



Statement of Consistency

Proposed Strategic Housing Development at Lackenroe
& Johnstown (townlands), Glounthaune, Co. Cork

Bluescape Limited

December 2021

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Connecting places.

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01. Introduction

1.1 PURPOSE OF STATEMENT

HW Planning have been appointed by Bluescape Limited to prepare this Statement of Consistency in accordance with the provisions of subsection 5(2) of the Planning and Development (Housing) and Residential Tenancies Act 2016 (“the 2016 Act”) and accompanies a Strategic Housing Development (SHD) planning application. The 2016 Act specifies that SHD applications must be accompanied by a statement which demonstrates that the proposed SHD is consistent with the relevant objectives of the relevant Development Plan or Local Area Plan, and any relevant guidelines issued by the Minister under section 28 of the Act of 2000.

1.2 DEVELOPMENT DESCRIPTION

The proposed development consists of the construction of a mixed-use residential development of 289 no. residential units consisting of 201 no. dwelling houses and 88 no. apartment/duplex units, a two storey creche, 4 no. ESB substations and all ancillary site development works. The proposed development will be constructed on lands to the north and south of the public road, L-2970, known locally as ‘the Terrace’. A portion of the site to the south of ‘the Terrace’ was formerly within Ashbourne Garden and is considered to be within the curtilage and attendant grounds of Ashbourne House, which is a Protected Structure (Ref 00498).

The proposed development to the north of ‘the Terrace’ provides for 260 no. residential units comprising of 196 no. dwelling houses, 64 no. apartment/duplex units and a two storey creche. The 196 no. dwelling houses includes 5 no. 4 bedroom detached dwellings, 44 no. 4 bedroom semi-detached dwellings, 12 no. 4 bedroom townhouses, 2 no. 3 bedroom detached dwellings, 22 no. 3 bedroom semi-detached dwellings, 47 no. 3 bedroom townhouses and 64 no. 2 bedroom townhouses. The 64 no. apartment/duplex units contains 5 no. 3 bedroom units, 32 no. 2 bedroom units and 27 no. 1 bedroom units contained in 6 no. three storey apartment buildings, with ancillary bicycle parking and bins stores.

The proposed development to the south of ‘the Terrace’ provides for 29 no. residential units comprising of 5 no. dwelling houses and 24 no. apartments. The 5 no. dwellings include 1 no. 3 bedroom detached dwelling, 2 no. 3 bedroom townhouses and 2 no. 2 bedroom townhouses. The proposed apartments are provided in a four-storey mixed-use building containing a ground floor community unit and a commercial unit with apartments at ground and upper floor levels comprising 3 no. 3 bedroom units, 7 no. 2 bedroom units and 14 no. 1 bedroom units with ancillary rooftop terrace, car parking, bicycle parking and bin stores.

Vehicular access to 2 no. dwellings in the lands to the north of ‘the Terrace’ will be provided via an upgraded entrance from ‘the Terrace’ with vehicular access to the remainder of dwellings in the lands to the north of ‘the Terrace’ via the signalised junction from the L-2968 and internal road network permitted by Cork County Council reference 17/5699 and An Bord Pleanála reference 300128-17. A separate secondary emergency access is also proposed from the L-2969 to the north.

Vehicular access to the 5 no. dwellings to the south of the 'the Terrace' will be via a new entrance from 'the Terrace' and the proposed apartment building will be accessed from Johnstown Close. The proposed development also makes provision for a pedestrian link from the proposed development north of 'the Terrace' to Johnstown Close via 'the Terrace' which will include a signalised pedestrian crossing and associated traffic calming measures on 'the Terrace'.

Ancillary site works include the demolition of 1 no. existing derelict dwelling house and associated outbuildings, landscaping and servicing proposals including the realignment of the existing pedestrian/cycle route on Johnstown Close, the undergrounding of existing overhead lines, upgrade of the storm and foul sewer network to the south and east of the subject lands along 'the Terrace' and Johnstown Close (L-3004).

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.

02. National Planning Policy

2.1 REBUILDING IRELAND - ACTION PLAN FOR HOUSING AND HOMELESSNESS

‘Rebuilding Ireland – Action Plan for Housing and Homelessness’ includes a comprehensive five pillar approach. Pillar 3 aims to support the building of new homes and outlines the Government objective “to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs”. This Plan sets ambitious targets to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021.

Policy	Consistency of Scheme
<p>Pillar 3 – Build More Homes</p> <p>Key Objective: Increase the output of private housing to meet demand at affordable prices</p> <p>Build More Homes aims to support the building of new homes and outlines the Government objective “to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs”. This Plan sets ambitious targets to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021.</p> <p>The plan outlines a number of key steps that should be taken to deliver on the pillar three objective including:</p> <ul style="list-style-type: none"> ▪ Planning reforms ▪ Putting in place a National Planning Framework and land management actions ▪ Efficient design and delivery methods to lower housing delivery costs ▪ Measures to support construction innovation and skills. 	<p>The location and suitability of the subject site, as well as proposed mix of dwellings, including social housing component, ensures that the subject proposal will contribute positively to meeting the pillar three objective of doubling the completion level of additional homes in the next four years to deliver over 25,000 homes on average per annum.</p> <p>The proposed development falls under the new Strategic Housing Development planning process aimed at fast tracking the delivery of much needed housing. In addition, as outlined below, the proposal is consistent with the National Planning Framework and its stated aim of consolidating new population and housing growth within the footprint of the existing settlements.</p>
<p>The action plan notes: <i>“locating housing in the right place provides the opportunity for wider family and social networks to thrive, maximises access to employment opportunities and to</i></p>	<p>The proposed development site is in a key sustainable location in close proximity to Little Island and Carrigtwohill which contain several business parks and industrial estates. The location is also serviced by a regular train service to Cork City</p>

services such as education, public transport, health and amenities, while delivering on sustainability objectives related to efficiency in service delivery and investment provision.”

Centre with Glounthaune situated on the Cork-Midleton and Cork-Cobh railway lines. Apartment units form a significant element of the proposed development particularly towards the southern part of the site closest to the train station. Both factors will ensure that the subject proposal contributes positively to addressing the acute shortage of apartment development in the wider Cork city area.

2.2 PROJECT IRELAND 2040: NATIONAL PLANNING FRAMEWORK

The National Planning Framework (NPF) outlines the policies and objectives for development in Ireland up to 2040 given the expected population growth of 1 million people. The Framework is underlined by a number of strategic outcomes including compact growth, sustainable mobility and the transition to a low carbon and climate resilient society. The purpose of the NPF is outlined as being to enable all parts of the country to successfully accommodate growth and change, by facilitating a shift towards Ireland’s regions and cities other than Dublin, while also recognizing Dublin’s ongoing key role.

Policy	Consistency
<p><u>National policy Objective 2A</u> - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.</p> <p><u>National Policy Objective 3B</u> - Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.</p> <p><u>National Policy Objective 4</u> - 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.</p> <p><u>National Policy Objective 6</u> - 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.</p>	<p>The proposed development is consistent with all strategic aims and objectives contained in the NPF. The development is in accordance with National Policy Objectives (NPO’s) 2a, 3b, 6 and 8 which aim to increase Cork City and suburbs to a minimum population of 314,000 by 2040 and which will require a growth rate of 50-60%. The proposed mixed-use development will contribute to an attractive and diverse settlement as enshrined in NPO 4.</p>

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

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

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

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

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

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

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

Key future growth enablers for Cork include:

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

The proposed development is consistent with NPO 11 by contributing to an increased local population which will support existing local businesses and provide opportunities for future businesses and employment opportunities locally. The proposed childcare and commercial components of the development will also assist in the creation of local employment and boost the local economy.

The subject site is located within Glounthaunes settlement boundary as defined in the current Local Area Plan. The subject site is located proximate to Little Island, a strategic employment area listed in the Cork County Development Plan 2014. It is also situated within walking distance of Glounthaune train station. NPO 33 of the NPF emphasises the importance of providing homes at locations that can support sustainable development. The sites location proximate to Glounthaune Train Station and regular services to settlements such as Cork City Centre, Midleton and Carrigtwohill augments the connectivity of the subject lands and the sustainability of the proposed development.

The proposal will contribute directly to a positive increase in residential density in the area, whilst appropriately respecting the established built environment. It will contribute directly to the realisation of compact growth and provide a critical mass of population to underpin the viability of the enhanced public transport and promote sustainable mobility across the site and to other areas.

The proposed development is also in accordance with the key future growth enablers for Cork by providing a high quality and sustainable residential development on a greenfield site proximate to a high frequency public transport corridor.

2.3 SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE: A NEW TRANSPORT POLICY FOR IRELAND 2009-2020

Policy	Consistency
<p>The Smarter Transport objective contained within Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020 outlines the Government vision that the key goals to achieve transport sustainability are:</p> <ul style="list-style-type: none"> i) to reduce overall travel demand ii) to maximise the efficiency of the transport network iii) to reduce reliance on fossil fuels iv) to reduce transport emissions and v) to improve accessibility to transport <p>The key targets that the Smarter Travel Policy sets to achieve these goals area:</p> <ul style="list-style-type: none"> ▪ Future population and employment growth will predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services ▪ 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45% ▪ Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels ▪ A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector 	<p>The subject site encourages sustainable and smarter travel by providing high density development in close proximity to high frequency public transport connecting the site with employment areas within Cork City. In addition through the reduction of car parking and provision of significant cycle facilities.</p>

03. S. 28 Ministerial Guidelines & Urban Design Manual

This section provides an outline of what we consider to be the relevant Guidelines issued by the Minister in accordance with Section 28 of the Planning and Development Act 2002 – 2019, namely the:

- Design Standards for New Apartments: Guidelines for Planning Authorities 2018 & 2020.
- Urban Development and Building Height Guidelines 2018,
- Urban Design Manual: A Best Practice Guide.
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009.
- Childcare Facilities Guidelines 2001.
- Planning System and Flood Risk Management Guidelines 2009; and
- Appropriate Assessment Plans and Projects in Ireland – Guidelines for Planning Authorities

3.1 DESIGN STANDARDS FOR NEW APARTMENTS: GUIDELINES FOR PLANNING AUTHORITIES 2018 & 2020

The 2020 Guidelines are unchanged from the previous 2018 Guidance except in relation to the introduction of Specific Planning Policy Objective 9 which provides for a presumption against granting planning permission for shared accommodation/co-living development. The Guidelines refer to the need to significantly increase supply as a key pillar of the overarching Rebuilding Ireland Housing Action Plan. Where Specific Planning Policy Requirements (SPPRs) are stated in this document, they take precedence over any conflicting, policies and objectives of development plans, local area plans and strategic development zone planning schemes.

Policy	Consistency
<p>Section 2.4 of the Guidelines define 'Peripheral and/or Less Accessible Urban Locations' as including:</p> <ul style="list-style-type: none"> ▪ Sites in small towns or villages <p>The Guidelines also state that:</p> <p><i>'The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors.'</i></p>	<p>Due to Glounthaunes traditional village setting and location on a high frequency public transport route, we consider the subject site constitutes a 'Peripheral and/or Less Accessible Urban Locations' that is suitable for "higher density development that may wholly comprise apartments, or residential development of any scale that will include a minority of apartments at low-medium densities (will also vary, but broadly <45 dwellings per hectare net."</p>

Despite Glounthaunes traditional village function the settlement has unique public transport opportunities and pedestrian/cycle infrastructure. The southern land parcel fronts directly onto the '*Pedestrian and Cycle Route from Bury's Bridge, Kilcoolishal to Carrigtwohill via Glounthaune*' greenway which is currently under construction which provides direct pedestrian/cycle link to the village core and train station. As illustrated in the 'Connectivity Mapping' attached in Appendix A of this Statement of Consistency the southern area of the subject site is:

- Within 5 minutes walking distance of a high frequency urban rail service, the Cork to Midleton and Cork – Cobh rail lines which operate at 15-minute intervals daily providing regular and reliable public transport links to surrounding urban centres.
- Within 5-10 minute walking distance of Glounthaune village centre. This village centre consists of a church, pub, post office, hair salon, shop and a railway station and other village amenities.
- The site is also within short walking distance of a number of bus stops within the settlement of Glounthaune which are served by the following;
 - No. 240 bus route; Cork – Ballycotton via Glanmire, Little Island, Carrigtwohill, Midleton and Cloyne. – c. 3 services daily
 - No. 241 bus route; Cork – Trabolgan via, Midleton and Whitegate. – c. 3 services daily
 - No. 260 bus route; Cork – Ardmore via Glanmire, Carrigtwohill, Midleton and Youghal – c. 5 services daily.
 - No. 261 bus route – Cork – Ballinacurra via Midleton – c. 1 services daily.

The proposed development achieves in providing a scale of development which is respectful of the settlements established village role, while also maximizing development on a high frequency and capacity public transport route.

Specific Planning Policy Requirement 1

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

In total 88 no. apartment/duplex units are proposed as part of the proposed development. The proposed mix is consistent with standards identified in SPPR1:

- 41 no. 1 bedroom units = 46.6%
- 39 no. 2 bedroom units = 44.3%

apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).

- 8 no. 3-bedroom units – 9.1%

Specific Planning Policy Requirement 3

- Minimum Apartment Floor Areas
- Studio apartment (1 person)– 37 sq. m
- 1-bedroom apartment (2 persons)– 45 sqm
- 2-bedroom apartment (4 persons) – 73 sq.m
- 3-bedroom apartment (5 persons) – 90 sqm

All apartments to be provided within the scheme are, as outlined in the accompanying schedule of accommodation prepared by Deady Gahan Architects, in excess of the minimum required floor areas.

Specific Planning Policy Requirement 4

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

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

As outlined in the accompanying schedule of accommodation prepared by Deady Gahan Architects, 78 no. of the 88 no. apartments proposed (88.6%) are at least dual aspect.

Specific Planning Policy Requirement 5

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

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

Specific Planning Policy Requirement 6

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

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

A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.

Northern Land Parcel

The proposed development provides for 64 no. apartment/duplex units in the northern parcel comprising 5 no. 3 bedroom units, 32 no. 2 bedroom units and 27 no. 1 bedroom units. It has been calculated that the proposed apartment/duplex units in the northern parcel require 138 no. bicycle parking spaces. The proposed development provides for the full complement of 138 no. bicycle parking spaces provided in 7 no. bicycle stores as illustrated in drawing no. 20151/P/011 prepared by Deady Gahan Architects.

Southern Land Parcel

The proposed development provides for 24 no. apartment units in the mixed-use building to the south of the site comprising 14 no. 1 bedroom units, 7 no. 2 bedroom units and 3 no. 3 bedroom units. It has been calculated that the proposed apartment units in the southern parcel require 49 no. bicycle parking spaces. The proposed development provides for 50 no. bicycle parking spaces located within designated internal bicycle storage area at ground floor level as detailed in drawing no. 20151/P/011 prepared by Deady Gahan Architects.

A further 6 no. bicycle spaces are provided to serve the proposed community/commercial units and 12 no. bicycle parking spaces are proposed to the northern area of the site to serve the proposed creche providing additional cycle parking facilities within the development.

A minimum of 7 sq. m of private open space required for 2 bedroom apartments (4 person) with 3 sq. m to be provided for 1 bedroom apartment units.

All proposed apartment units have been equipped with the required private open space provision. Please refer to the attached Housing Quality Assessment prepared by Deady Gahan Architects.

Chapter 4 of the Guidelines promotes the provision of communal facilities within apartment schemes to enhance apartment livability and services provided to apartment occupants

The apartment block to the south of the site provides for a ground floor commercial unit (77.8 sqm) and community space (113.6 sqm) to serve residents of the development as well as those living locally who wish to avail of these services.

Planning applications for apartment development shall include a building lifecycle report which in turn includes an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been

The accompanying Building Lifecycle report prepared by Aramark outlines a schedule of all external and internal building fabric including roofs, rainwater goods, walls, balconies, floors, common areas and mechanical plant. The report outlines the required maintenance of each

specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.

element and the proposed schedule ad frequency of same.

3.2 URBAN DEVELOPMENT AND BUILDING HEIGHT GUIDELINES 2018

The Building Height Guidelines published in December 2018 have arisen from a recognition that the ambitious targets contained within the NPF, particularly in relation to accommodating 50% of future growth within the existing footprint of our settlements, will not be met unless developments of greater height and scale are supported by the Planning Authorities.

Policy	Consistency
<p>The Guidelines introduced Special Planning Policy Requirements (SPPRs) which were broader in focus than those contained in the Sustainable Urban Housing: Design Standards for New Apartments (2018). SPPR 4 supported the previous Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and specified:</p> <p><i>“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:</i></p> <ol style="list-style-type: none"> <i>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;</i> <i>2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and</i> <i>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.”</i> 	<ol style="list-style-type: none"> 1. As detailed in section 3.4 of this Statement of Consistency, the proposed development is consistent with the minimum densities for such locations set out in the “Sustainable Residential Development in Urban Areas” document, 2. The proposed development provides for an appropriate variety of building heights and typologies across the site which assist in defining character areas across the development. The proposed heights/typologies vary from single storey dwelling houses to 3/4 storey apartment buildings ensuring a broad range of house and apartment types. 3. As detailed above, the proposed development provides for a wide range of building typologies complementary of the sites location relative to the existing settlement and public transport opportunities.
<p><u>Development Management Criteria</u></p> <p>In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the proposed development satisfies the following criteria:</p> <ul style="list-style-type: none"> ▪ At the scale of the relevant city/town 	<p>See below.</p>

- At the scale of the district / neighbourhood/ street
- At the scale of the site/building
- Specific Assessments

At the scale of the relevant city/town

The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.

Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.

On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

The southern areas of the subject site are within 5 minute walking distance of Glounthaune train station. It is estimated that the proposed pedestrian/cycle path and public realm upgrades to the Terrace that the northern areas of the site are approximately 10-15 minutes walking distance from the station and a frequent high-capacity service that connects the settlement to the City Centre and employment centres at Little Island, Carrigtwohill and Midleton. The proposed site layout has been designed to integrate with the unique topography of the site with the four-storey apartment block to the south of the site reflecting the scale of development of the existing apartment building to the southwest. This will result in a continuation of the existing streetscape along Johnstown Close and the new greenway and an appropriate intensification of development in the area closest to the village core and train station.

The northern, more elevated areas of the site are predominantly occupied by two storey dwelling houses with three storey apartment buildings in the lower areas of the northern parcel which will assimilate into the wider landscape.

The development strategy for the proposed development has been 'landscape led' with a key emphasis on the placement of new buildings which will positively contribute to the built fabric of the existing settlement and the achievement of appropriate density reflective of the site's location proximate to a high frequency public transport route.

At the scale of the district/neighbourhood/ street

The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.

The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

At the scale of the site/building

The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.

Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing

As outlined in the accompanying Architectural Design Statement prepared by Deady Gahan Architects and landscaping information prepared by Cunnane Stratton Reynolds, the proposed development would introduce a built townscape character across the subject lands including buildings, landform changes and landscape works that change its context to a residential area.

The subject lands have the ability to absorb change due to the character being dominated by the proximity of Cork City. In time, the proposal will become an accepted part of the landscape.

The combination of public open spaces thought the scheme and the deliberate location of dwellings and southern apartment block will ensure that all areas of the site are well served by passive surveillance and create an attractive urban edge along The Terrace and Johnstown Close.

The Site-Specific Flood Risk Assessment that accompanies the application determines that the site is located in Flood Zone C and therefore does not require a justification test.

The proposal will introduce a mixture of dwelling types to the area, from apartments, and duplexes to terraced, semi-detached and detached housing.

The form and massing of the scheme has been chosen to respond to the topography and orientation of the site and to maximise availability of daylight and views. The apartment blocks in the northern land parcel are situated on south facing lands and will blend into the wider environment.

The 4-storey apartment building fronting onto Johnstown Close will extend the urban road frontage along the route where an existing 4 storey apartment building and the recent redevelopment at Fitzpatrick’s shop.

Due to the nature of the site and its location in its receiving environment, it is not considered that the development will result in any negatives impacts in terms of daylight/sunlight on neighbouring properties.

comprehensive urban regeneration and or an effective urban design and streetscape solution.

Specific Assessments

To support proposals at some or all of these scales, specific assessments may be required, and these may include:

Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.

In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.

An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.

The majority of the proposed residential units comprise 2 storey dwelling houses with 6 no. 3 storey apartment buildings in the northern land parcel. The parcel to the south of the Terrace provides for a 4 storey building fronting onto Johnstown Close which reflects the existing 4 storey building to the immediate west. The proposed buildings are not considered to present any potential for micro climatic or downdraft effects.

Chapter 9 of the EIAR and the accompanying NIS prepared and ecological details by Kelleher Ecology describes the potential ecological impacts of the proposed development including impacts on sensitive habitats. It is objectively concluded that the proposed development and mitigation measures proposed will result in no significant adverse impacts on Natura 2000 sites or biodiversity in the area.

It is not anticipated that the proposed development, at this scale, would create any significant negative impacts on important telecommunication channels

3.3 URBAN DESIGN MANUAL: A BEST PRACTICE GUIDE

The proposed development has been designed in accordance with best practice as outlined in the 2009 Urban Design Manual. The Manual outlines 12 criteria that should guide urban residential development in the context of the individual homes, the site on which they are located and the wider neighbourhood. A detailed analysis of the proposed development is contained in the Architectural Design Statement prepared by Deady Gahan Architects.

3.4 GUIDELINES FOR PLANNING AUTHORITIES ON SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS 2009

The 2009 guidelines (SRDUA) were developed with the objective of delivering high quality and sustainable residential developments. Glounthaune can be defined as a ‘Small Town/Village’ according to criteria identified in the SRDUA with a population of between 400 and 5,000 people.

Policy

The guidelines outline common planning goals for housing developers, their design teams, the planning system, and the community they serve as follows:

Consistency

By virtue of its location, the proposed development has the potential to deliver on the quality of life aims of the Sustainable Residential Development Guidelines.

- **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.**

- The proposed development promotes walkability and sustainable transport patterns by way of its location close to Glounthaune village core and train station. The public amenity areas /open spaces have been designed in accordance with the highest urban design principles. They will all be conveniently located in accessible areas of the site and the provision of raised tables/surface treatments and pedestrian crossings at key locations will provide a safe and welcoming environment for residents and visitors alike. The development will enhance permeability throughout the settlement by providing pedestrian and cycle paths through the site which will also benefit existing residents in the village.
- The design and layout of the proposed open spaces will contribute to an enhanced sense of place and will serve as nodes for communal activities. The proposed public squares, play areas and public spaces are easily accessible within the layout and assist in providing a legible and coherent layout.
- The retention and supplementation of existing hedgerows and planting will contribute to the preservation of the existing character of the site and wider area of Glounthaune. The landscaping measures proposed will contribute to high quality public realm and provide new and improved opportunities for biodiversity and wildlife.
- The provision of a 67 child creche which is centrally located within the northern land parcel and community facility at ground floor level of proposed apartment block will provide important community facilities and also enhance the social element within the development.
- The proposed housing mix provides for a wide range of house/apartment types from 1 and 2 bedroom apartments to 2, 3 and 4 bedroom detached, semi-detached and townhouses. The housing mix promotes social integration and cohesion and will add to diversity of the development.
- The proposed open spaces associated with the scheme have been designed according to best proactive Urban Design principles.

General Advice for Development in 'Small Town/Villages'

a) **Development in smaller towns and villages must be plan led.**

b) **New development should contribute to compact towns and villages.**

It is appropriate that the investment in such services is utilised properly through the prioritisation of development that either re-uses brown-field development land such as central area sites and backlands or through the development of acceptable "green-field" sites at suitable locations within the immediate environs of the small town or village concerned. Designs for the development of backlands should seek, where feasible, to maximise permeability for pedestrians and connectivity to existing streets and roads, rather than creating cul-de-sacs and dead-ends.

c) **Higher densities are appropriate in certain locations**

Significant enhancement of the scale and density of development in small towns and villages may be appropriate in locations close to Gateways and Hubs designated under the NSS, that are served by existing and/or planned high quality public transport corridors and that have been earmarked for particular development functions in regional planning guidelines and development plans

e) **The scale of new residential schemes for development should be in proportion to the pattern and grain of existing development.**

a) As detailed in this Statement of Consistency, the proposed development is in accordance with the sustainable growth and natural evolution of the settlement. The proposed development represents a 'Public Transport Orientated Development' and reflects the appropriate growth of the settlement in accordance with national, regional and local guidance which aims to concentrate development on high frequency public transport corridors.

b) The proposed development will contribute to a more compact and contained settlement. The site is contained within a large backland parcel of land to the north of the traditional village core and represents an underutilised greenfield landbank. The development will enhance permeability throughout the settlement, for pedestrian and cyclists in particular, with the pedestrian and vehicular access to the site from the west and dedicated pedestrian links through the southern land parcel to Johnstown Close and train station to the south.

c) The sites location proximate to a high frequency public transport corridor lends itself to being suitable site for higher density development. Primarily due to the topography of the site some areas of the site are undevelopable. The accompanying 'Developable Area & Density' drawing prepared by Deady Gahan Architects (Drawing no. 20151/P/016) confirms the areas of the site which are considered to be developable. It has been calculated that the proposed development (of developable site area of 8.7 hectares) represents a net density of 33 units per hectare.

e) The scale of the proposed development is appropriate and contributes to a compact sustainable residential development while respecting the traditional settlement pattern of Glounthaune. The site's backland location and will contribute to a more self-sufficient and compact settlement and is reflective of the sites proximity to the village train station.

Density Standards - Edge of Centre sites:

The site's location can be defined as being an 'edge of centre' site from an existing village. The proposed

The emphasis will be on achieving successful transition from central areas to areas at the edge of the smaller town or village concerned. Development of such sites tend to be predominantly residential in character and given the transitional nature of such sites, densities to a range of 20-35 dwellings per hectare will be appropriate including a wide variety of housing types from detached dwellings to terraced and apartment style accommodation.

development provides for a net density of 33 units per hectare of the developable site area and provides a variety of house and apartment types providing for all aspects of the housing market.

We note the Circular issued by the Department of Housing, Local Government and Heritage dated 21st April 2021 (Reference NRUP 02/2021) regarding Residential Densities in Towns and Villages, as set out in the SRDUA which states.

"...it is necessary to adapt the scale, design and layout of housing in towns and villages, to ensure that suburban or high-density urban approaches are not applied uniformly and that development responds appropriately to the character, scale and setting of the town or village."

"Section 6.0 of the Sustainable Residential Development also notes the difficulty in applying prescriptive density standards in locations that display a variety of contexts and land uses, such as those that can be found in towns and villages that have evolved organically over hundreds of years. The guidance cautions against large scale, rapid development that may overwhelm and detract from the quintessential character of towns and villages that have developed slowly and organically over time (refer to Section 6.3). There is already clear scope for greater variation in density in smaller towns, but this should not lead to provision for disproportionate development in such places through excessive zoning."

The proposed development of 33 units per hectare of the developable site area is not only consistent with density recommendations of the SRDUA, but also responds to the settlement specific characteristics of Glounthaune and will represent the compact and sustainable growth of the settlement into the future.

District/Neighbourhood Centre Uses

The scale and nature of new retail provision in a new district or neighbourhood will be influenced by the development plan retail strategy. Convenience shops should generally be located centrally within the development, but regard should be had to the location of the residential development within the wider area; the provision of new comparison/convenience retail floorspace should not be on such a scale as to undermine existing city/town centre vitality and viability. The need to travel can be minimised if other commercial, leisure and community uses, including

The proposed development provides for commercial and community units at ground floor level of the apartment building fronting onto Johnstown Close and the new greenway.

The location of these units has been purposefully located adjacent to the existing local neighbourhood centre which contains Fitzpatrick's shop, and a local public house. The proposed mix of uses in this area will provide for a local node of commercial and community uses easily accessible for those utilizing public transport and pedestrians and cyclists.

local employment where appropriate, can be located in close proximity and are well served by public transport.

3.5 CHILDCARE FACILITIES GUIDELINES 2001

The National Childcare Guidelines for Planning Authorities provide a framework to guide both local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals.

Policy	Consistency
<p><u>New communities/Larger new housing developments.</u></p> <p>Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary for example, development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments. For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate.</p> <p>(If an assumption is made that 50% approximately of the housing area will require childcare then in a new housing area of 75 dwellings, approximately 35 will need childcare. One facility providing a minimum of 20 childcare places is therefore considered to be a reasonable starting point on this assumption.</p> <p>The Guidelines outline appropriate locations for childcare facilities including;</p> <ul style="list-style-type: none"> ▪ New communities / Larger new housing developments ▪ The vicinity of concentrations of work places, such as industrial estates, business parks and any other locations where there are significant numbers working. ▪ In the vicinity of schools. ▪ Neighbourhood, District and Town Centres. ▪ Adjacent to public transport corridors, park-and-ride facilities, pedestrian routes and dedicated cycle ways. 	<p>As per the guidance, one childcare facility providing a minimum of 20 childcare places is considered reasonable. On this basis, the need to provide for 40 childcare places would be triggered by reaching a threshold of 150 units, 60 places by a threshold of 225 units, 80 places by a threshold of 300 units etc.</p> <p>We note section 4.7 of the <i>“Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020)”</i> which states that:</p> <p><i>“One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms”</i> (According to standards</p> <p>In accordance with section 4.7 of the Apartment Guidelines, childcare provision is being made in full for the 181 no. 3 and 4-bedroom units in permitted in Phase 1 and within the proposed development. (327 no. dwellings in total). When the proposed 2 bedroom dwelling houses are included (66 no. in total) this results in 247 no. units total units across permitted phase 1 and the proposed development, reflecting a minimum requirement for a 60 child creche. The proposal to provide for a 67-place childcare facility is therefore in excess of and fully compliant with this standard.</p> <p>Section 4 of the accompanying Social Infrastructure Assessment prepared by HW Planning provides for a Childcare Needs Assessment which assesses the childcare needs generated from the proposed development.</p>

3.6 PLANNING SYSTEM AND FLOOD RISK MANAGEMENT GUIDELINES 2009

Planning Authorities must implement these Guidelines in ensuring that, where relevant, flood risk is a key consideration in preparing development plans and local area plans and in the assessment of planning applications. The Guidelines will also assist regional authorities in preparing regional planning guidelines and should be utilised by developers and the wider public in addressing flood risk in preparing development proposals.

Policy	Consistency
<p>Among the core objectives of the Guidelines are to:</p> <ul style="list-style-type: none"> ▪ Avoid inappropriate development in areas at risk of flooding. ▪ Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off. ▪ Avoid unnecessary restriction of national, regional or local economic and social growth. <p>There are three types or levels of flood zones defined for the purposes of these Guidelines:</p> <ul style="list-style-type: none"> ▪ Flood Zone A – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding); ▪ Flood Zone B – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and ▪ Flood Zone C– where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all areas of the plan which are not in zones A or B. <p><u>Key Messages of Flooding and Development Management are:</u></p> <ul style="list-style-type: none"> ▪ Planning authorities should apply the sequential approach in aiming to avoid development in areas at risk of flooding, through the development management process. ▪ Planning applications will, where appropriate, need to be accompanied by a detailed flood 	<p>As outlined in the accompanying site-specific Flood Risk Assessment (FRA) prepared by AECOM, the development is in close proximity to Cork Harbour and the risk of coastal flooding has been considered. A review of The Catchment Flood Risk Assessment and Management (CFRAM) study indicates that the development is not at risk from a 1 in 1000-year coastal event.</p> <p>As the lands are situated proximate to the River Lee fluvial flooding risk has also been considered. The CFRAM indicates the site is located in Flood Zone C with reference to the River Lee. There are no other significant water courses within the site or in the close proximity causing a fluvial flood threat. This is supported by the lack of recorded fluvial flood events in the vicinity of the proposed development. Therefore, it is concluded that the site is located in Flood Zone C with reference to fluvial flooding. Buildings with a residential element are classed as highly vulnerable developments and these are considered a suitable land use for Flood Zone C and negated the need for a Justification Test.</p> <p>No instances of pluvial flooding were recorded for the site of the proposed development, and it was concluded that there is no risk associated with pluvial flooding either due to the finished floor levels and ground levels in the vicinity.</p>

risk assessment to be considered by planning authorities in determining applications.

- Development within flood risk areas, that would be defined as inappropriate as set out in chapter 3, but which are considered to be necessary to meet the objectives of proper planning and sustainable development, will be subject to the Justification Test.
- Most flood risk issues should be raised within strategic assessments undertaken by local authorities at the plan-making stage. Therefore, as more plans are reviewed and zoning reconsidered, there should be less need for development management processes to require detailed flood risk assessment.

Zone C - Low probability of flooding.

Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but would need to meet the normal range of other proper planning and sustainable development considerations.

See above. Proposal is in Flood Zone C and is therefore not required to meet a justification test.

3.7 APPROPRIATE ASSESSMENT PLANS AND PROJECTS IN IRELAND – GUIDELINES FOR PLANNING AUTHORITIES

Appropriate Assessment is a focused and detailed impact assessment of the implications of the plan or project, alone and in combination with other plans and projects, on the integrity of a Natura 2000 site in view of its conservation objectives.

Policy	Consistency
<p><u>Stage 2. Appropriate Assessment</u></p> <p>This stage considers whether the plan or project, alone or in combination with other projects or plans, will have adverse effects on the integrity of a Natura 2000 site, and includes any mitigation measures necessary to avoid, reduce or offset negative effects. The proponent of the plan or project will be required to submit a Natura Impact Statement, i.e. the report of a targeted professional scientific examination of the plan or project and the relevant Natura 2000 sites, to identify and characterise any possible implications for</p>	<p>The application is accompanied by a Natura Impact Statement prepared by Kelleher Ecology Services. The subject lands are situated to the north of the Great Island SAC and Cork Harbour SPA Natura 2000 sites.</p> <p>The NIS concludes that the proposed development and mitigation measures specified in the application, results that no significant adverse effects arising from the proposed development are likely to occur in relation to the Natura 2000 sites.</p>

the site in view of the site's conservation objectives, taking account of in combination effects. This should provide information to enable the competent authority to carry out the appropriate assessment. If the assessment is negative, i.e. adverse effects on the integrity of a site cannot be excluded, then the process must proceed to Stage 4, or the plan or project should be abandoned. The AA is carried out by the competent authority and is supported by the NIS.

04. Regional Planning Policy

4.1 SOUTHERN REGIONAL ASSEMBLY: REGIONAL SPATIAL AND ECONOMIC STRATEGY

The Regional Spatial and Economic Strategy (RSES) sets out a 12-year strategic development framework for the Southern Region. The Strategy establishes a broad framework for development and the way in which our society, environment, economy and the use of land should evolve and works towards a broad vision of the Region's future, identifying key priorities for investment. The RSES also identifies the overall framework for development including Metropolitan Area Strategic Plans (MASPs) for the Cork, Limerick – Shannon and Waterford metropolitan areas, key towns, smaller towns, villages and rural areas. The vision for the Southern Region is outlined in the RSES as follows:

“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.”

Policy	Consistency of Scheme
<p>The RSES profiles the Southern Region and establishes a strategy to improve the Region through 11 distinct strands which include:</p> <ul style="list-style-type: none"> ▪ Compact Growth ▪ Strengthening and growing our cities and metropolitan areas, building on the strong network of towns throughout the region ▪ Building a competitive, innovative and productive economy. ▪ Providing infrastructure and services in a sustainable, planned and infrastructure-led manner. <p>Key principles in developing the strategy for the RSES include;</p> <ul style="list-style-type: none"> ▪ No place or community is left behind by the RSES. A dual-track strategy is pursued that builds on the cities, metropolitan areas as significantly scaled engines of sustainable growth, and supports opportunities for competitive advantage by repositioning the Region's strong network of towns, villages 	<p>The proposed development is in accordance with all relevant core objectives of the RSES. The proposed development will contribute to a more compact settlement into the future Glounthaune currently represents a settlement where the majority of the population is situated to the west of the settlement. This is despite the location of the towns train station to the east of the village. The proposed development will assist in consolidating growth around the settlements train station and represents the sustainable growth of Glounthaune having regard to existing and future infrastructure context.</p>

and rural areas in an imaginative, sustainable and smart manner;

- Provide strong regional support for policy and initiatives at the local level which...strengthen the urban fabric and role of settlements servicing hinterlands, consolidate existing settlements.

Regional Policy Objective (RPO) 5 - Population Growth and Environmental Criteria

Increased population growth should be planned with regard to environmental criteria, including:

- Assimilative capacity of the receiving environment.
- Proximity of Natura 2000 sites and potential for adverse effects on these sites, and their conservation objectives.
- Areas with flood potential

The proposed development site is located in the development boundary of Glounthaune and is within the define 'existing built-up area' of the settlement in the 2017 Cobh Municipal District Local Area Plan (LAP).

The subject site is not situated within any identified flood risk zones. (Refer to Site-Specific Flood Risk Assessment prepared by AECOM).

The application is accompanied by a Natura Impact Statement prepared by Kelleher Ecology Services. The subject lands are situated to the north of the Great Island SAC and Cork Harbour SPA Natura 2000 sites. The Assessment finds that it is deemed unlikely that the proposed development will significantly impact on the Natura 2000 sites: Cork Harbour SPA and Great Island Channel SAC.

RPO 9 - Holistic Approach to Delivering Infrastructure

It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives including:

Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm.

The proposed development is consistent with RPO 9 of the RSES as it represents the delivery of new development in tandem with existing infrastructure capacity. As demonstrated in the accompanying application and EIAR.

- Irish Water has confirmed via a Statement of Design Acceptance that there will be sufficient capacity in the local water infrastructure network to accommodate the development.
- Glounthaune is well served by public transport and sustainable mobility infrastructure. The subject site will create a strong 'North-South' pedestrian link through the settlement which is currently absent in Glounthaune and provide safe and convenient access to the train station for northern areas of Glounthaune.
- The recently completed greenway along Johnston Close, which bounds the southern boundary of the site, will provide excellent pedestrian and cyclist links to the train station and a dedicated cycle/pedestrian link to Carrigtwohill to the east of Glounthaune.
- The proposed development incorporates Sustainable Urban Drainage Systems (SUDS) and

green infrastructure as part of the wider surface water drainage strategy for the lands.

- The proposed upgrades to the Terrace which include the installation of footpaths and signalised pedestrian crossing will significantly improve road safety and ensure a more pedestrian and cycle friendly settlement.
- The proposed development represents the second of a 'two phase' masterplan of the wider Lackenroe Masterplan. Construction is currently progressing for the first phase of 38 no. units and a signalised junction from the Knockraha Road which will serve as the primary vehicular access point for the proposed SHD. The upgrades to the Knockraha Road and signalised junction will be in place during 2022, prior to occupation of the first dwelling houses in Phase 1, which are currently under construction.

RPO 10 - Compact Growth in Metropolitan Areas

- a) Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.**
- b) Deliver design briefs for strategic sites;**

a) RPO 10 of the RSES confirms that housing within existing settlements and are well served by public transport and walking and cycling facilities should be prioritised for development. Not only will the proposed development be able to capitalise on its location within short walking distance of Glounthaune train station, it will also promote pedestrian movements in the settlement more generally. The creation of a dedicated North-South' pedestrian route through the settlement will compliment the recently completed 'east-west' greenway, enhancing permeability in the settlement and promoting walking and cycling in Glounthaune.

b) The subject site may be defined as a strategic site in the context of the settlement of Glounthaune. The Board will note that construction has commenced on the construction of 38 no. dwelling houses at the site to the immediate west of the subject lands (Phase 1). Bluescape Limited have been transparent from the outset of their intention to implement a phased masterplan at the wider lands. This was the rationale of the design of the signalised junction from Cois Chuain proposed by planning reference 17/5699 which would facilitate the delivery of over 200 no. units and the agreement to pay Special Development Contributions towards the upgrade of the

Knockraha Road. The necessary infrastructural upgrades to be provided as part of Phase 1 will soon be in place to accommodate development at the remainder of the lands. The proposed layout has evolved from the masterplan for the wider lands and responds to the site and settlement specific characteristics of the site in Glounthaune.

RPO 151 - Integration of Land Use and Transport

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

- For urban-generated development, the development of lands, within or contiguous with the existing urban areas will be prioritised over development in less accessible locations.
- Residential development will be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport– including infill and brownfield sites are prioritised.
- New employment and residential development will be consolidated and intensified in a manner which renders it serviceable by public transport and ensures that it is highly accessible, by walking, cycling and public transport.
- Land use development in smaller rural towns will optimise public transport and sustainable travel integration within settlements. Public transport interchange will be facilitated to encourage modal shift to public transport and sustainable travel between settlements and on approach to settlements. The strategic transport function of national roads will be maintained and protected in accordance with national policy;

The proposed development satisfies all of the criteria outlined in RPO 151. The subject site is situated within the existing development boundary for Glounthaune and will promote increased levels of walking and cycling within the settlement.

The presence of Glounthaune train station in the context of the subject lands confirms the development of the subject lands satisfies the sequential growth of the settlement and represents the natural expansion of Glounthaune.

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

“attain sustainable compact settlements whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public

The proposed development will contribute to the '10-minute' settlement concept promoted by the RSES. The southern areas of the proposed development will positively contribute to the growth of Glounthaune village core by providing new apartments and ground floor community and commercial uses at Johnstown Close.

As illustrated in the accompanying Connectivity Mapping (Appendix A) prepared by HW Planning, the northern areas

transport services by connecting people to larger scaled settlements delivering these services”.

of the site will contribute to a compact settlement and provide new residential development with a 10 minute walking and cycling time of Glounthaune village and train station.

The proposed development will contribute to new community in Glounthaune which is accessible on foot to the village core and train station. The proposed pedestrian link through the southern land parcel in particular will serve a natural pedestrian desire line to the south and address current obstacles to pedestrian movement in the settlement.

Cork Metropolitan Area Strategic Plan

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

- To promote the Cork Metropolitan Area as a cohesive metropolitan employment and property market where population and employment growth is integrated with:
.....(ii) the continued regeneration, consolidation and infrastructure led growth of the city centre, Cork City Docklands, Tivoli and suburban areas (iii) active land management initiatives to enable future infrastructure led expansion of the city and suburbs (to be assessed by Core Strategy initiatives) and (iv) the regeneration, consolidation and infrastructure led growth of metropolitan towns and other strategic employment locations in a sustainable manner.

The proposed development is fully consistent with the guiding principles and core objectives for the Cork MASP. The proposed will assist in delivering future housing growth and positively contribute to Glounthaunes overall role in the Cork MASP.

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

- Metropolitan Engine: Combined with the city and suburbs, a well-functioning, socially inclusive and energising place providing residential, employment, health, business, political, educational, and commercial and transport functions driving the Region. Targeted growth will occur in Metropolitan Cork which has significant capacity within its hierarchy of settlements and strategic

As referenced previously, the proposed development represents an opportunity to provide for the compact and sustainable expansion of Glounthaune. Due to its proximity on a high frequency public transport corridor and major employment locators including the city centre and Little Island, the settlement is ideally placed to accommodate increased levels of new housing in the coming years.

The proposed development will promote the inter-relationship between land-use and public transport as promoted in the Cork MASP. Specifically, the MASP references that growth should be targeted on high

employment locations along public transport corridors.

- **Compact Sustainable Growth** - Promote consolidation of Cork City and suburbs, refocus on the development of brownfield and infill lands to achieve a target of a minimum 50% of all new homes within the existing built-up footprint in Cork and 30% in other metropolitan settlements.
- **Integrated Transport and Land Use** - Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy (CMATS).
- **Accelerate Housing Delivery** - Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply.

frequency public transport corridors in accordance with CMATS.

The proposed development to contribute to the acceleration of housing delivery and address the well publicised housing shortage in Cork City and its suburbs. Despite its advantageous position on the Cork Suburban Rail Network Glounthaune has performed relatively poorly in terms of the delivery of new residential accommodation in recent years.

This is reflective that the settlement has consistently fallen short in terms of achieving housing and population growth targets identified in recent Local Area Plans. The proposed development will assist in addressing this shortfall of new housing in Glounthaune and contribute to the realisation of the long-term sustainable growth of the settlement.

4.2 CORK METROPOLITAN AREA TRANSPORT STRATEGY (CMATS)

The Cork Metropolitan Transport Strategy (CMATS) has been published in the context of the National Planning Framework which envisages that Cork will become the fastest growing city region in Ireland in the coming years. This projected population and associated economic growth will result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully to safeguard and enhance Cork’s attractiveness to live, work, visit and invest in.

Policy	Consistency with Scheme
<p>CMATS Land-Use priorities include:</p> <ul style="list-style-type: none"> ▪ Ensure effective integration between transport and land-use through the delivery of Public Transport Orientated Development (PTOD). PTOD is consolidated development that provides higher density, a balanced mix of land uses and compact settlements that reduce trip distances and are of a magnitude that supports the viability of high capacity public transport; ▪ The application of this principle in Cork will result in a high-intensity, mix of uses being directed to locations at existing or planned stations along the suburban and light rail 	<p>The proposed development typifies a PTOD as defined in CMATS and will represent a new neighbourhood where public transport can genuinely serve as real alternative to car dependency.</p> <p>CMATS recognises the potential of settlements along the suburban rail network to accommodate increased levels of growth. Chapter 9 of (CMATS)– Suburban Rail confirms that Glounthaune is poised to benefit from further rail service improvements including</p> <ul style="list-style-type: none"> ▪ <u>Double Track to Midleton</u> - To accommodate the increase in rail services to/from Midleton, the existing single track between Glounthaune and Midleton will be required to be upgraded to a double track*. There is currently a 2km long

lines and along the high frequency bus corridors;

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

section of double track at Carrigtwohill that can be extended.

- Signalling Improvements - Signalling improvements will be required to facilitate the increased services and avoid delays and conflicts on the line interactions. In particular signal improvements will be required at Kent Station, Mallow Station, Glounthaune Junction, and proposed bypass loops.

These improvements will further improve the rail services serving Glounthaune ensuring that it will be one of the best served settlements in the country to be served by a high frequency public transport link.

We note the recent publication of Draft BusConnects for Cork which is currently (at the time of writing) at Public Consultation Stage. <https://busconnects.ie/busconnects-cork/>. Draft BusConnects identifies a potential improvement in bus services serving Glounthaune.

The proposed development has been designed accordingly to facilitate walking and cycling as primary modes of travel to and from the proposed scheme. As recommended in the ABP Opinion the applicants have further considered the pedestrian and cyclist connections to the train station and village centre with a direct 3 metre 'north-south' pedestrian/cyclist link through the northern and southern parcels and pedestrian crossing on the Terrace which will link with the new Greenway on Johnstown Close. Cyclists travelling from the site to the village centre and train station will have the option of.

- Utilising the proposed pedestrian/cycle path which will be equipped with a 'Bicycle Wheeling Ramp' adjacent to the pedestrian route, allowing cyclists to easily transport bicycles and addressing challenging site levels.
- Cycle along the Terrace past 'The Woods' residential development and join Johnstown Close.

The route and form of the north-south pedestrian and cyclist link has been determined by the topography of the site and the presence of high-specimen trees in the site. The proposed pedestrian and cyclist strategy represents the most effective means of providing safe and convenient pedestrian and cyclist mobility for future residents of the scheme and is fully consistent with guidance and principles of CMATS.

05. Local Planning Policy

5.1 CORK COUNTY DEVELOPMENT PLAN 2014

The Cork County Development Plan (CDP) outlines objectives and parameters for housing development in the County up to the year 2020 and beyond. The Plan establishes a hierarchical network of settlements in the County, allocating related population and housing growth projections. Chapter 2 of the Plan establishes the Core Strategy for the County over the lifetime of the Plan. The strategy identifies a hierarchy in the network of settlements and divides the County into different strategic areas to focus growth in appropriate locations and ensure a sustainable, plan-led future for Cork. The site is situated within the 'Key Village' of Glounthaune in the CDP's Network of Settlements and the County Metropolitan Cork Strategic Planning Area' identified in the Core Strategy of the Plan.

Policy	Consistency of Scheme
<p><u>Objective CS 3-2: Network of Settlements: Lower Order Settlements Gateway, Hub and Main Settlements:</u></p> <p><i>Key Villages – Strategic Aim:</i></p> <p>Establish key villages as the primary focus for development in rural areas in the lower order settlement network and allow for the provision of local services, by encouraging and facilitating population growth at a scale, layout and design that reflects the character of each village, where water services and wastewater infrastructure is available. Supporting the retention and improvement of key social and community facilities and inter urban public transport.</p>	<p>The proposed development will assist Glounthaune fulfilling its strategic function as a 'Key Village' in the CDP. The proposed development is of an appropriate scale considering Glounthaune's location on a high-quality public transport route and close to employment centres.</p> <p>The provision of a crèche and community space will also provide valuable communal outlets to existing and future residents of the settlement. Due to the topography of Glounthaune many of the communal facilities in the settlement such as Glounthaune Community Centre and adjacent playground are currently not attractive to access on foot. The proposed creche in the northern land parcel and various play areas dispersed throughout the development will assist in providing such facilities while also more direct pedestrian and cycle routes enhancing permeability to the wider settlement</p>
<p><u>Objective CS 4-1: County Metropolitan Cork Strategic Planning Area:</u></p> <ul style="list-style-type: none"> Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative planning unit to function as a single market area for homes and jobs where there is equality of access for all, 	<p>The proposed development will contribute towards achieving the strategic aims of the County Metropolitan Cork Strategic Planning Area by providing high quality housing along the existing public transport corridor which will promote sustainable commuting patterns.</p>

through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City.

- Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the Blarney_ Middleton/Cobh rail route and to enhance the capacity of these towns to provide services and facilities to meet the needs of their population.
- Provide an enhanced public transport network linking the City, its environs, the Metropolitan towns and the major centres of employment.

Objective CS 5-1: Climate Change Adaptation

The County Council will promote sustainable settlement and transportation strategies in urban and rural areas, including the promotion of measures to.

- a) reduce energy demand in response to the likelihood of increases in energy and other costs due to long term decline in non-renewable resources.
- b) reduce anthropogenic greenhouse gas emissions, and
- c) address the necessity for adaptation to climate change, in particular, having regard to location, layout and design of new development.

Objective HOU 3:1: Sustainable Residential Communities

- a) Ensure that all new development within the County supports 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.
- b) 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.

The proposed development will promote an increased take up in public transport, walking and cycling in the settlements local and broader contexts. The delivery of appropriate levels of new development which are not car dependant and are able to utilise existing public transport, cycle and walking opportunities is consistent with Objective CCS 5-1.

The proposed layout has been designed in accordance with the Guidelines on Sustainable Residential Development in Urban Areas and Urban Design Manual (Refer to Section 3 of this report).

The proposed development represents a '*Public Transport Orientated Development*' and promotes sustainable methods of transport including walking and cycling and public transport. The proposal includes significant upgrades to the Terrace including a pedestrian crossing and also provides existing and future residents of Glounthaune with a strong desire line to the train station.

The subject site benefits from its location on the new Greenway along Johnstown Close resulting that the proposed development represents a real opportunity to promote new residential development where walking, cycling and public transport are real alternatives to car travel.

- c) 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.

The Mobility Management Plan prepared by AECOM (EIAR Appendix 13-3) details proposals to promote these sustainable methods of travel and discourage unnecessary vehicular journeys from the site.

Objective HOU 3:2: Urban Design

- a) Ensure that all new urban development is of a high design quality and supports the achievement of successful urban spaces and sustainable communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas, the accompanying Urban Design Manual and the Council's Design Guide for Residential Estate Development in development plan preparation and in assessing applications for development through the development management process.
- b) Provide additional guidance, including principles and policies, on urban design issues at a local level, responding to local circumstances and issues. Where appropriate Local Area Plans will consider the need for the provision of additional guidance in the form of design briefs for important, sensitive or large-scale development sites.
- c) Require the submission of design statements with all applications for residential development in order to facilitate the proper evaluation of the proposal relative to key objectives of the Development Plan with regard to the creation of sustainable residential communities.
- d) Require developers to take account of the Design Manual for Urban Roads and Streets (DMURS).

As identified previously (Section 3) the proposed development has had full regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and Urban Design Manual. An Architectural Design Statement, prepared by Deady Gahan Architects, accompanies this submission which addresses the proposed developments compliance with the 12 criteria in the Urban Design Manual.

Cork County Councils Design Guide for Residential Estate Development is based on the National Guidance as referenced above so it is considered that the proposal complies with the Council's guidance.

A Statement of Consistency relating to Traffic and Transport Issues prepared by AECOM accompanies this submission which addresses compliance with DMURS.

Objective HOU 3:3: Housing Mix

- a) 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

The proposed housing mix provides for a variety of house types and sizes and is in accordance with the guidance contained in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.

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 multiunit residential development in order to facilitate the proper evaluation of the proposal relative to this objective.

HOU 4:1 Housing Density on Zoned Land

Table 3.1 of the CDP indicates that Medium B residential density (12-25 units per hectare) is applicable to smaller towns such as Glounthaune. Objective HOU 4-1 defines 'smaller towns' as settlements of less than 5,000 no. people in population.

Regarding Medium B development HOU 4:1 states.

- Max Net Density extended to 35 dwellings/ha in smaller towns outside Metropolitan Cork.
- Normally applicable in smaller towns (less the 5,000 population).
- Densities between 25 and 35 dwellings/ha will be considered where an exceptional market requirement has been identified.
- Consider a lower standard of public open space provision where larger private gardens are provided.
- Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.

Although Medium B development reflects 12-25 units per hectares, there are instances where development in excess of this density will be permitted including the maximum density being increased to 35 units per hectare in certain circumstances.

The settlement of Glounthaune has a population of circa 1,400 people according to 2016 Small Area Census figures. The proposed development represents a density of 33 units per hectare which exceeds the Medium B density range of 12-25 units per hectare defined in Objective HOU 4-1.

Although the proposed development exceeds the normal 12-25 units per hectare density standards, due to the sites unique position relative to existing public transport, cycle and pedestrian infrastructure, an increase in density is appropriate in this instance and is in accordance with national and regional guidance.

The issue of non-compliance with HOU 4:1 is outlined in greater detail in the Material Contravention Statement prepared by HW Planning.

Objective SC 1-1: Social and Community Infrastructure Provision

- a) Support the provision of social and community facilities which meet the current and future needs of the entire population.
- b) Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organizations.

The development provides for a several high quality public open spaces and amenity areas which will positively contribute to social and community interactions. This includes a central parkland in the northern parcel to the east of the proposed creche and a Multi-Use Games Area to the west of the creche which form part of a central community accessible from all locations within the northern parcel.

The dispersed locations of smaller communal areas and homezones throughout the site will ensure that all dwellings within the development have convenient and high-quality public spaces at their doorstep and support sustainable place making and social interaction within the development.



The proposed development also provides for community outlets in the form of a 67 child creche building in the northern land parcel and 'Community Facility' of 113.6 sqm at ground floor level of the southern apartment building for public and civic events and which will serve as an important community asset available for the entire community to avail of.

Objective SC 2-1: Multi - Use Community Facilities
Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.

A 67-child place crèche has been provided centrally within the northern land parcel and will serve as a focal community node of the wider development. As described in the accompanying Community and Social Infrastructure Assessment prepared by HW Planning the proposed creche is sufficient to cater for childcare needs in the development.

Objective SC 3-1: Childcare Facilities
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.

The proposed community unit at ground floor level of the apartment building fronting onto Johnstown Close can provide a space for flexible community events and functions.

Objective SC 4-1: Educational Facilities
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.

Objective SC 5-2: Quality Provision of Public Open Space

- a) 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".
- b) 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. See also Chapter 13 Green Infrastructure and Environment.

The proposed development has been designed in accordance with the Cork County Council's Recreation & Amenity Policy and all other planning policy documents. Appendix A of the Council's policy relating to recreation and amenity space recommends that in any development usable open space should amount to 12% - 18% of the site area.

As detailed in the accompanying plans and particulars prepared by Cunnane Stratton Reynolds, of the developable site area, circa 12.2 % constitutes usable open space. This does not include the provision of homezone areas or the pedestrian/cyclist route through the site and visual amenity areas which will also serve as an important recreational and amenity asset. This useable open space area includes all proposed formal public open spaces and play areas located throughout the developable area of the site.

Objective SC 5-5: Recreation and Amenity Policy

Ensure the protection and seek the enhancement and wise management of existing recreational facilities and public open space 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 Council's policy on Biodiversity outside Protected Areas (HE 23), the Council's Green Infrastructure Strategy for County Cork (GI 21) and Green Infrastructure – New Developments (GI 31).

The proposed layout responds to the sites challenging topography by the provision of landscape and visual amenity buffer areas which will positively contribute to aesthetic quality of the scheme.

Landscaped areas are proposed which will incorporate the existing hedgerows/ditches to form open ended amenity and biodiversity corridors which will serve and connect all areas of the site and natural areas beyond.

The proposed development is consistent with the requirements of the Councils Recreation and Amenity Policy and has regard to the Council's Policy regarding the management of Green Infrastructure assets.

Cork County Council Recreational and Amenity Policy - Interim Approach to Implementation - June 2019

Usable Open Space:

- *In accordance with the Cork County Development Plan 2014 public open space should generally be at least 12-18% of a site.*
- *The Cork County Development Plan 2014 promotes the provision of high quality, accessible and suitably proportioned areas of public open space including linkages to other open spaces. (CDP Objective SC5-2 Quality Provision of Public Open Space)*
- *Open spaces within residential areas should in general be suitably overlooked/ passively supervised by surrounding residential areas and provide opportunities for informal children's play and passive amenity.*

For schemes of 100 units and greater:

As referenced above, over 12% of the sites developable site area has been reserved for useable public open space, in accordance with the Interim Recreation and Amenity Policy. This figure does not include the proposed cycle/pedestrian path through the site which will in itself serve as an important recreation amenity in itself and connect to the new greenway on Johnstown Close.

As detailed in the accompanying Architectural Design Statement prepared by Deady Gahan Architects and Landscape Masterplan and Design Report prepared by Cunnane Stratton Reynolds, the locations and forms of the proposed recreation and amenity areas within the site will be readily accessible for all future residents and visitors to the site.

The siting and orientation of specific dwellings has been influenced to ensure that all play areas, public open spaces and the proposed pedestrian/cycle route will be overlooked and benefit from passive surveillance.

Table 1 of the Interim Policy outlines an indicative threshold regarding potential recreational facilities in residential developments over 100 no. units. The proposed development of 289 no. units includes a central Multi-Use Games Area (MUGA) located to the immediate west of the creche. The MUGA will not only form a central component of the proposed development, but due to the proposed connectivity/permeability upgrades will be accessible to existing residents of Glounthaune to utilise.

The proposed development provides for three local and neighbourhood play areas and several amenity grassy

The size and number of such facilities provided in schemes of 100 units or greater, shall be determined by the Planning Authority by reference to the scale of the development, house mix, location, site characteristics, opportunities to link with other recreational facilities etc. The following table provides an indicative guide on the level of such provision in larger schemes.

Table 1: Indicative thresholds for recreational facilities on schemes of 100 houses or greater	
Type of Facility	Indicative threshold
Neighbourhood play areas	1 per 100 units
Local play areas	1 per 100 units
Recreational walks/jogging routes	May be considered where they can be suitably integrated into the design and are of sufficient length 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.
Multi Use Games Areas (MUGAs)	Suitable in larger schemes / sites where they can be appropriately sited – 250 houses minimum.

areas which are dispersed throughout the scheme and will be readily accessible to all residents of the scheme.

Objective SC 5-8: Private Open Space Provision

Apply the standards for private open space provision contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2009) and Cork County Council’s Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments will apply.

Private open space provision for dwellings is in accordance with standards and guidance outlined in the documents referenced. Every house is designed to have useable private garden space to the rear and private space to the front which will provide car parking, all apartments have private amenity space in excess of the minimum areas set down in the Sustainable Urban Housing, Design Standards for New Apartments.

Objective TCR 4-10: Village and Local Retail Facilities

To support, promote and protect villages, local centres, and corner shops which provide an important retail service at the local level.

The proposed development provides for a ground floor commercial and community units which front onto Johnstown Close. The proposed commercial unit provides an opportunity for potential retail or another commercial use to serve Glounthaune, responding to local demand.

The location of these units has been purposefully located to the south of the scheme fronting onto Johnstown Close adjacent to the existing commercial nucleus containing Fitzpatrick’s shop and a local public house.

Objective TM 2-1: Walking

- a) Encourage and facilitate a safe walking route network and a culture of walking where possible and practical.
- b) Preserve, protect and where possible enhance existing walking routes particularly those

The Connectivity Map prepared by HW Planning (Appendix A), illustrates how the site will function within its overall context. The proposed development promotes walkability and pedestrian movements within the site and within its wider context. One of the most beneficial aspects of the proposed development for the wider community will be the improved ‘north-south’

providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, workplaces, town and village centres.

- c) 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. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.

permeability within the settlement within a largely landlocked landbank to the north of the traditional village core. The proposed layout provides for an integrated network of internal roads and footpaths providing for a legible and accessible layout for pedestrians which link the open spaces and communal areas within the development.

The delivery of the subject pedestrian/cyclist link will also significantly improve pedestrian connectivity between areas of upper Glounthaune, and the village core/train station. At present the road infrastructure and challenging topography results that these areas are not accessible on foot to the train station and village.

The proposed pedestrian crossing on the Terrace will link both land parcels and ensure that a natural desire line in the settlement for pedestrians is satisfied. At present the nature of the existing road network is largely not conducive with pedestrian mobility and is very much suited to the motor vehicle. The proposed upgrades to the Terrace will assist in promoting walking as an attractive and convenient method of transport and provide access to key destinations in the settlement such as the train station, the village centre and the primary school to the west. The development therefore proposes strong links to existing and new routes and places where people will want to get to and from.

Objective TM 2-2: Cycling

- a) 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.
- b) Improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.
- c) 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. The

The Connectivity Map prepared by HW Planning which accompany this application, illustrate how the site will function within its overall context. As referenced in the response to 'Objective TM 2-1: Walking' the existing road network in Glounthaune is not sufficiently conducive with safe and convenient environment for cyclists.

The proposed development is uniquely positioned to capitalize on existing and future cycle infrastructure upgrades in the coming years. The southern and parcel will link into the recent delivery of the new greenway linking the site with Glounthaune village centre, train station and Carrigtwohill and will also benefit from future upgrades identified in CMATS.

Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.

- d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted

County Development Plan Objective TM 2-5: Rail Transport

The County Council will support and prioritise the following key Rail Transport initiatives:

- a) Encourage the enhancement of service provision in tandem with planned population and employment growth;
- b) Secure the delivery of new stations to support planned population growth in: Midleton (Waterrock), Cobh (Ballynoe River Ferry), Dunkettle (Park & Ride), Blarney& Monard;
- c) Encourage greater use of the suburban rail network; support other agencies in delivering an appropriate integrated land use and transportation framework in the hinterland of rail stations in the Cork City area including park and ride facilities.

The site is well positioned to capitalise on existing rail connections in the area. The site is within a short walking distance of a high frequency rail service, with the Cork-Midleton suburban rail network serving the Glounthaune area at 15 min intervals. The train stop is a short walking distance from the south of the development site. The delivery of the proposed works to the south road from the site will provide for convenient pedestrian and cyclist connectivity to Glounthaune train station.

The frequency of rail services serving Glounthaune Station and the proximity of the settlement to major urban/employment is summarised below as:

- 10-minute train time to Cork City Centre (Kent Station) – with a service every 15 minutes at peak times.
- 3-minute train time to Little Island – with a service every 15 minutes at peak times.
- 3-minute train time to Fota – with a service every 30 minutes at peak times.
- 5-minute train time to Carrigtwohill - with a service every 30 minutes at peak times.
- 13-minute train time to Midleton – with a service every 30 minutes at peak times
- 14-minute train time to Cobh – with a service every 30 minutes at peak times.

Objective 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;

The site is well positioned to capitalize on various bus connections in the area. The Glounthaune area is served by the following bus services:

- No. 240: Cork -Ballycotton (via Carrigtwohill, Midleton and Cloyne)
- No. 241: Cork – Trabolgan (via Aghada, Whitegate, Midleton, Carrigtwohill)
- No. 260: Cork-Youghal (via Killeagh, Castlemartyr, Midleton, Carrigtwohill, Glanmire)
- 261: Cork-Midleton-(via Ballinacurra, Carrigtwohill).

- d) Secure safe walking routes from all new development to the local bus network;

The frequencies of these bus services is detailed in the accompanying Mobility Management Plan (EIAR Appendix 13-3) prepared by AECOM. The village is served by two bus stops Glounthaune (Opp Rail Station) and Glounthaune (Church) which are both easily accessible from the southern areas of the site. The proposed development will improve the viability of local bus services.

Objective TM 3-3: Road Safety and Traffic Management

- 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) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.
- d) Improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network.
- e) Promote road safety measures throughout the County, including traffic calming, road signage and parking.

The proposed development will enhance road safety along the surrounding road network and particularly improve the relationship between motorists, pedestrians and cyclists. The provision of a dedicated pedestrian crossing and upgrades to the Terrace will ensure pedestrians will be able to move safely between the northern and southern land parcels and more generally, enhance pedestrian safety on the Terrace.

A Traffic and Transport Assessment (TTA), prepared by MHL & Associates Consulting Engineers has been prepared and is included as Appendix 5-1 of the accompanying EIAR. Chapter 5 of the accompanying EIAR, also addresses traffic and transportation matters.

A Mobility Management Plan (EIAR Appendix 13-3), Road Safety Audit and a Statement of Compliance with DMURS prepared by AECOM has been prepared and demonstrates the development has been designed in accordance with best practice and will promote safety between users of all transport methods.

Objective TM 4-1: Car and Cycle Parking

Encourage a gradual shift towards more efficient and sustainable transport modes by securing the delivery of parking spaces required in connection with new development broadly in line with Appendix D Parking and Cycling Standards.

Appendix D - Parking and Cycling Standards

Glounthaune is defined within the 'Rest of Cork County' according to Appendix D of the CDP.

The following car parking standards apply for the proposed used as defined in Table 1A of Appendix D.

The accompanying 'Proposed Vehicle Allocation' drawing prepared by Deady Gahan Architects (Drawing No. 20151/P/006) details the car parking allocations across the development.

Convenience Retail (77.8 sqm):

Requirement = 3 no. spaces
Providing = See below

- Convenience retail (1 space per 20 sqm)
- Creches – (1 space per 3 staff + 1 space per 10 children)
- Cultural, community & recreational buildings (1 space per 25 sqm)
- Residential (2 spaces per dwelling house and 1.25 no. spaces per apartment)

Creche (67 child creche, 12 staff members):

Requirement = 10 no. spaces

Providing = 11 no. car parking spaces

Community space (113.6 sqm):

Requirement = 4 no. spaces

Providing = See below

Residential:

Car parking standards contained in the County Development Plan are provided as maximum allowable values. 2 parking spaces per dwelling house are to be provided in accordance with the Development Plan standards. (402 no. in total for the proposed 201 no. dwelling houses).

The proposed development provides that all of the 3- and 4-bedroom dwelling houses (135 no. in total are equipped with 2 no. parking spaces). The 2-bedroom townhouse units will be provided with 1.5 spaces per dwelling, below the standard identified in the Appendix D.

The issue of non-compliance with car parking standards for dwelling houses is outlined in greater detail in the Material Contravention Statement prepared by HW Planning.

All apartment units to the north of the Terrace are provided 1.25 no. spaces per apartment unit in accordance with the standards in Appendix D.

The 24 no. apartments to the south of the Terrace have a requirement of 30 no. car parking spaces in accordance with Appendix D. The proposed development provides for 9 no. car parking spaces to the front of the proposed apartment/commercial/community building. Due to the presence of the new Greenway to the south of the building the area is constrained in terms of car parking provision. Notwithstanding it is considered that the buildings location proximate to the village core, greenway and short walking distance from the greenway, that a reduction in car parking provision is appropriate.

As referenced previously, the issue of non-compliance with car parking standards for dwelling houses is outlined in greater detail in the Material Contravention Statement prepared by HW Planning.

The following bicycle parking standards apply for the proposed used as defined in Appendix D.

- Convenience Retail (1 space per 100 sqm)
- Cultural, community & recreational buildings (1 space per 200 sqm)
- Crèches (1 space per 4 staff)
- Residential Apartments (0.5 spaces per unit (1-2 bed apartment) 1 space per unit (3+ bed apartment))

Drawing no. 20151/P/006 prepared by Deady Gahan Architects details the bicycle parking allocations across the development

Convenience Retail (77.8 sqm) & Community Space (113.6 sqm):

Requirement = 0 no. spaces

Providing = 6 no. spaces

Creche (67 child creche, 12 staff members):

Requirement = 3 no. spaces

Providing = 12 no. bike parking spaces

Residential Apartments:

South Parcel – 24 no. apartments (3 no. 3 beds, 7 no. 2 beds and 14 no. 1 beds)

Requirement = 13 no. spaces

Providing = 50 no. bike parking spaces

North Parcel – 64 no. apartments (27 no. 1 beds, 32 no. 2 beds and 5 no. 3 beds)

Requirement = 34 no. spaces

Providing = 138 no. bike parking spaces

Cycle parking for the proposed apartment units within the scheme has been provided in accordance with the 2018 Apartment Standards at a rate of 1 space per bed space + 1 space per 2 units. (138 no. required, 138 no. provided in northern parcel).

Objective HE 2-1: Site Designated for Nature Conservation

Provide protection to all natural heritage sites designated or proposed for designation under National and European legislation and International Agreements, and to maintain or develop linkages between these. This includes Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas, Statutory Nature Reserves, Refuges for Fauna and Ramsar Sites.

Objective HE 2-2: Protected Plant and Animal Species

Provide protection to species listed in the Flora Protection Order 1990, on Annexes of the Habitats and Birds Directives, and to animal species protected under the Wildlife Acts in accordance with relevant legal requirements. These species are listed in Volume 2, Chapter 4 of the plan.

Objective HE 2-3 Biodiversity outside Protected Areas

The NIS and the Biodiversity chapter of the EIAR prepared by Kelleher Ecology Services assesses the proposed developments impacts on designated sites and plant and animal species.

The ecological findings confirm that subject to appropriate mitigation measures, the proposed development will not result in significant adverse effects.

One of the key principles of the proposed development is the protection and enhancement of biodiversity and

Retain areas of local biodiversity value, ecological corridors and habitats that are features of the County's ecological network, and to protect these from inappropriate development. This includes rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands as well as coastal and marine habitats. It particularly includes habitats of special conservation significance in Cork as listed in Volume 2 Chapter 3 Nature Conservation Areas of the plan.

Objective HE 2-5: Trees and Woodlands

- a) **Protect trees the subject of Tree Preservation Orders.**
- b) **Preserve and enhance the general level of tree cover in both town and country. Ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting and where appropriate to make use of tree preservation orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value.**
- c) **Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.**

the natural environment. Where possible existing hedgerows and boundary conditions have been retained or supplemented, utilised and integrated into the design proposals. The existing hedgerows have been retained to act as a buffer and a natural screening method between adjoining properties. They have been also used as a way to retain the privacy of house dwellers private open space by acting as a barrier. Landscaped areas and open space will also incorporate and strengthen the existing hedgerows to form open ended amenity and biodiversity corridors which will serve & connect all areas of the site and natural areas beyond.

We have reviewed, Cork County Councils planning documentation and online interactive viewer and there are no Tree Preservation Orders identified at the subject site.

The relationship of the site with the adjacent Ashbourne House and Gardens is recognised. In preparation of this SHD, extensive arboricultural investigations and surveys of both land parcels and the existing tree cover have been conducted by 'CMK Horticulture & Arboriculture', 'Tree Management Services Arboricultural Services' and 'Dermot Casey Tree Care'. In particular, assessments of high specimen champion, heritage and category A/B trees linked to Ashbourne House have been investigated and it has been a core design principle to reduce the loss of any high specimen trees. Where the loss of trees is unavoidable, robust mitigation procedures will be implemented.

In order to accommodate the proposed 3 metre pedestrian/cycle path through the northern and southern parcels to link the proposed dwellings to the village core and train station, the loss of some existing trees is unavoidable. A core principle of the design and landscape strategy of the site has been to reduce the loss of high-quality trees within the site and retain/protect any champion trees which significantly contribute to the character of Ashbourne House and Glounthaune more generally.

A detailed in the accompanying Architectural Design Statement, Site Constraints Reports (AECOM) and Chapter 3 (Alternatives Considered) of the accompanying EIAR outline the process which resulted in the proposed route and path being arrived at. The path has been dictated by the challenging topography

in the area and the findings of the arboricultural investigations which occurred. The proposed pedestrian/cycle path represents the most efficient means of future residents to access the train station and village core while also resulting in the connectivity solution which results in the least amount of significant tree removal.

While the loss of some trees is inevitable as part of the proposed development the applicants have endeavored to retain as many significant trees as possible which will assist in respecting the sites' location as zoned development lands within an edge of settlement/rural setting.

The loss of existing trees/hedgerow will be mitigated by;

- The replacement planting of 8 no. new heritage trees to replace the 8 no. heritage trees being lost.
- The planting of 158 no. street trees, 284 no. open space trees, 214 no. garden trees, 316 no. whips treatments and 800 linear metres of hedgerow.

The proposed development will result, that the southern land parcel which is associated with Ashbourne House and gardens will be publicly accessible and form part of the future amenities of the development and Glounthaune more generally. At present the subject lands are not accessible to the public. It is considered that the 'opening up' of the lands to the public will result in a benefit to the locality in that existing and future residents will have access and be able to enjoy the cultural and landscape value of the woodland.

Objective HE 3-1: Protection of Archaeological Sites

- 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**

Chapter 11 of the EIAR (Cultural Heritage) prepared by John Cronin & Associates assesses the potential archaeological and built heritage impacts of the proposed development.

Field and desk research has been conducted and concluded that there are no recorded archaeological sites located within the proposed development site or within 600m of its boundary. There are no National Monuments located within the chapter study area.

Based on the above, it is not considered that the proposed development will negatively impact any known archaeological features and sites.

sites, features and objects of archaeological and historical interest generally.

In securing such preservation, the planning authority will have regard to the advice and recommendations of the Department of Arts, Heritage and Gaeltacht as outlined in the Frameworks and Principles for the Protection of the Archaeological Heritage.

Objective HE 4-1: Record of Protected Structures

- **Seek the protection of all structures within the County, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.**
- **Protect the curtilage and attendant grounds of all structures included in the Record of Protected Structures.**
- **Ensure that development proposals are appropriate in terms of architectural treatment, character, scale and form to the existing protected structure and not detrimental to the special character and integrity of the protected structure and its setting.**
- **Ensure high quality architectural design of all new developments relating to or which may impact on structures (and their settings) included in the Record of Protected Structures.**
- **Promote and ensure best conservation practice through the use of specialist conservation professionals and craft persons.**

A portion of the site to the south of 'the Terrace' was formerly within Ashbourne Garden and is considered to be within the curtilage and attendant grounds of Ashbourne House, which is a Protected Structure (Ref 00498) as identified in the CDP. Ashbourne House itself is not included within the proposed development and has been in separate land ownership for over 50 years.

Chapter 11 of the EIAR (Cultural Heritage) prepared by John Cronin & Associates and the appended Historic Landscape Impact Assessment prepared by 'Louise M Harrington Architectural Heritage & Historic Landscape Consultant' detail the context of the proposed development in context with the Protected Structure and gardens.

Although some tree loss is necessary within the attendant grounds of Ashbourne House, largely to accommodate the proposed pedestrian path, as detailed in the accompanying Planning Statement, Site Constraints Reports and 'Alternatives Considered' EIAR chapter, the proposed route and form of the path has been designed with the core objective of the minimisation of the loss of high specimen trees.

8 no. new heritage trees will replace the 8 no. heritage trees to be lost in addition to significant levels of replacement tree and hedgerow planting of native species. Although the proposed development will result in changes to the existing setting of the attendant grounds of Ashbourne House, it is considered that

- the long-term benefits of the southern lands being publicly accessible,
- The long-term management of the woodland,
- The removal of existing invasive species and
- The utilisation of the lands as a high-quality pedestrian/cyclist link and the unique character and setting of the site

	<p>Will safeguard the long-term future and allow the public to benefit and utilise the site as valuable connectivity/amenity area.</p>
<p><u>Objective HE 4-3: Protection of Non- Structural Elements of Built Heritage</u> Protect important non-structural elements of the built heritage. These can include designed gardens/garden features, masonry walls, railings, follies, gates, bridges, and street furniture. The Council will promote awareness and best practice in relation to these elements.</p>	<p>As detailed above, the subject sites location in the context of Ashbourne House and Gardens represents an opportunity to deliver a contemporary residential development which compliments the historical and landscape character and setting of the site in its local context.</p> <p>As detailed in the response to Objective HE 4-1 the proposed development responds to the site-specific context with a core objective the minimisation of the loss of existing high specimen trees and the respectful development of the site given its location relative to Ashbourne House and Gardens.</p> <p>During detailed heritage investigations of the southern parcel, it was discovered that the remains of a grotto (stone structure) were present in the area to the northeast of the proposed southern apartment building. This grotto forms part of a historic quarry/rock garden at the site associated with the former occupants of Ashbourne House.</p> <p>The subject grotto which has never been publicly accessible and is currently overgrown and its historical significance and presence has become understated. On discovery of the grotto, it was prioritised to protect the feature and identify it as a cultural landmark in the scheme promoting awareness of the historical use of the site. The proposed pedestrian/cycle path loops around the feature ensuring that future pedestrians and cyclists will be able to see the grotto and learn about its historical significance.</p> <p>The accompanying Construction and Environmental Management Plan (CEMP) and Construction & Demolition Waste Management Plan (CDWMP) prepared by AECOM have been informed by a Conservation Method Statement prepared by John Cronin & Associates and vibration limits during construction detailed by AWN. These details are contained in the accompanying EIAR.</p>
<p><u>Objective HE 4-6: Design and Landscaping of New Buildings</u> a) Encourage new buildings that respect the character, pattern and tradition of existing</p>	<p>The layout, materials and design of the proposed buildings are in accordance with Objective HE 4-6. The dwellings and apartment blocks have been designed to be as energy efficient as possible and to maximize solar</p>

places, materials and built forms and that fit appropriately into the landscape.

- b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.
- c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.
- d) 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.

gain. The modern approach of building design compliments the existing character of the area. In accordance with 2018 Apartment Guidelines a 'Building Lifecycle Report' prepared by Aramark has been prepared and accompanies this application.

The innovative approach to dealing with the difficult topographical issues regarding varying degree of slope will assist in providing a contemporary and sustainable residential development which integrates well with the surrounding environment. The form of certain buildings was designed accordingly to fit in seamlessly with the differing levels in the contours on the site.

Objective GI 3-1: Green Infrastructure - New Developments

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.

Objective GI 3-2 : Green Infrastructure - Significant Developments

Require significant new developments (multiple residential developments including Part 8 applications, retail, industrial, mineral extraction etc) to submit a green infrastructure plan as an integral part of any planning application. This plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.

The accompanying landscape details prepared by Cunnane Stratton Reynolds details all green infrastructure proposals within the proposed development. These include the provision of new replacement tree planting throughout the site and the introduction of new biodiversity areas.

Objective GI 6-1: Landscape

- a) Protect the visual and scenic amenities of County Cork's built and natural environment.
- b) Landscape issues will be an important factor in all landuse proposals, ensuring that a proactive view of development is undertaken while maintaining respect for the environment and

The development strategy for the proposed development has been 'landscape led' with a critical consideration the appropriate integration of the proposed development in its local and broader landscape settings.

The accompanying Landscape Masterplan, report and Chapter 4 of the accompanying EIAR details the 'Landscape and Visual' proposals and impacts of the

heritage generally in line with the principle of sustainability.

- c) Ensure that new development meets high standards of siting and design.
- d) Protect skylines and ridgelines from development.
- e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.

development. In order to accommodate the proposed 3 metre pedestrian/cycle path through the northern and southern parcels to link the proposed dwellings to the village core and train station, the loss of some existing trees is unavoidable. A core principle of the design and landscape strategy of the site has been to mitigate the loss of existing trees on site by reducing the loss of high-specimen trees within the site and retain/protect any champion trees which significantly contribute to the character of Ashbourne House and Glounthaune more generally. Landscape mitigation measures include

- Retention of an important hedgerow and tree line in the northeast of the site and incorporation into an open space
- Retention of trees along east and western boundaries north of The Terrace
- Retention of several large mature trees in southeast corner of the site, near the main road at Glounthaune.
- The replacement planting of 8 no. new heritage trees to replace the 8 no. heritage trees being lost.
- The planting of 158 no. street trees, 284 no. open space trees, 214 no. garden trees, 316 no. whips treatments and 800 linear metres of hedgerow.

This represents a significant increase in the number of trees and quantity of hedgerows than are currently provided on the site.

The accompanying Architectural Design Statement and Chapter 3 (Alternatives Considered) of the accompanying EIA, detail the process which resulted in the proposed route and path being arrived at. A full assessment of alternative connectivity proposals and path routes to the train station/greenway has been conducted, The route and form of the path has been determined by the challenging topography in the area and the findings of the arboricultural investigations which occurred. As evidenced from Chapter 3 of the EIA, the proposed route and form of the pedestrian/cycle path represents the most efficient means of future residents accessing the train station, greenway and village core which results in the least amount of significant tree removal.

	<p>While the loss of some trees is inevitable as part of the proposed development the applicants have endeavored to retain as many significant trees as possible which will assist in respecting the sites' location as zoned development lands at the edge of settlement.</p>
<p><u>Objective GI 7-1: General Views and Prospects</u></p> <p>Preserve the character of all-important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty as recognized in the Draft Landscape Strategy</p> <p><u>Objective GI 7-2: Scenic Routes</u></p> <p>Protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects identified in this plan. The scenic routes identified in this plan are shown on the scenic amenity maps in the CDP Map Browser and are listed in Volume 2 Chapter 5 Scenic Routes of this plan.</p> <p><u>Objective GI 7-3: Development on Scenic Routes</u></p> <p>a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area.</p> <p>b) Encourage appropriate landscaping and screen planting of developments along scenic routes which provides guidance in relation to landscaping. See Chapter 12 Heritage Objective HE 46.</p>	<p>One of the proposed developments unique characteristics are the expansive views over the surrounding hinterland, Cork Harbour and Harpers Island to the south. The site is defined as being within an area of 'High Landscape Value' and located adjacent to 2 no. scenic routes as identified in the Cork County Development Plan;</p> <ul style="list-style-type: none"> ▪ Scenic Route S41 to the south - Road from Dunkettle to Glanmire and eastwards to Caherlag and Glounthaune. ▪ Scenic Route S42 to the North - Road at Cashnagariffe ,N.W.Carrigtwohill and Westwards to Caherlag. <p>The proposed layout has been designed to have as minimal impact as possible on the surrounding landscape and from sensitive receptors in the vicinity of the site. A comprehensive Landscape and Visual Assessment prepared by Cunnane Stratton Reynolds and photomontages prepared by GNet are included within EIAR Chapter 4 and addresses the sites location within /adjacent to the referenced visual designations.</p>
<p><u>Objective WS 3-1: Wastewater Disposal</u></p>	<p>It is proposed to connect with the existing waste-water treatment system in the area. Irish Water have issued a Statement of Design Acceptance confirming there will</p>

- a) Ensure implementation of the South Western River Basin Management Plans and their associated programmes of measures.
- b) 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 Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public wastewater 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 wastewater infrastructure is provided.
- c) Ensure that proposals for development incorporating smaller treatment systems align with the Guidance manual on treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the EPA or other appropriate guidance.
- d) Any new developments in the County disposing of effluent to ground will be required to comply with the groundwater protection plan and the Wastewater Discharge Regulations.

be sufficient capacity to accommodate the proposed development once the proposed infrastructural upgrades are delivered.

Please refer to the accompanying Infrastructure Report and drawings prepared by AECOM for full details.

Objective WS 4-1: Water Supply

- a) 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.
- b) 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.
- c) 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

Irish Water has confirmed that there will be sufficient capacity in the existing water network to accommodate the proposed development. Refer to the accompanying Infrastructure Report and relevant drawings prepared by AECOM.

Objective WS 5-1: Surface Water and SuDS

- a) Ensure that all new developments incorporate sustainable drainage systems (SuDS).
- b) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.

Objective WS 5-3: Surface Water Management

Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.

As detailed in the accompanying engineering documentation prepared by AECOM, the proposed surface water drainage strategy is in accordance with SUDS and surface water management objectives.

Objective WS 6-1: Flood Risks – Overall Approach

Take the following approach in order to reduce the risk of new development being affected by possible future flooding:

- Avoid development in areas at risk of flooding; and
- Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.

A Site-specific Flood Risk Assessment (FRA) prepared by AECOM accompanies the application. The FRA concludes.

“As the development is in close proximity to Cork Harbour, the risk of coastal flooding has been considered. A review of The Catchment Flood Risk Assessment and Management (CFRAM) study indicates that the development is not at risk from a 1 in 1000-year coastal event. This confirms the site in Flood Zone C with reference to coastal flood risk.

Given that the proposed development is in close proximity to the River Lee, fluvial flooding risk has been considered. The CFRAM mapping available indicates the site is located in Flood Zone C with reference to the River Lee. There are no other significant water courses within the site or in the close proximity causing a fluvial flood threat. This is supported by the lack of recorded fluvial flood events in the vicinity of the proposed development. Therefore, it is concluded that the site is located in Flood Zone C with reference to fluvial flooding.

Buildings with a residential element are classed as highly vulnerable developments and these are considered a suitable land use for Flood Zone C and negated the need for a Justification Test. It is also noted that the proposed development will not increase the flood risk elsewhere.”

Objective ZU 2-2: Development Boundaries

The subject lands are defined as being within the development boundary and existing built-up area of Glounthaune in the Cobh Municipal District Local Area

For any settlement, it is a general objective to locate new development within the development boundary, identified in the relevant Local Area Plan that defines the extent to which the settlement may grow during the lifetime of the plan.

Objective ZU 3-1: Existing Built-Up Areas

Normally encourage through the Local Area Plan’s development that supports in general the primary land use of the surrounding existing built up area. Development that does not support, or threatens the vitality or integrity of, the primary use of these existing built-up areas will be resisted.

Plan 2017. And is in accordance with objectives ZU 2:2 and ZU 3:1.

5.2 COBH MUNICIPAL DISTRICT LOCAL AREA PLAN 2017-2023

Glounthaune is identified as a ‘key village’ in the Cobh Municipal District Local Area Plan 2017-2023 (LAP) with the site included within the settlement’s development boundary. Paragraph 4.5.1 of the LAP outlines the vision and context for the settlement of Glounthaune:

Secure a significant increase in the population of the settlement by 2023 (balancing the maximization of the sustainable transport benefit offered by the railway station, with development appropriate to the character, setting and scale of the village), to retain and improve local services and facilities and to strengthen infrastructure provision.

“While Glounthaune is already a well-established residential area with 506 units, it is considered Glounthaune has the capacity in the next 10 years to facilitate the construction of 400 units reflecting the village’s infrastructural capacity and most significantly its availability of a high-quality rail corridor.”

Policy

Objective G0-01: General Objectives for Key Villages

- Within the development boundary of the key villages it is an objective to encourage housing development on the scale set out in Table 4.2.1 in the period 2017-2023.

Table 4.2.1: Appropriate Scale of Development for Key Villages

Name	Existing Number of Houses Q1 2015 (Geodirectory)	Growth 2010 to 2015 (Geodirectory)	Overall Scale of Development (No. of houses)	Normal Recommended Scale of any individual scheme
Carrignavar	175	3	100	30
Glenville	166	4	100	25
Glounthaune	506	31	400	40
Total Key Villages			600	

The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out, phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement.

- The number of houses in any particular individual scheme should have regard to the scale and character of the existing village and

Consistency of Scheme

The proposed development will contribute 289 no. residential units the housing stock of Glounthaune. Table 4.2.1 of the LAP indicates a target of 400 no. additional residential units by 2023

While the proposed development exceeds the normal recommended scale of any individual scheme for Glounthaune which consists of 40 units, the LAP is clear that applications are not precluded on that basis with Table 4.2.1 stating

“The normal recommended scale of any individual scheme is set out in the above table. Individual schemes in excess of the recommended scale set out in the above table may be considered where it is demonstrated that the overall scheme layout reinforces the existing character of the village and the scheme is laid out,

will not normally exceed the provision of the number of units set out in Table 4.2.1.

- Where possible all development should be connected to the public water supply, the public waste-water treatment system and make adequate provisions for storm water storage and disposal.
- Good pedestrian and amenity links with the village core/main street are considered to be an important part of any proposed scheme.
- Extend footpaths and public lighting to serve the whole of the village and where practicable, to provide for the under-grounding of utilities.
- Encourage additional retail and community services within the village to coincide with the needs of any future growth.
- Encourage new development to be designed to ensure that water resources and the natural environment are protected. Protection and enhancement of biodiversity resources within the receiving environment of the villages is also encouraged. Development will only be permitted where it is shown that it is compatible with the protection of sites designated or proposed to be designated for the protection of natural heritage.

phased and delivered, so as not to reflect a residential housing estate more suited to a larger settlement."

A Material Contravention Statement prepared by HW Planning accompanies this application which outlines the non-compliance with the thresholds identified in the LAP. The proposed development contributes to obtaining compact growth and sustainable expansion of Glounthaune. The subject site is located on lands between the village of Glounthaune and the townland of Corryfield. The emphasis of pedestrian permeability and connectivity in the development ensures the infill development has a positive effect on the character of the village as it creates new nodes and interactions.

While the proposed development is in excess of the dwelling unit guidelines for individual schemes in Glounthaune, Glounthaune has the capacity and infrastructure to develop a site of this size due to its proximity beside a high frequency rail corridor.

Glounthaune is located within an evolving developmental context primarily due to its proximity to urban and employment centres such as Cork City, Little Island, Carrigtwohill and Midleton. Additionally, the settlement is located on one of the most frequent rail services in the country and benefits from a high-capacity surrounding road network. Since the adoption of the Cobh MD LAP permission was received by O'Mahony Developments Limited for a SHD of 174 no. units to the east of the settlement (ABP Ref: 301197-18).

Glounthaune by its nature is naturally physically restricted by its location adjacent to Cork Harbour and with a population of circa 1,400 people according to 2016 census figures does not reflect an urban settlement with such a regular rail service to nearby urban centres. The proposed development will assist in achieving a compact settlement with a critical mass of population within walking/cycling distance from the train station and allow for the regular rail services provided at Glounthaune to be fully utilised.

Objective DB-01: Development Boundary Objectives for Glounthaune

- a) To encourage the development of up to 400 additional dwelling units up to 2023;

As referenced in response to LAP Objective G0-01 a Material Contravention Statement prepared by HW Planning has been prepared which addresses the developments non-compliance with the thresholds identified in the LAP.

The proposed development also includes the provision of a pedestrian crossing on the Terrace which will

- b) To implement traffic calming measures in the village which include the proper demarcation of the road edge and car parking spaces;

Objective DB-02: Development Boundary Objectives for Glounthaune

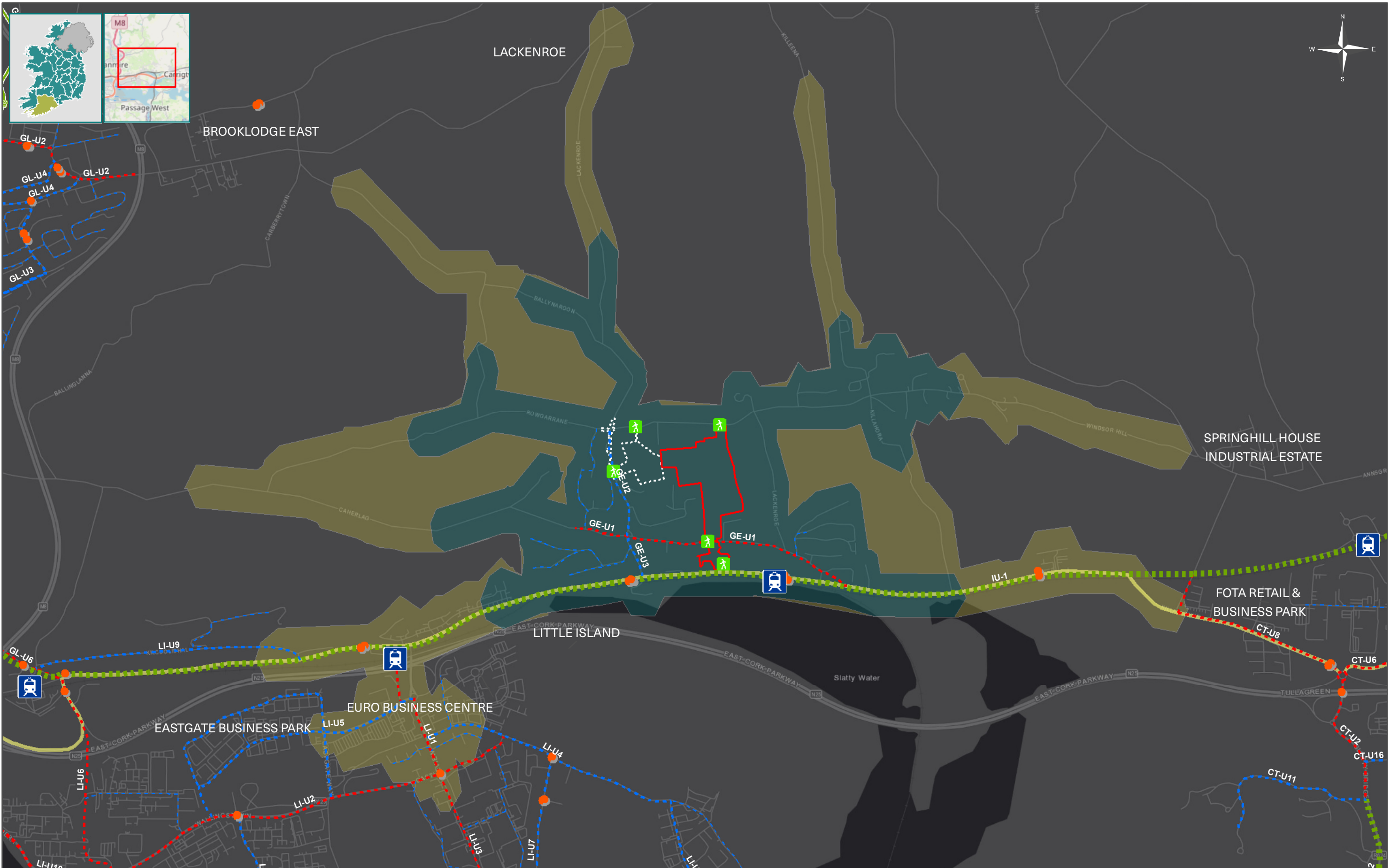
Glounthaune is located adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites.

enhance pedestrian/cycle connectivity to the local train station to the benefit of existing and future communities.

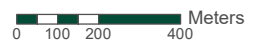
A Natura Impact Statement prepared by Kelleher Ecological Services has been prepared and assesses the proposed development in its context with European designated sites and the Habitats Directive.

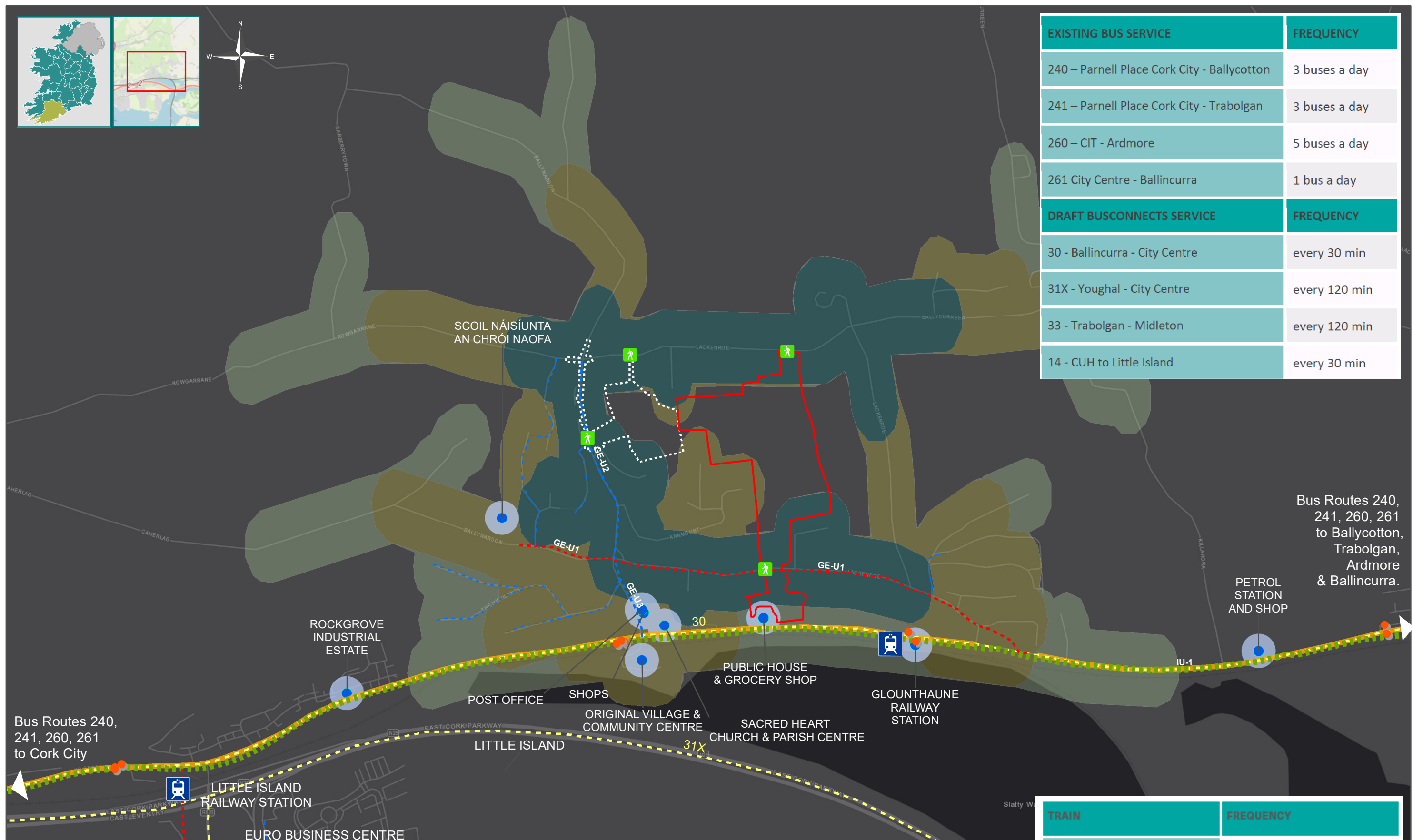
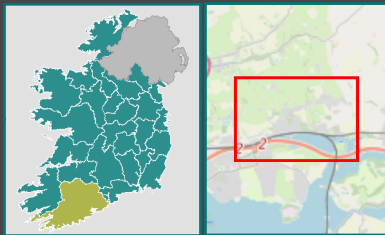
Appendix A

Connectivity Mapping prepared by HW Planning



Site Boundary	Railway Station	Bus Route	Cycling Times 5 min	Metropolitan Cycle Network - Planned Infrastructure Primary	Secondary	Possible Primary	Feeder
Phase 1 - Granted Planning Application	Bus Stops	Pedestrian / Cycle Entrance	10 min	Greenway	Greenway	Greenway	





EXISTING BUS SERVICE	FREQUENCY
240 – Parnell Place Cork City - Ballycotton	3 buses a day
241 – Parnell Place Cork City - Trabolgan	3 buses a day
260 – CIT - Ardmore	5 buses a day
261 City Centre - Ballincurra	1 bus a day
DRAFT BUSCONNECTS SERVICE	FREQUENCY
30 - Ballincurra - City Centre	every 30 min
31X - Youghal - City Centre	every 120 min
33 - Trabolgan - Midleton	every 120 min
14 - CUH to Little Island	every 30 min

Bus Routes 240, 241, 260, 261 to Ballycotton, Trabolgan, Ardmore & Ballincurra.

- Site Boundary
- Phase 1 - Granted Planning Application
- Railway Station

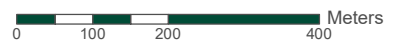
- Bus Stops
- Existing Bus Routes
- Draft BusConnects Route
- Pedestrian / Cycle Entrance

- Local Context
- Walking Times**
- 5 min
- 10 min

- 15 min
- Metropolitan Cycle Network - Planned Infrastructure
- Primary
- Secondary

- Greenway
- Feeder

TRAIN	FREQUENCY
CORK CITY	15 MINUTES PEAK TIME
MIDLETON	30 MINUTES PEAK TIME
COBH	30 MINUTES PEAK TIME



HW Planning

5 Joyce House, Barrack Square, Ballincollig, Cork. P31 KP84

www.hwplanning.ie

info@hwplanning.ie

+353 21 487 3250

