active open space uses.*

Response

The proposed development is consistent with this objective. As noted in addition to the smaller pockets of open space and play areas, the proposal includes a 3 hectare urban park. This park forms part of a much larger area that been zoned for an urban park to serve the expansion area. The form and design of the 3 hectare park means that it will be naturally extended as the residual park land is developed in the future.

Public Realm and Community Facilities

Policy / Objective 3.4.104 *The existing landscape is a significant consideration in the creation of useable open space. A 20 ha urban park will provide passive recreational facilities for the area as a whole. The provision of the urban park will be linked to the phasing as there is a shortage of informal recreational areas within the northern suburbs. A large central park will be at the pinnacle of the open space hierarchy with smaller areas of open space peppered throughout the layout.*

Policy / Objective 3.4.105 *In terms of provision of childcare facilities, the recent extension of the ECCE scheme from 1 to 2 years should be provided for in terms of numbers of pre-school childcare places.*

3.4.106 *The recreation and amenity strategy remains part of the CDP, therefore applications should comply with the Councils recreation and amenity policy. A community building is also required in the area to serve the existing community and the new population.*

Response

The proposed development is consistent with this objective. As noted in addition to smaller areas of open spaces peppered throughout the scheme, it will make

provision for a portion of the urban park to be provided for the area as a whole. This park will facilitate the amenity of the wider area and act as an important connection within the development.

The parks provision and open space layout has been discussed with Mr Liam Casey of Cork City Council Parks Department who has confirmed the broad approach and design strategy is acceptable.

A crèche is provided as part of the development to cater for additional childcare needs that may arise as a result of this development.

The Council's Recreation and Amenity policy has been addressed through the provision of a range of play and amenity areas throughout. The spec and provision of the play areas will be agreed with Cork City Council under planning compliance. A community building is also proposed as part of this planning application. The community use will be centrally located close to the local centre for convenience to all residents.

Retail

Policy / Objective 3.4.107 *the framework plan will provide for convenience and comparison retail development to the rear of the existing Lidl site. Together with the Dunnes Stores and the Fox and Hounds at Ballyvolane Crossroads this nucleus of units will serve as a District Centre to serve the existing and future population.*

Response

The land zoned for the expansion of the district centre does not form part of this planning application. However local retail provision is proposed as part of this development which will include a small element of retail (2 no. units) to serve local needs. The proposed increase in population as a result of this development will support and sustain the development of the Ballyvolane District Centre.

Employment

Policy / Objective 3.4.109 *the new expansion area will rely on adjacent lands in Kilbarry to provide local and accessible employment. The dedicated junction proposed for the Northern Ring Road should help stimulate employment growth in Kilbarry, with direct access by road and with good pedestrian and cycling facilities from Ballyvolane. A dedicated bus lane with a frequent service will provide locals with access to employment locations in the City Centre. The improved transport connections into the City will facilitate access to employment locations to the South West and South East of the City.*

Response

The proposed development of the site will facilitate the upgrade works to the R614 Ballyhooly Road which will result in an increased frequency bus service for the area. The high frequency service and increased number of bus stops as a result of this development will encourage residents of the proposed development and the wider expansion area as it develops to use public transport.

The proposed development will also significantly improve the pedestrian and cyclist environment in terms of the dedicated safe and convenient routes that are proposed to Ballyvolane and the junction improvements.

General Development Objectives for Cork City North Environs

Policy / Objective NE-GO-01 *It is the aim of the urban expansion area to achieve a high quality housing development consisting of a wide mix of house types and design to provide a choice of housing suitable to all age groups and persons at different stages of the housing cycle. It is envisaged that up to 3000 units can be accommodated on the site, however having regard to the steep topography in parts of the site the number of units may be less. Higher densities will be promoted closer to the Ballyvolane crossroads, and the City boundary to avail of a more frequent and high quality bus service in line with the Sustainable Development Guidelines in Urban Areas. A total of 10% of new housing development is reserved for the purpose of Part V social housing and/ or specialised housing needs.*

Response

The proposal is for the development of a large scheme of 753 high quality residential units in a mix of unit types, sizes and designs to provide a choice suitable for all age groups and persons at different stages of the housing cycle. The proposed scheme makes provision for 10% Part V social housing.

Notwithstanding the challenging topography of the site, the layout proposed achieves a density of 35.7 units per hectare in accordance with the Sustainable Residential Development in Urban Areas Guidelines. The critical mass of population being proposed will help to sustain the high quality bus service being developed on the Ballyhooly Road.

Policy / Objective NE-GO-03 *The design of residential development should be fine grained with houses of a particular type clustered in quite small groups avoiding continuous rows of development. House designs and layouts should be responsive to localised variations in their environment – including topography, orientation, retained features and recreational infrastructure. Avoid use of conventional house design with substantial use of retaining walls on sloping contours, house design should utilize the level difference within the site to an advantage.*

Response

The proposed development is consistent with this objective. The layout of the scheme is, by in large, clustered so as to avoid continuous rows of housing and house designs and layouts are responsive to localised variations in their environment. Refer to the enclosed Architects Design Statement and Drawings for further detail on the layout and design of individual units proposed.

Policy / Objective NE-GO-04 *Construct a permeable built form with green routes to facilitate cycling and pedestrian movements within the site, with dedicated routes in locations with a shallower gradient. Routes should be created within the urban park to link phases of development and provide direct access to the educational facilities and improve permeability through the site. The route of the principal cycleway shall*

link up with the Cork Cycle Network Plan in a joint venture between City and County Councils.

Response

The network of green routes through the site is an integral part of the landscaping and movement strategy for the proposed development. Off road greenway pedestrian and cycle paths are proposed through the site – alongside neighbourhoods 1 and 3, through the park and neighbourhoods 2 and 5 with easy access to the dedicated greenways from neighbourhoods 4 and 6 also. The dedicated cycle and pedestrian routes are linked by a series of open spaces and play areas. The site greenway route connects to the Ballyhooly Road where cycle lanes are proposed in accordance with the Cork Cycle Network Plan.

Policy / Objective NE-GO-05 *Retain a substantial proportion of existing landscape features including field banks, hedgerows, tree lines and masonry walls. Provide a landscape framework plan for each of the six phases of development as part of a landscape strategy. Provide for advanced mix planting of coniferous and broadleaf trees to ensure year round tree coverage to protect the visual amenity of the area.*

Response

As noted hedgerows are to be retained where possible. A Landscape Architecture District park Framework Strategy for the Ballyvolane urban expansion area has been prepared by Aecom and accompanies this planning application. This strategy which considers the existing and proposed land uses, topography and gradient and existing habitats and landscape features sets out how the parkland could be developed in the future. This strategy has been reviewed and agreed with Mr Liam Casey of Cork City Council Parks Department.

Policy / Objective NE-GO-06 *Design an integrated approach to surface water management which considers land use, water quality, amenity and habitat enhancements. Thereby, replicating the current greenfield rate of surface water runoff post development to prevent flooding of lands and settlements downstream. A Sustainable Urban Drainage Strategy should be completed for the site prior to development.*

Response

Refer to enclosed Engineering Report by MHL and Associates for details of surface water management and sustainable urban drainage for the proposed development. To ensure a robust design, attenuation flow rates were restricted to 5 l/s/ha; lower than the greenfield run-off rate.

Policy / Objective NE-GO-07 *Create an ecological network by linking green areas to allow for movement of wildlife. All environmental resources should be incorporated from waterways to woodlands to adopt a green infrastructure approach within the site with links to the surrounding countryside. Open space for public recreation including the provision of playing pitches, amenity walks, children's playground, open parkland, subject to appropriate scaling and siting.*

Response

The proposed development is consistent with this objective. Green spaces are linked to form an ecological network allowing the movement of wildlife through the site. Buffer, boundary and embankment planting will also create wildlife refuges while bird boxes are also proposed as part of the landscape design solution.

The LAP sets out three indicative phases of development for the Urban Expansion Area. The LAP specifies for each phase the number of units, open space requirements, educational facilities, social facilities, amenities, physical infrastructure and the access strategy required.

Table 3.4.2 of the LAP sets out the indicative strategic infrastructure and service requirements prior to development of the UEA lands. Our response to the indicative development programme is set out below. The proposed development would fall with Phase 1 '0-1175' number of units as set out below.

Figure 1 Indicative Prior to Commencement of Development as per the LAP (as set out in the Cobh MD LAP)

Table 3.4.2: Indicative Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements*
<ul style="list-style-type: none"> Prior to Commencement of development 	<p>Transport /Road Infrastructure</p> <ul style="list-style-type: none"> Complete the Regional Transport Assessment; Commence the detailed design process for the relevant road upgrades and new roads recommended in the above report to cater for initial phase of development; Identify Package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA. <p>Water Services Infrastructure</p> <ul style="list-style-type: none"> Irish Water to commence the review and planning for the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared; Irish Water to commence the review and planning for the provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared. <p>Surface Water Management</p> <ul style="list-style-type: none"> Undertake SuDS Study which include lands take for retention /detention pond to serve the entire lands. <p>Open Space</p> <ul style="list-style-type: none"> Complete a Landscape Strategy.

Response

The following is a point by point response to the provisions of Table 3.4.2.

Transport/ Road Infrastructure

Point 1 – “complete the Regional Transport Assessment”

- The Regional Transportation Assessment is complete and published in Draft form. The Draft Cork Metropolitan Area Transport Strategy (CMATS)

has been completed and was published for public consultation in May 2019. Cork City Council is advancing detailed design processes for the roads in the UEA on a progressive basis with design proposals for radial routes being advanced by the Council and other linkage opportunities being progressed with developers / land owners who will provide for the delivery of the roads / or reservation of roads corridors as part of development proposals.

Point 2 – “commence the detailed design process for the relevant roads upgrades and new roads recommended in the above report to cater for initial phase of development”

- The design process has commenced. Cork City Council, supported by the NTA, has instructed Consultants to advance the Ballyhooly Road upgrades, including public transport enhancements, in August 2019. The project brief for the Ballyhooly Rd enhancements “For the provision of Engineering Design Team Services relating to the design and delivery of the BALLYVOLANE STRATEGIC TRANSPORT CORRIDOR PROJECT: NORTH RING ROAD TO BALLINCOLLY, JUNE 2019”¹³ has been instructed and design work has commenced. This commission started in September 2019.
- CMATS is a multi-million euro investment in roads infrastructure and public transport in Cork so as to facilitate deliver an “accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040”.
- The infrastructure proposed under CMATS will be delivered on a progressive basis across the City. Complementary to CMATS are existing proposal to upgrade and improve the City’s integrated Transport Network which are now being advanced. The public transport enhancements to Ballyhooly Road are once set of such improvements and these enhancements are facilitated by development as proposed under this consent. Cork City Council, supported by the NTA, has instructed Consultants to advance the Ballyhooly Road upgrades, including public transport enhancements, in August 2019. The road setbacks incorporated into this scheme, in the applicant’s landholding, have been agreed with the City Council in advance of making the application and allow for the permanent setbacks envisaged by the Council.

Point 3 – “Identify package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA”.

- Cork City Council have identified a series of upgrades to the R635 – North Ring Road – in conjunction with the NTA. A scheme has also been designed for the upgrade of the Cork North Ring / R635 and Ballyhooly Road Junction to provide for additional capacity.

¹³ Pages 1-2 included as Appendix B

- The Ballyhooly Road upgrades have also been referred to above and these represent the bus corridor enhancements into the City Centre.
- CMATS sets a delivery timeframe of 2031 (medium term) for the Northern Distributor Road. The Northern Distributor Road passes through the applicant's lands and they are retaining the area free from development at this stage so as to allow the appraisal and detailed design of the route to be unrestricted. The "appraisal" stage for this road (Page 108 of CMATS) will take place in the short term (2026). Longview Estates Ltd have reserved land to the south of the proposed development where the indicative route is shown so as not to compromise the development of the link road. The Cork Northern Distributor Route is identified in CMATS as the "Northern Outer Orbital Route" which "will provide a variation on the same route, providing connectivity with new residential development at the Balyvolane UEA and Old Whitechurch Road. This route will utilise the proposed Cork Northern Distributor Road (NDR) which is required to be multi-modal to cater for bus movements as well as segregated cycle and pedestrian infrastructure".

It must be noted that the proposed development, for public transport or vehicular movement, is not reliant on any "new roads" identified in CMATS but does support their delivery by making land available for them. The proposed development can be directly accessed from the Ballyhooly Road where two accesses are proposed.

The proposed development will in fact open up additional lands within the UEA through the development of a distributor road on the Longview Estates lands.

- The draft CMATS states that TII will examine the inclusion of the Cork North Ring Road (CNRR) linking the N20 to Dunkettle interchange. The National Development Plan indicates that the CNRR is a complementary but independent scheme to the N/M20 corridor scheme. However, its requirements, scale (based on demand levels) and justification will be considered and assessed as part of the appraisal process for the overall M20 scheme. It is envisaged that the CNRR would not be delivered in advance of the substantive public transport elements of the Strategy. The appraisal process for the N/M20 Scheme will consider implementation and delivery in great detail. Subject to the appraisal outcomes of the N/M20 Cork to Limerick Road Improvement Scheme, it is expected that the CNRR project will be planned for implementation during the latter period of the Strategy. The finalisation of a route corridor and its protection from development intrusion is an objective of CMATS to allow for changing circumstances including potentially an earlier project delivery requirement.

The draft CMATS envisages a significantly enhanced Bus Connects service for Cork by 2027. The network will comprise of 200km of crosscity routes, 50km of orbital routes and 150Km of radial routes and will provide interchange with the Cork Suburban Rail Network, Light Rail network and the proposed Park and Ride services located around the Strategic Road Network. The Core Radial Bus Network connects the external corridors to the City Centre and has been refined to pair Cross-City travel demand to maximise the utilisation of the bus services on these corridors. The application site is located at the terminus of the Ballyvolane (Northside) to

Donnybrook (Southside) corridor and is currently served by the 207 bus route.

Four high frequency orbital services are proposed to serve a multiple of key destinations outside of the City Centre. These include the Northern Inner Orbital Route; 10-minutes and the Northern Outer Orbital Route; 15-minutes. The Northern Orbital Inner Route will serve the north side of Cork City serving Little Island, Tivoli Docks, Mayfield, Blackpool and Knocknaheeny before crossing the River Lee to reach Model Farm Road and CIT. The Northern Outer Orbital Route will provide a variation on the same route, providing connectivity with new residential development at the Ballyvolane Urban Expansion Area and Old Whitechurch Road. This route will utilise the proposed Cork Northern Distributor Road (NDR) which is required to be multi-modal to cater for bus movements as well as segregated cycle and pedestrian infrastructure.

Point 4 - Water Services Infrastructure

- Table 3.4.2 Cobh MD Local Area Plan states that “Irish Water to commence the review and planning for the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared”.

Irish Water has carried out a review of Water Supply Infrastructure having regard to the future residential development proposed and possible in the Ballyvolane UEA. Irish Water is satisfied that there is sufficient water supply capacity to accommodate the phased expansion of the area and that the initial planning for 1000 + units, as envisaged under an agreed PWSA for the Ballyvolane UEA, can be carried out. It is envisaged that future water services to zoned lands, that are both adjoining and adjacent to the Longview Estates proposal will enter into pre connection discussions with IW which will provide for their connection to existing, and new network extensions that are proposed.

- Table 3.4.2 Cobh MD Local Area Plans states that “Irish Water to commence the review and planning for the provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared.

Irish Water has carried out a review of Foul Services Infrastructure having regard to the future residential development proposed and possible in the Ballyvolane UEA.

There are two pumping stations (“PS”) proposed as part of the development. The PS adjacent to the Ballyhooley Road is a significant item that will support IW’s need to service the wider UEA and other lands in this Northern Suburbs of Cork City.

Irish Water has entered into a Project Works Services Agreement with Longview Estates to service the area by way of PS to be included on their lands in Lahardane, Ballyhooley Road, Cork. The PS proposal is central to the provision and commercial implementation of the Foul Water services strategy locally. The PS will be served by a rising main that is to be located in the public road and / or public lands before accessing a discharge point

to the existing foul network on the R635 adjacent to the R615 / Old Youghal Rd. The PS and services upgrades to the area will service existing and proposed development.

The initial phase of the proposal can be connected to and serviced by the existing foul infrastructure in the area. The proposed PS will serve the overall proposal and the residual Ballyvolane UEA lands. The PS can be sized, with be land take offered, so as to form a central part of IW's delivery of serviced lands throughout the Northern City fringes.

Point 5 – “Undertake a SuDS study which includes lands takes for retention / detention pond to serve the entire lands”.

Due to the topography of the site no surface water retention / detention pond is possible in the application area of the UEA.

Cork City Council requires that all developments discharge occurs at greenfield run off rates, or better, so as to manage surface water flows downstream in the Glen River Valley and Blackpool ultimately. The proposal discharge to surface watercourses that are in the applicant's ownership. Discharge of surface water to these streams has been permitted in recent consents by Cork County Council. A natural pond location occurs at a low point east of the Longview Estates holding due to local topography.

During the design process of the proposed development, a series of site investigation works were carried out by Priority Geotechnical Ltd. This included 13 no. rotary core holes to measures the depth and strength of rock, 34 no. trial pits to measures the depth of soil and rock and 10 no. infiltration pits to measure the onsite infiltration rate. Groundwater Seepage Assessment was also carried out by JBA Consulting to provide an assessment of the groundwater conditions. The storm water attenuation system proposed as part of this development has been designed to account for groundwater. The results of the soil infiltration tests have informed the design of the storm water network. Soak pits are proposed for the eastern portion of the site while the rest of the site will be positively drained. Attenuation tanks have been designed to control the flow of storm water off the site to 5 litres per second per hectare of land which is below the existing green field runoff rate.

Point 6 - Open Space

Table 3.4.2 of the Cobh MD LAP states that it was Cork County Council's objective to “Complete a Landscape Strategy”

Cork County Council did prepare a draft Landscape Strategy in 2007 which was never adopted and the City Council prepared the Cork City Landscape Study in 2008.

The proposed development has had regard to the County Strategy in which the North Environs is identified as a City Harbour and Estuary landscape type. This has a very high landscape value and its sensitivity is described as very high. The proposed development has had regard to the relevant recommendations of the landscape strategy. In the absence of a County Council landscape strategy specific to the lands at Ballyvolane, a Landscape Architecture District Park Framework Strategy for the Ballyvolane urban expansion area has been prepared by Aecom and accompanies this planning application. This strategy which

considers the existing and proposed land uses, topography and gradient and existing habitats and landscape features sets out how the parkland could be developed in the future.

The ownership of Longview Estates contains approximately 20 ha of an area identified as “passive Open Space”. As a hillside area located to the eastern side of the UEA, next to the Ballyhooly Road (a north south aligned radial route into Cork City Centre), and framed by an access road designed to meet gradients favoured by DMURS, the parkland proposed by this application, creates a viable park area for transition to, and opening up of, the residual area of passive park designated are to the east. The southern extent of the “parkland” is framed by the Mayfield Kilbarry Link Road. To the east it is framed by zoned school lands.

The open space area is therefore very well defined and very well framed by access and zoning.

The overall volume of Passive Open Space in the UEA amounts to 60 Ha zoned for Amenity Space, approximately 20 ha of which is in the applicant’s landholding. The applicant proposes to deliver Public Open Space as part of their proposal. The applicant will design and deliver the initial phase of the park (which will provide for their “houses” needs but the additional lands essentially cater for the residual properties in what are third party ownerships. This parkland will serve what could be up to 3000+ units (or higher if ABP densities are mandated).

In the scheme proposed, approximately 3 Ha of open space is contained in the scheme as urban park which is consistent with the population equivalent of open space / park that one could project as being required to serve the Longview scheme where lands will be developed at over 35 units per Ha.

However, as noted, the ownership contains approx. 20 Ha of zoned open space in total and the applicant has agreed with Cork City Council that their lands are reserved free from development as a passive amenity space pending a Council decision on the detail of how that space is delivered. Preliminary designs and layouts are contained in the application submission and these have been agreed by the City Council as the basis for future design discussion as they advance their plans for the Mayfield Kilbarry Link Road. The proposal is covered by a Section 47 agreement the Draft of which is submitted with this planning application.

As noted the site will fall within Phase 1 of the indicative LAP phasing plan. Table 3.4.3 of the LAP sets out the indicative strategic infrastructure and service requirements for Phase 1.

Figure 2 Table 3.4.3 of the LAP

Table 3.4.3: Phase 1: Indicative Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements*
<p>> 0-1175</p>	<p>Water Services</p> <ul style="list-style-type: none"> ▪ Provision of Water Supply Reservoir (Irish Water); ▪ Provision of capacity for Waste Water Treatment and collection (as required) (Irish Water); ▪ Implementation of SuDS Study Recommendations which may include site specific arrangements. <p>Transport</p> <ul style="list-style-type: none"> ▪ Identify and commence planning of measures to upgrade existing Northern Relief Road R633 and bus corridors into the City Centre in conjunction with City Council and NTA Upgrade the Ballyhooley road, provide for pedestrian and cyclists; ▪ Identify and commence planning of the upgrading of the Ballyhooley road, to provide for pedestrian and cyclists; ▪ Plan and provide for the construction of 2.2km Link Road from Mayfield to Kibarry; ▪ Plan and provide for the implementation of Cycling and Walking Network within the site and on the Ballyhooley Road. <p>Open Space</p> <ul style="list-style-type: none"> ▪ Partial provision of the 20 hectare public park; ▪ Completion of Planning and Design for the internal open space; ▪ Planting of the passive open space as part of overall landscaping strategy. <p>Retail</p> <ul style="list-style-type: none"> ▪ Plan and provide for Provide 10,000 sq metres of retail/commercial floor space and associated car parking (which may include multi-storey) as a district centre to serve the development. <p>Education</p> <ul style="list-style-type: none"> ▪ Plan and make provision of a primary school (Dept of Education) on the lands reserved for a 16 classroom primary school adjacent to the proposed town centre and on the Rathcooney road and adjacent to the large open space. The site should be procured by the Dept of Education. <p>Community Facilities</p> <ul style="list-style-type: none"> ▪ Childcare facilities , full time and sessional; ▪ Provision of a health centre; ▪ Provision of a community building; ▪ Fulfil the requirements of the recreational and amenity strategy.

Response
<p>The following is a point by point response to the provisions of Table 3.4.3.</p> <p>Water Services</p> <p>Point 1 – “Provision of Water Supply Reservoir (Irish Water)”.</p> <p>Irish Water has carried out a review of Water Supply Infrastructure having regard to the future residential development proposed and possible in the Ballyvolane expansion area. Irish Water are satisfied that there is sufficient water supply capacity to accommodate the phased expansion of the area. The water supply will be delivered on a phased basis but will require the extension of the services by approx. 780 m; from a point to the west on Dublin Hill by way of a 300 mm main extension. Phase 1 will be deliverable on the existing services network locally but will require the additional infrastructure for phase 2 onwards.</p> <p>Point 2 – “Provision of capacity for Waste Water Treatment and collection (as required) (Irish Water)”</p>

As noted the proposal will provide for the provision of an Irish Water pumping station that will provide services for the site under an agreed Project Works Service Agreement with Irish Water. This infrastructure, provided through this application, will put in place services that also serve the residual zoned lands both in and out of the application area.

Point 3 – “Implementation of SuDS Study Recommendations which may include site specific arrangements”.

On site surface water drainage infrastructure is provided including connection to surface water drainage watercourses along the Ballyhooly Road on lands that are in the ownership of the applicant. Drainage rates will, though a combination of attenuation and on site infiltration be less than current greenfield run off rates.

Transport

Point 4 – “Identify and commence planning of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA Upgrade to the Ballyhooly Road, provide for pedestrians and cyclists”

Point 5 – “Identify and commence planning of the upgrading of the Ballyhooly Road, to provide for pedestrians and cyclists”

The proposed development commences the upgrading of the Ballyhooly Road for pedestrians and cyclists as it proposes a pedestrian and cycle path along the boundary of the site down the Ballyhooly Road to connect to the existing footpath network. This will provide a safe and convenient route for pedestrians and cyclists. The proposed development also includes for the signalisation of the Lower Dublin Hill/ Ballyhooly Road junction that will significantly improve the environment for pedestrians and cyclists on the Ballyhooly Road.

Point 6 – “Plan and provide for the construction of 2.2km Link Road from Mayfield to Kilbarry”

The proposed development allows for the provision of the 2.2km Link Road from Mayfield to Kilbarry. Part of this proposed Link Road runs through the applicant’s site. However, the proposed development does not compromise the provision of this Link Road in any way nor is the proposed development reliant on its development. The applicant as a commitment to Cork City Council has reserved this land free of development until the final alignment of the Link Road is determined so as not to compromise this transport infrastructure in any way.

Point 7 – “Plan and provide for the implementation of cycling and walking network within the site and on the Ballyhooly Road”.

As noted the proposed development includes for a number of pedestrian and cycle routes that will facilitate safe and convenient navigation of the site and pedestrian and cycle paths are also proposed on the Ballyhooly Road to address the existing deficiency in the walking and cycling network here.

Open Space

Point 8 – “Partial provision of the 20 hectare public park”

The proposed development includes 3 hectares of the proposed public park.

Point 9 – “Completion of planning and design for the internal open spaces”

The proposed development includes for a number of open spaces throughout. There are a range of different types of open spaces provided to meet the needs of all ages. The siting and design of open spaces and how they are connected has been carefully considered within the site's Landscape Strategy. Please see attached for further details.

Point 10 – “Planting of passive open space as part of the overall landscaping strategy”

In addition to useable open spaces there are areas of the site that are not useable due to the site's topography. The proposed development includes semi native shrub planting on the site embankments. The proposed development also includes passive open space in the form of woodland planting. Please refer to the Cunnane Stratton Reynolds Landscape Strategy for further details on passive open spaces within the development.

Retail

Point 11 – “Plan and provide for 10,000 sq metres of retail/ commercial floor space and associated car parking (which may include multi-storey) as a district centre to serve the development”

The proposed development site is not within the District Centre Zoning. However a small element of retail will be included in the local centre to serve local needs. The local centre will include a crèche, 2 no. retail units, a doctors surgery and community use to support and serve local needs.

Education

Point 12 – “Plan and make provision for a primary school (Dept of Education) on the lands reserved for a 16 classroom primary school adjacent to the proposed town centre and on the Rathcooney Road and adjacent to the large open space. The site should be procured by the Dept of Education”

While no school is being proposed as part of this application, as already noted the proposed development will not compromise the provision of schools on the lands zoned for this use in any way. In fact it will open up the school lands with the proposed distributor road. The Department have confirmed that there is currently no requirement for a school in Ballyvolane. The Department will submit a planning application for the school at such a time in the future as it is deemed necessary.

Community Facilities

Point 13 – “Childcare facilities, full time and sessional”

In accordance with the indicative phase 1 set out in the LAP, the proposal includes a crèche which is considered to be sufficiently sized by the Cork City Childcare Committee to cater for the demand that the proposed development is likely to generate.

Point 14 – “Provision of a health centre”

A doctor’s surgery is proposed within the local centre.

Point 15 – “ Provision of a community building”

The proposed development also includes a community building at the local centre to serve the proposed development.

Point 16 – “Fulfil the requirements of the recreational and amenity strategy”.

In June 2019 Cork County Council introduced an interim approach to the Councils Recreation and Amenity Policy. Pending a full review of the Recreation and Amenity Policy, this interim approach applies only to provisions of the policy as they relate to the provision of recreational infrastructure within new housing development.

The Policy requires that recreational facilities shall be provided as part of new housing developments and a statement indicating how the recreational needs of different age groups/users have been taken into account in the design/ layout and provision of open space and recreational facilities shall be submitted by the developer as part of each planning application for residential development for schemes of 25 units or more. The statement should address how it has taken this interim policy into account.

For schemes of 100 units and greater developers will be expected to make greater provision for on-site recreational facilities to cater for the needs of the development including play areas for young children and facilities for older age groups, which may typically include some or all of the following:

- Neighbourhood/Local Play Areas
- District Play Areas/Ball Courts/Multi Use Games Areas (MUGAs)
- Recreational walks/jogging routes
- Alternative facilities, other than those outlined, can be considered for substitution for the items listed. The acceptability or otherwise of substitute facilities shall be at the discretion of the Planning Authority.

The indicative threshold for scheme of 100 or more houses is set out as follows:

- Neighbourhood Play Areas: 1 per 100 units
- Local Play Areas: 1 per 100 units
- Recreational walking / jogging routes: may be considered where they can be suitably integrated into the design and are of sufficient length so as to provide a useable route, or enhance connectivity to adjoining residential areas/ nearby recreational infrastructure/ local services
- District Play Areas/ Ball Courts: suitable in larger schemes/ sites where they can be appropriately sited – 250 houses minimum
- MUGAs: suitable in larger schemes/ sites where they can be appropriately sited – 250 houses minimum

The proposed development is entirely compliant with the interim recreation and amenity policy. There are local and neighbourhood play areas located within every neighbourhood that are accessible to all units within that neighbourhood and overlooked for surveillance. In addition the park area there play areas within the

urban park. The play areas and pockets of open space that may be used as kickabout spaces are connected by a network of paths and cycle routes throughout the proposed development. The park area also comprises an outdoor gym area and amphitheatre spaces for recreational amenity. The dedicated greenway will function as a jogging/ walking route throughout the site that can be used with the outdoor gym. The landscape strategy prepared by Cunnane Stratton Reynolds that accompanies this planning application provides further detail on the recreational and amenity provision within the proposed development and how the strategy proposed takes account of the needs of users of all ages.

6.0 Conclusion

This statement of consistency has we consider demonstrated that the proposed development of 753 no. units at Lahardane, Ballyvolane, County Cork is consistent with the policies and objectives contained in national and local policies and section 28 Ministerial Guidance issued by the Minister which are of relevance to this site.

Appendix A Draft RSES Extract



**Cork MASP Policy Objective 9:
Strategic Road Network
Improvements**

Seek delivery of the following subject to the outcomes of required appraisal, planning and environmental assessment processes.

- a. The SRA will seek investment in the implementation and sustainable development of strategic road network improvements for the Cork Metropolitan Area and its improved connectivity to the wider region. This will include the delivery of the following subject to feasibility, planning and environmental assessment processes.
- b. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads
- c. Advancing orbital traffic management solutions, through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs, and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements
- d. Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford
- e. Improved connectivity Cork City to Cork Airport
- f. Dunkettle Interchange
- g. Cork Northern Ring Road connecting the N22 to the M8 (identified in the NDP as a complementary scheme to the M20).
- h. Cork Northern Distributor Road
- i. Access for Monard SDZ (a key enabler for Cork under the NPF)
- j. Cork City Docks and Tivoli Bridge and Street Infrastructure (including Eastern Gateway Bridge) Cork Docklands infrastructure is a key enabler for Cork under the NPF.
- k. Improved connectivity Cork City to Cork Airport including N27 (dedicated public transport corridor).
- l. Improved N22, N25, N27, N71 Inter Regional and Intra Regional corridors.
- m. Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh
- n. Upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub)
- o. Cork Science and Innovation Park Access (a key enabler for Cork under the NPF)
- p. Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas.
- q. North East Orbital Road (access for residential lands and public transport infrastructure [Ballyvolane](#)).
- r. Advancing transport study measures for Little Island.

Refer to Chapter 6 Connectivity of the RSES for further reference to transport objectives relevant for the region and role of the Cork Metropolitan Area.



6.3.6.3 | Cork Metropolitan Area Transport Investment Priorities

Transport investment by the Government Departments, NTA and other agencies, will be guided by the following transport investment priorities for the Cork Metropolitan Area. Detailed objectives will be set out in the Cork Metropolitan Area Transport Strategy (CMATS).

(A) The development of an enhanced metropolitan area-wide public transport system, including:

1. A high capacity public transport corridor (potential for a light rail corridor subject to appraisal, planning and design stages) which provides for the longer-term growth of the Metropolitan Area on an east-west axis. Immediate priority must be given to advance route selection and preliminary design;
2. Infrastructure for Cork Docklands and Tivoli;
3. The delivery of several high-quality bus corridors through the Bus Connects investment programme, connecting the city centre with the city suburbs/environs and surrounding metropolitan area towns (refer to the CMATS for specific details);
4. Investment in the existing rail network for inter-city and commuter rail movement, with consideration being given to additional stations, higher service frequencies and greater opportunities for interchange with other modes, including bus and car;
5. The targeted improvement of arterial routes within the City and its environs, to enable the delivery of higher bus service frequencies and improved journey time reliability;
6. The development of park and ride facilities, to enable interchange between car and bus/ rail transport services.

(B) The Improvement of accessibility to the City Centre through the implementation of a range of traffic management and infrastructure improvements within the City Centre area, with an emphasis on improving:

1. The operation of public transport services into and through the City Centre;
2. Infrastructure servicing the Cork Docklands and Tivoli;
3. Local traffic management and the location/management of destination car parking;
4. The improvement of walking and cycling accessibility into and within the City Centre.

(C) Maintain and enhance the strategic road network, including national roads, catering for transport demand within the Metropolitan Area, for improved inter-urban / inter-regional connectivity/ reduced journey times, and for improved access to international gateways, including the Port of Cork at Ringaskiddy and Cork International Airport, through the following interventions supported by the RSES for improved connectivity within the Metropolitan Area through the following projects subject to required appraisal, planning and environmental assessment processes:

1. Delivery of current Government programmed and proposed national road network improvement schemes relating to the Cork Metropolitan Area and associated inter-urban connecting roads;
2. Advancing orbital traffic management solutions, through the implementation of appropriate demand management measures, on the N40 and provision of alternative local roads, as deemed necessary. Specific measures should not be introduced in isolation, but only after due consideration of the impacts on access and movement across the city and suburbs and progressed in parallel with the introduction of the necessary appropriate alternatives to service affected traffic movements;
3. Enhanced regional connectivity through improved average journey times by road to Limerick and Waterford via proposed M20 Limerick to Cork and the targeted enhancement of the N25 between Cork and Waterford;

4. Cork Northern Ring Road connecting the N22 to the M8 (identified in the NDP as a complementary scheme to the M20);
5. Improved connectivity Cork City to Cork International Airport including N27 (dedicated public transport corridor);
6. Dunkettle Interchange;
7. Improved connectivity to Ringaskiddy via N28/M28 Scheme;
8. Cork Northern Distributor Road;
9. Cork City Docks and Tivoli bridge and street infrastructure, including Eastern Gateway Bridge. Cork Docklands infrastructure is a key enabler for Cork under the NPF;
10. N27 Cork-Cork International Airport (dedicated public transport corridor);
11. Improved N22, N25, N27, N71 Inter Regional and Intra Regional corridors;
12. Upgrade of the R624 Regional Road Linking N25 to Marino Point and Cobh;
13. Upgrade of the R630 Regional Road linking Midleton to Whitegate Road (Energy Hub);
14. Cork Science and Innovation Park Access (a key enabler for Cork under the NPF);
15. Transport packages including road upgrades, relief roads, enhanced public realm, walking and cycling infrastructure for metropolitan towns and urban expansion areas;
16. North-East Orbital Road (access for residential lands and public transport infrastructure [Ballyvolane](#));
17. Advancing transport study measures for Little Island.

All measures shall have due consideration of the impacts on access and movements across the City and suburbs and in parallel.

(D) The optimal use of the inter-city and commuter rail network, connecting Cork at a metropolitan, regional and national level, in catering for the movement of people and goods through interventions including:

1. The development of new commuter rail stations in Metropolitan Cork (refer to the CMATS for detailed commuter rail network and station proposals) including upgrading existing and new stations on a network serving Blarney/Stoneview (park and ride station), Monard, Blackpool/Kilbarry, Kent Station, Tivoli Docks, Dunkettle (park and ride station), Little Island, Glounthaune, Carrigtwohill West, Carrigtwohill, Water Rock, Midleton, Fota, Carrogaloe, Ballynoe, Rushbrooke and Cobh;

2. Kent Station as a key node with through running of suburban services, interchange with the Light Rail Transit network, improve signalling and bridge access to the South Docks). Improved rail journey times to Dublin and consideration of onward direct network connections;
3. As identified in the National Development Plan, the Dublin - Limerick Junction/Cork rail lines are subject to an examination to move to higher speeds leading to improved connectivity to regional cities through improved rail journey times. An evaluation of the economic benefits of high-speed rail between Dublin-Belfast, Dublin-Limerick Junction and Dublin-Cork against improvements to existing line speeds will be carried out against relevant appraisal processes and value-for-money tests required by the Public Spending Code by 2020;
4. Through the National Development Plan, the ongoing development of the Cork Metropolitan Area Transport Strategy and enhancements to the commuter rail service in Cork including additional stations and rail fleet.

(E) The development of a metropolitan-wide cycle network, focused on the City/environs, metropolitan area towns and connectivity between the city and the metropolitan area towns - catering for a range of journey purposes.



- Provision of treated water storage for the Ballincollig area of Cork
- Limerick City & Environs PWS to Shannon/ Sixmilebridge RWSS Interconnector
- Wastewater pumping station and rising main from Middleton to Carrigtohill.
- Wastewater pumping station and rising main from Killumney to Ballincollig
- Pumping stations and rising mains to serve **Sallyvolane** and other North Cork City area (possibly Monard and Blarney)
- Pumping station and SWO upgrades and storm storage for all ongoing DAP agglomerations
- Cork Lower Harbour Main Drainage Project
- Drainage Area Plans for Limerick city & suburbs, Waterford city & suburbs, Cork city & suburbs, Middleton, Ballincollig, Dungarvan, Wexford, Kilkenny, Tralee, Killarney, and some smaller settlements.

Based on national population growth targets (Appendix 1) and input from the RSES, Irish Water has identified the need to review the projects on the draft investment plan to take account of increased growth rates. Necessary upgrades will be identified in Irish Water's 2020-2024 Investment Plan and subsequent investment plans (these are subject to available funding and Irish Water's additional obligations in addressing environmental drivers and constraints).



8.1.1 | Water Supply

Irish Water is currently preparing a National Water Resources Plan (NWRP) which will evaluate water resources nationally and will set out how Irish Water intends to maintain the supply and demand for drinking water over the short, medium and long-term whilst minimising the impact on the environment

The plan will identify, develop and assess options for a number of high priority water supplies to help meet potential shortfalls and minimise environmental impacts. Post 2018, Irish Water will continue to identify, develop and assess options for the remaining water supplies. In addition, a works programme will be rolled out to implement mitigation measures.

General initiatives and priorities to enhance water supply will include:

1. Water supply projects in the region as part of Irish Water's current Capital Investment Plan, and current Networks and Capital Programme portfolio;
2. Investment in projects under leakage reduction programmes in all counties through Service Level Agreements between Irish Water and Local Authorities;
3. Water conservation campaign;
4. Protect the source of public and group scheme water supplies by the inclusion of Groundwater Source Protection Plans in Development Plans and the provisions of future plans to be developed for Drinking Water Protection Areas identified under the WFD;
5. Strategic water services through Irish Water's NWRP to move towards a sustainable, secure and reliable drinking public water supply over the next 25 years, whilst safeguarding our environment.