



Planning Statement and Response to An Bord Pleanála's Opinion

Proposed Strategic Housing Development (SHD), Castlelake,
Terrysland, Carrigtwohill, Cork

Client: BAM Property Limited

June 2022

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Introduction & Context

The proposed development represents the completion of Castl lake Masterplan, which had its genesis over 20 years ago and sought to deliver an overall mixed-use community consisting of 1,600 dwellings together with commercial community and recreational facilities. Permission for the overall Masterplan was first sought in 2 applications in 2000, 00/7607 for Phase 1 and 00/7607 for Phase 2. Both applications were granted by the Board in 2003, PL 04.125446 and PL 04. 131129 refer. The permissions were extended but lapsed in 2016 and 2017.

There were numerous applications to amend the permitted Masterplan in the intervening period and these are detailed in Appendix A. The most recent and relevant of these applications was an application lodged by the applicants in 2017 for the construction of 277 no. residential units on largely the same site as now proposed, 17/5399 refers. This application was granted by Cork County Council, but appealed to An Bord Pleanála, who refused the application in 2018, ABP-301610-18 refers. The Board's refusal reasons related to inadequate future connectivity to Carrigtwohill Train Station, poor quality and disposition of public open space and inappropriate architectural design response to the site.

In response to the Board's decision the proposed development has been comprehensively redesigned by a new design team. The application site has been extended to include a previously excluded portion of land, on which an apartment building is proposed, and this will ensure the security and surveillance of the permitted Interurban Cycleway. In its Pre-Application Consultation Opinion (ABP-311855-21), the Board considered that the proposed development constituted a reasonable basis for an application for strategic housing development.

Since the Board has issued its Pre-Application Consultation Opinion, the Part 8 application for the Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1 has been approved. This project provides for improved cycle and pedestrian connectivity from the Urban Expansion Area (UAE) lands to the north of the railway line to the train station, schools, town centre, employment opportunities and traverses the subject site. The proposed development makes provision for the delivery of a portion of this permitted scheme in conjunction with the construction of housing if Cork County Council have not already implemented the scheme at that time. The proposed development also makes provision for the delivery of the southern portion of the Northern Spine Link Road, which is Objective CT-U12 of the Cork County Development Plan 2022-2028. The Northern Spine Link Road will link the Western Spine Link Road proposed within the Urban Expansion Area to the north of the railway line to the Castle Lake to Station Road Link Road, which is currently nearing completion.

In addition to the Inter Urban Cycleway project, Cork County Council are progressing the Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle through the Part 8 process. This includes for upgrades to Main Street and Station Road junction, provision of new public spaces, public realm upgrades of Station Road to Carrigtwohill Train Station and the junction of main street and Castl lake Avenue to Carrigane Road, Wisés Road junction upgrades, N25 Junction 3 (Cobh Cross) additional capacity interim measures.

The redesign of the proposed development and the greater certainty regarding improved connectivity and infrastructural upgrades have allowed the applicants to comprehensively address the Board's concerns on the previous application ABP-301610-18. The proposed development has also been altered to respond to the Board's Pre-Consultation Opinion. The Design evolution and key changes implemented throughout the process are detailed in the Design Statement prepared by Wilson Architecture

Circular PL 13/2021 provides details on the transitional arrangements in relation to the expiry of the SHD process and their replacement with a new Large-scale Residential Development application process and specifies that

“SHD prospective applicants/ developers who have formally commenced consultations with the Board and are awaiting an SHD opinion on the commencement of the Act (17 December 2021) will have 16 weeks to submit an SHD application to the Board from the date of receipt of the SHD opinion.”

The SHD Opinion was received from the Board on February 28th, 2022, and therefore the applicants have until June 20th, 2022, to submit a SHD application.

1.1 Site Location and Context

The subject lands are 18.3 hectares in area and consist of 7 component parcels, some of which can be described as in-fill and others which are greenfield lands of partially completed Castlelake Masterplan to the south and west of the application site. The undeveloped lands subject to this Strategic Housing Development are principally bound to the north by railway tracks (Mallow to Midleton route) and to the east by Station Road with Carrigtwohill Train Station located to the northeast. There is an east-west connector road, the Castle Lake to Station Road Link Road currently nearing completion that bounds a significant proportion of the site. This road is being constructed by the applicants on their land as part of Educational Campus project which was permitted by Cork County Council Planning Reference 19/5707. There is a landscaped park with a lake located to the south-east of the existing roundabout serving the residential estate. Carrigtwohill Main Street and an Aldi supermarket are located further south.

There are 7 no. distinct parcels of land that form the application site as result of the partially completed nature of the original masterplan concept as illustrated in the below aerial photograph.



Figure 1.1 Aerial Image of the Subject Lands Outlined in Red.

An Education Campus (Cork County Council Reference: 19/5707) has been permitted by Cork County Council on lands bound by Station Road to the east and a Part 8 Application 'Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1' was approved by full council on 14th March 2022 which will include direct cycle connections through the application lands to Carrigtwohill Train Station.

The subject lands are largely characterised by overgrown scrub. There is an existing substation located on the southern most proportion of the application site. There are existing power lines located along the western edge of Castlelake North. There are 2 no. existing underpasses beneath the train tracks in the lands, which will allow for future connectivity between the subject lands and the UAE land to the north of the railway lines. Images of the subject site are provided below for reference.

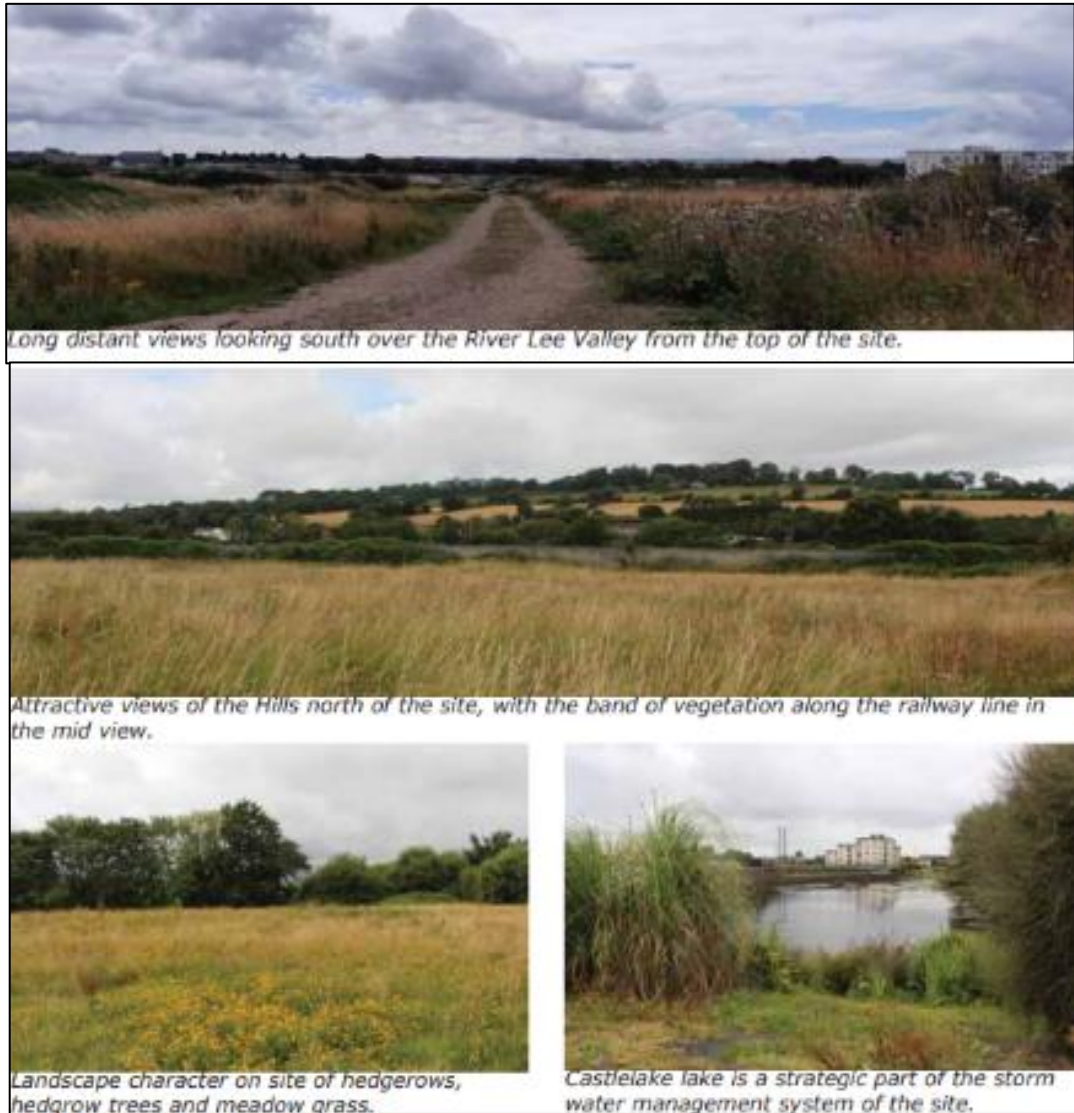


Figure 1.2 Images of the subject site (Cunnane Stratton Reynolds Landscape Architects)

1.2 Planning Policy Context

The Cork County Development Plan 2022 – 2028 came into effect on 6th June 2022 and is therefore the relevant local planning policy document pertaining to the subject lands at the time of determining the application.

Key aspirations of the Development Plan are for the County to be underpinned by the core quality of life principles of, sustainability, climate action, social inclusion, placemaking, and resilience during the lifetime of the Development Plan. A Statement of Consistency has been prepared by HW Planning to demonstrate compliance with local planning policy.

The subject lands are principally zoned Residential, Existing Residential/ Mixed Residential and Other Uses and Town Centre/ Neighbourhood Centres. A small proportion of the Station Road South site is zoned Special Policy Area. Residential development and childcare facilities are permissible uses in these areas.

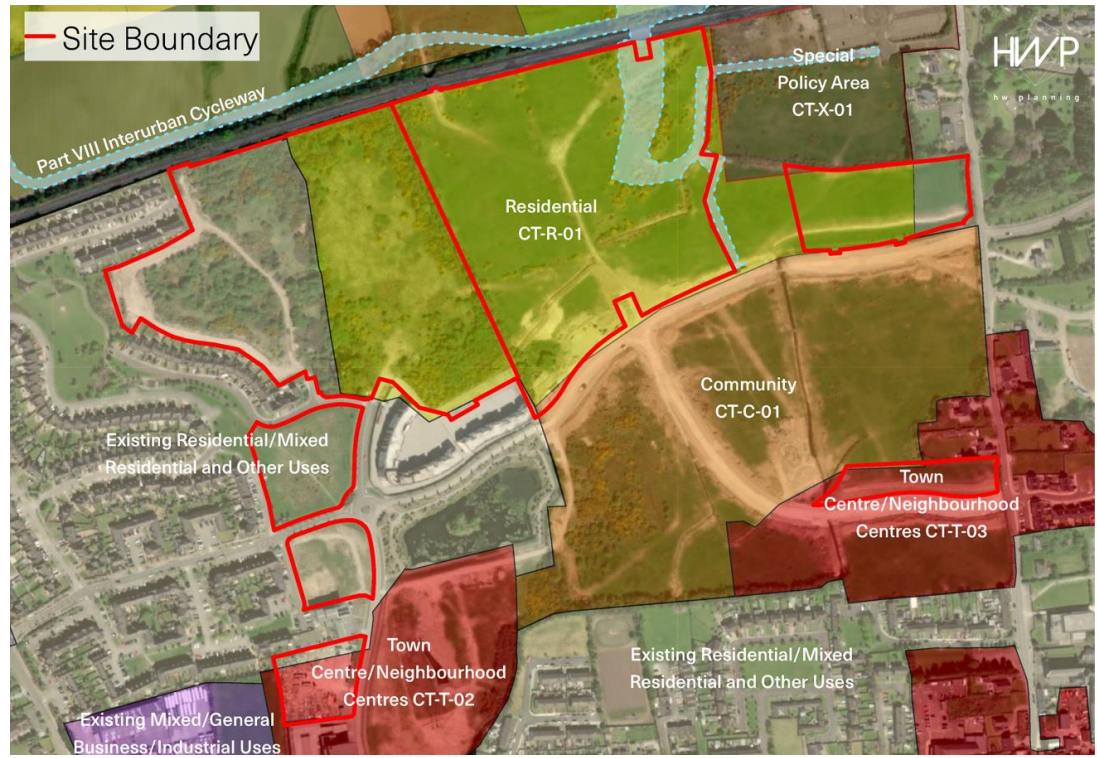


Figure 1.3 Extract from the Cork County Development Plan 2022-2028 with the Subject Site Outlined in Red.

Extracts from the Cork County Development Plan 2022-2028 are provided below which demonstrate that the proposed residential and childcare facility are appropriate uses on the land use zoning objectives identified above.

**County Development Plan Objective
ZU 18-11: Residential Areas**

Promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area.

Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity.

Appropriate Uses in Residential Areas

Residential development, residential care, sheltered housing, childcare facilities, education facilities, occasional retail, local centres/neighbourhood centres, places of worship, local medical/healthcare services, open space, recreation and amenity uses, community uses.

**County Development Plan Objective
ZU 18-17: Town Centres/ Neighbourhood Centres**

- a) Promote the development of town centres and neighbourhood centres as the primary locations for retail and other uses that provide goods or services principally to visiting members of the public. The primary retail areas will form the main focus and preferred location for new retail development, appropriate to the scale and function of each centre and in accordance with the Retail Strategy. Residential development will also be encouraged particularly in mixed use developments while the use of upper floors of retail and commercial premises in town centres for residential use will in particular be encouraged.
- b) Recognise that where it is not possible to provide the form and scale of development

Appropriate Uses in Town Centre/Neighbourhood Centres

Retail, cultural uses, recreation uses, hotel, bed and breakfast, public houses, financial services, professional services, medical and healthcare services, leisure facilities, places of worship, residential, mixed residential, childcare facilities, education facilities, community facilities, civic uses, offices, public transport facilities, car parks, funeral homes.

**County Development Plan Objective
ZU 18-20: Special Policy Areas**

Recognise that there are a small number of sites within the urban areas of the County where the normal land use zoning requirements do not apply. These can be subdivided into 3 distinct categories namely:

- a) Areas suitable for mixed use development (both brownfield and greenfield sites) where the range of uses are outlined.
- b) Areas suitable for mixed use development where further study is required to guide the significant or strategic nature of the site. This will involve the preparation of a master plan, design brief or area action plan before any formal planning application is made for the development. These should be subject to SEA and HDA screening where appropriate.
- c) Areas which require specific policy guidance to protect the unique characteristics of that particular area.

In addition to Section 02 – Planning Policy of this report, a standalone Statement of Consistency has been prepared by HW Planning and is enclosed as part of this application.

1.3 Description of Development

The development will consist of the construction of a strategic housing development of 716 no. units comprising 224 no. houses, 284 no. duplex units and 208 no. apartments provided in 7 no. apartment buildings. A 2 no. storey creche building is also provided. The two storey houses comprise of 48 no. detached, 126 no. semi-detached and 50 no. terraced Houses consisting of 60 no. two bed units, 139 no. three bed units and 25 no. four bed units. The part-one to part-three storey duplex units are contained in 122 no. buildings providing 82 no. one bed units, 142 no. two bed units and 60 no. three bed units. The 7 no. apartments buildings range in height from part-1 to part- 5 no. storeys.

- Block 1 is 4 no. storeys and contains 34 no. units (7 no. one bed units, 19 no. two bed units and 8 no. three bed units).

- Block 2 is part-1 to part-5 no. storeys and contains 42 no. units (15 no. one bed units, 20 no. two bed units and 7 no. three bed units).
- Block 3 is 5 no. storeys and contains 17 no. units (8 no. one bed units and 9 no. two bed units).
- Block 4 is 4 no. storeys and contains 13 no. units (6 no. one bed units and 7 no. two bed units).
- Block 5 is 4 no. storeys and contains 13 no. units (6 no. one bed units and 7 no. two bed units).
- Block 6 is 4 no. storeys and contains 13 no. units (6 no. one bed units and 7 no. two bed units).
- Block 7 is 5 no. storeys over basement and contains 76 no. units (23 no. one bed units, 41 no. two bed units and 12 no. three bed units).

All blocks contain ancillary internal and external resident amenity spaces, and the proposed development also provides for: hard and soft landscaping including Multi Use Games Areas (MUGA's) and associated fencing; boundary treatments; public realm works; car parking; bicycle stores and shelters; bin stores; lighting; photovoltaic panels; plant rooms; and all ancillary site development works above and below ground.

Access to the proposed development will via an extension to Castl lake Avenue with new entrances proposed from the existing Castl lake Avenue, Oakbrook, and Pine Court. 2 no. new entrances are proposed from the Castle Lake to Station Road Link Road currently under construction and permitted by Cork County Council Planning Reference 19/5707. A new entrance is proposed from the North South Link Road, (linking Station Road to the Castle Lake to Station Road Link Road) and permitted by Cork County Council Planning Reference 19/5707. The proposed development also makes provision for the construction of a portion of the Carrigtwohill to Midleton Interurban Cycleway Phase 1 and a portion of the Northern Spine Link Road.

The key site statistics pertaining to the subject lands are provided below:

Table 1.1. Key Figures of the proposed development

Item	Figure(s)
Site Area	18.3 ha
Developable Area	16.6 ha
Density*	43 Units Per Hectare
Site Coverage*	18.1%
Public Open Space*	30,660 sq m (18.5%)
Housing Mix	153 no. one beds (21.4%)

	<p>312 no. two beds (43.6%)</p> <p>226 no. three beds (31.6%)</p> <p>25 no. four beds (3.5%)</p>
Car Parking	1,297 no. overall
Bicycle Parking	918 no. overall

*Based on Net Developable Area

1.4 Pre-Planning Consultation

A formal pre-planning meeting (S.247) took place on 15th July 2021 with Cork County Council to discuss how the now proposed development has responded to the previous refused application on a portion of the application site (CCC Reg. Ref. 175399, ABP Ref. PL04.301610).

A tripartite consultation meeting took place on 3rd February 2022 between An Bord Pleanála, Cork County Council and the Design Team. An Bord Pleanála subsequently issued a Notice of Pre-Application Consultation Opinion (ABP-311723-21) on 28th February 2022. Section 3.0 of this report provides a comprehensive response to the items raised by An Bord Pleanála in their opinion.

The Applicant and Design Team have continued to engage with the Local Authority in respect of their relevant disciplines to further discuss items raised in the opinion. A meeting was held on 31st March 2022 with members of the Planning, Transport and HIIT Departments to principally discuss traffic and transport related items. At this meeting agreement in principle was reached regarding the route, design and integration with the *Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1* which traverses the site and surface water management issues.

1.5 Planning History

There are a number of planning applications of relevance within close proximity to the subject lands that have been considered in the design of the now proposed scheme, including the previously refused scheme which is discussed in detail below. The recently granted Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1, Part 8 project is of significant relevance to the application. In addition, a proposed Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle is also currently being progressed through the Part 8 process. A summary of relevant planning applications is provided at Appendix A of this report.

1.6 Part 8 Applications

The Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1 was approved by Cork County Council on 14th March 2022. A proportion of the Part 8 application boundary overlaps with the proposed application site. The Part 8 Chief Executive's Report states that:

process which includes upgrades to Main Street and Station Road junction, provision of new public spaces, public realm upgrades of Station Road to Carrigtwohill Train Station and the junction of main street and Castlelake Avenue to Carrigane Road, Wises Road junction upgrades, N25 Junction 3 (Cobh Cross) additional capacity interim measures.

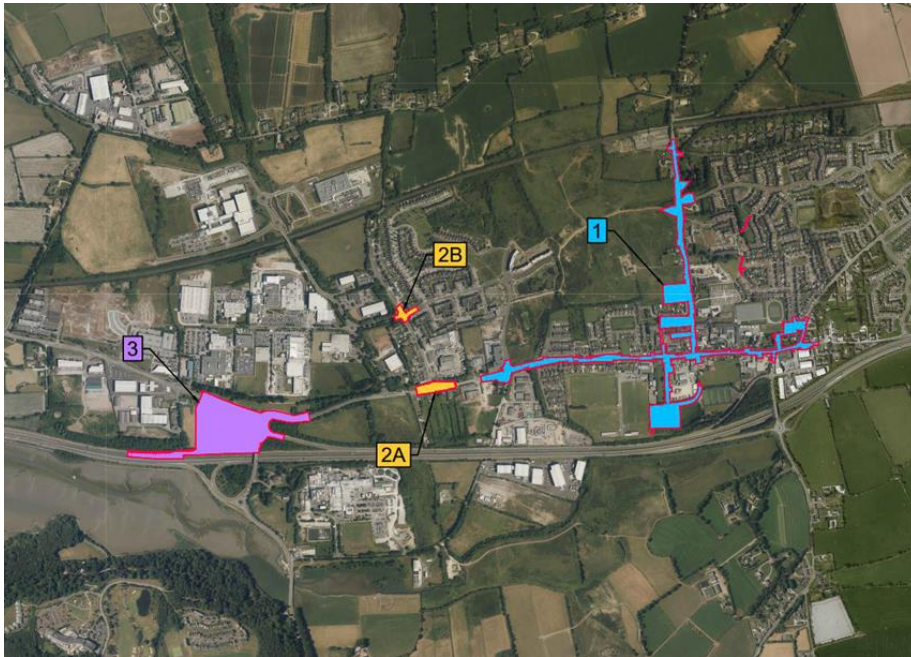


Figure 1.6 Extract from Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle

The purpose of the above works as outlined in the Part 8 application documentation is:

- To support regeneration, compact growth and sustainable development in Carrigtwohill;
- To provide a public realm upgrade with better quality streetscapes and public spaces and to unlock the potential of Carrigtwohill town;
- To improve connectivity between Carrigtwohill Town Centre and residential developments, Carrigtwohill train station, schools, business parks, commercial premises etc.
- To encourage sustainable modes of transport by reducing car dominance and providing safe pedestrian and cyclist facilities;
- To upgrade existing road junctions to improve performance for traffic as well as catering for pedestrian/ cyclist demand;
- Co-ordination and integration of proposals with other proposed infrastructure projects in Carrigtwohill.

Planning Policy Context

In accordance with the Planning and Development (Strategic Housing Development) Regulation 2017, a Statement of Consistency has been prepared by HW Planning and is submitted with this application. The Statement of Consistency demonstrates how the proposed development is consistent with the relevant National, Regional and Local policies and Section 28 Ministerial Guidelines. An overview of the key planning policies and objectives pertaining to the subject lands is provided in this section.

2.1 Project Ireland 2040: National Planning Framework

The National Planning Framework is an overarching policy framework that informs how Cork City and suburbs will achieve the expected growth to 314,000 people by 2040 through the implementation of the 10 no. key strategic outcomes. Most notably compact growth, sustainable mobility and the transition to a low carbon and climate resilient society.

2.2 Regional Spatial and Economic Strategy for the Southern Region (RSES)

The RSES is positioned as an implementing strategy for the NPF that aims to reflect the specific needs of the regions. A key principle in developing the strategy for the RSES is provide more sustainable choices and options for people, businesses and communities that can positively influence more sustainable patterns of living and working which benefit a greater cohort of the population and make the economy more resilient.

Carrigtwohill 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.”

2.3 Cork County Development Plan 2022-2028

The Cork County Development Plan (CDP) outlines objectives and parameters for housing development in the County for 2022 - 2028 The Plan is underpinned by a number of key principles which include sustainability, social inclusion, high quality design and climate change adaptation. The Plan establishes a hierarchical network of settlements in the County, allocating related population and housing growth projections.

Chapter 2 of the Plan outlines 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 local planning policies pertaining to the subject site are outlined throughout this document and in the accompanying Statement of Consistency and Material Contravention Statement prepared by HW Planning.

Response to Previous Refusal Reasons (ABP-301610-18)

The decision by Cork County Council to grant planning permission for the construction of 277 no. residential units (CCC Reg. Ref. 175399) was overturned by An Bord Pleanála in December 2018 and refused for 1 no. reason, as set out below:

*“The "Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas" published by the Department of the Environment, Heritage and Local Government in May, 2009, require a high quality approach to the design and layout of new housing. Having regard to the proposed site layout, and in particular the **poor disposition and quality of public communal open space and future connectivity to Carrigtwohill Train station**, the proposed development would constitute a substandard form of development, would provide **an inadequate standard of amenity for future occupants** and, therefore, conflict with provisions of the said guidelines. Furthermore, it is considered that the proposed development, including the revised proposal submitted by the applicant on the 1st day of October 2018 **does not provide an appropriate architectural design response for the site**. The proposed development is considered to be inconsistent with the proper planning and sustainable development of the area.”*

The now proposed Strategic Housing Development seeks to comprehensively address the previous reason for refusal which pertains to a portion of the lands subject to this application. The refused scheme had a site area of 10.36 ha, in comparison the now proposed site area which is 18.3 ha. The multi-disciplinary project team have duly considered the assessments of Cork County Council and An Bord Pleanála in design of the now proposed scheme.

3.1 Quality and Quantity of Public and Communal Open Space

The Inspector had a number of concerns regarding the previous proposed provision of public and communal open space to serve the residential development, including the location, usability and quality of the open space provided.

The Inspector was of the opinion that:

“the proposed MUGA and District Play Area in particular are isolated to the north of the site adjacent to the railway line and are severed by the proposed second pedestrian underpass. Their accessibility and visibility are, therefore, somewhat constrained. They also have poor passive surveillance, particularly from the western side.” Furthermore, adding that “the remainder of the public open space throughout the development is somewhat piecemeal and often incidental.”

Cunnane Stratton Reynolds Land Planning and Design have developed a landscape masterplan to address the concerns previously raised by An Bord Pleanála, with particular emphasis on framing the underpass accesses with planting to ensure a safe environment that encourages pedestrians and cyclists to use the future link which will be subject to passive surveillance from adjacent units.

It should also be noted that the Part 8 Carrigwohill to Midleton Inter-Urban Cycleway has been approved since the determination of the previous application. Indicative images of the landscape design are provided below for reference.



Figure 3.1 Indicative images (Cunnane Stratton Reynolds Landscape Architects)

The project landscape architects have also carefully considered the visual connections between open spaces and the underpasses as part of the urban strategy. We consider that the proposed site layout and appropriately proposed landscape design will deliver a scheme that is both functional and safe for future residents and visitors.

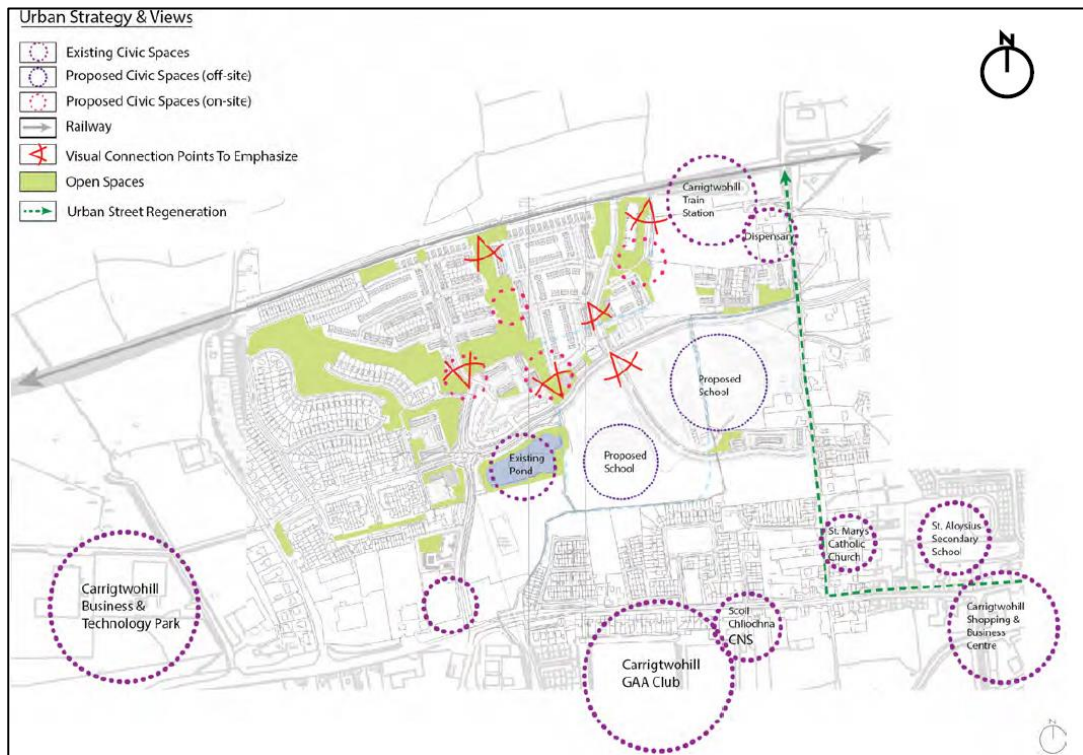


Figure 3.2 Urban Strategy and Views Diagram (Cunnane Stratton Reynolds Landscape Architects)

The Inspector's report also outlined that:

“It is detailed by the applicants that 16.9% of the site is given over to open space...that the subject site is of significant scale and notwithstanding the existing lake and amenity provision in the wider development, there is a requirement to provide open space of sufficient scale and quality to serve the amenity needs of future residents of this development. Whilst the extent of open space provided may constitute over 16.9% of the Site area, I am not satisfied that the quality and layout provides sufficient amenity. I consider the scheme deficient in this regard.”

The delivery of high quality and function public and communal open spaces has been a key consideration in the proposed site layout. The net developable site area is 16.6 ha, as illustrated in the Developable Site Key Plan prepared by Wilson Architecture (Drawing No. CHD-WIL-ZZ-ZZ-DR-A-0053).

The proposed development provides 30,660 sq m of functional public open space within the developable site area (18.5%). A further 11,430 sq m of open space is provided however has been excluded from the calculation of public open space due to the presence of existing ESB infrastructure (non-developable area).

The Landscape Design Rationale Report, which accompanies the application provides further detail on the proposed landscaping strategy. Compliance with national and local planning policies are discussed in the accompanying Statement of Consistency prepared by HW Planning.

3.2 Connectivity to Carrigtwohill Train Station

The subject lands are in close proximity and to the west of Carrigtwohill Train Station. Notwithstanding the proximity of the subject site to the train station the Inspector had concerns regarding the previous connectivity proposals noting:

“I would have concerns regarding the viability, usability and security of such a temporary route across an undeveloped site with no passive surveillance, particularly as these lands are not within the red line boundary of the site and, therefore, there is no clear timescale for their development. This portion of land forms part of the applicant’s ownership and is exclusion for the application results in a piecemeal approach to the future development of these lands. Providing a coherent, safe and secure pedestrian connection to the train station is required to facilitate the future development of these lands.”

The subject application includes the previously excluded portion of land, which means that the proposed development no longer represents a piecemeal approach to the development of the lands. In addition, the Part 8 application for the *Carrigtwohill to Middleton Inter-Urban Cycleway Phase 1* has been approved and this provides certainty regarding the future pedestrian and cycle links to the Train Station. An apartment building is proposed on the lands excluded from the previous application and this will ensure the security and surveillance of the permitted cycleway.

The proposed development makes provision for the delivery of a portion of this permitted scheme in conjunction with the construction of housing if Cork County Council have not already implemented the scheme at that time. As the lands to the east and over which it is required to complete the cycleway to the train station are not in the ownership of the applicants, they cannot complete the full link to the train station. However, as this link now has permission and Cork County Council enjoy a wayleave over these lands it is hoped that this link to the train station can be delivered in the short term.

In advance of the delivery of the permitted cycleway future residents of the proposed development will enjoy quick, safe and convenient cycle and pedestrian access to the train station via the east-west connector road, the Castle Lake to Station Road Link Road, which is currently nearing completion. This road is being constructed by the applicants on their land as part of Educational Campus (Cork County Council Planning Reference 19/5707) and via this route residents will be within easy walking and cycling distance of the train station.

3.3 Residential Amenity

The proposed development has been designed in accordance with the relevant national, regional and local planning policy guidance. A Statement of Consistency has been prepared by HW Planning and is submitted as part of this application. In addition, the Design Statement and HQA prepared by Wilson Architects demonstrates how the proposed design has been developed having regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, as well as Cork County Councils Design Guide for Residential Estates. The apartments and duplexes have been designed to adhere to the Apartment Guidelines, 2020.

Technical assessments including Daylight, Sunlight and Shadow studies and noise assessments, as referenced throughout this report, have been carried out to inform the design of the proposed scheme which will as a result ensure a high level of residential amenity is achieved.

Response to An Bord Pleanála's Opinion

This section of the report outlines in detail the applicants' responses to the matters raised in the Board's Pre-Application Consultation Opinion (ABP-311855-21), received on February 28th, 2022. The Board considered that the proposed development constituted a reasonable basis for an application for strategic housing development. In the Interest of clarity, we have listed the various items in the order they appear on the Board's opinion and the applicant's response to same.

4.1 Item 1 – Architectural Design Statement

An updated Architectural Design Statement. The statement should include a justification for the proposed development, having regard to, inter alia, urban design considerations, visual impacts, site context, the locational attributes of the area, linkages through the site, pedestrian connections and national and local planning policy. The statement should specifically address layout, urban design, disposition and quality of public open space and communal open space, finishes of the blocks, the design relationship between the individual blocks within the site, and to existing residential property to the west. The statement should be supported by contextual plans and contiguous elevations and sections.

An updated Architectural Design Statement has been prepared by Wilson Architecture and is enclosed as part of this application. This statement provides a justification for the architectural merits of the scheme. The updated Architectural Design Statement is informed by a variety of technical assessments including daylight and sunlight and noise. The proposed scheme presents a well-considered urban design that will create a high quality living environment for future residents. As detailed throughout the application documentation, the Architectural Design Statement provides an overview of the existing characteristics, constraints and opportunities of the subject lands which have been duly considered and incorporated into the site layout and detailed design of the development. The subject lands are easily accessible from Carrigtwohill Town Centre (to the south and west) and Carrigtwohill Train Station (via Station Road). The implementation of the Interurban Cycleway, recently granted under through a Part 8 application, will future improve the connectivity of the subject lands to the Train Station.

The Design Team have been cognisant of creating functional public and communal open spaces for future residents through a pedestrian and cycle priority environment delivering routes along anticipated desire lines. The project Architects and Landscape Architects have worked closely to deliver a deliberate and conscious disposition and quality of public open space and communal open space. The updated Architectural Design Statement should be read in conjunction with the Landscape Design Rationale Report prepared by Cunnane Stratton Reynolds Land Planning & Design.

Cunnane Stratton Reynolds Land Planning & Design have also prepared a Townscape and Visual Impact Assessment which states that:

“The proposed design reflects a considered form and materiality of development that is sensitive to its context and although some existing rural landscape features are lost, an appropriate new urban character is created that contributes positively to local place-making.”

Furthermore, outlining that:

“This recognises that, whilst the change in character from disused and overgrown field to urban is important, it reflects land use policy for the site and has been applied to the site as per the best practice in terms of urban design, open space development and Green Infrastructure policy i.e. the change is from disused, abandoned fields to a quality urban townscape, consolidating the urban area of Carrigtwohill.”

The proposed scheme as described throughout the updated Architectural Design Statement has been designed having regard to national and local planning policy. A standalone Statement of Consistency has been prepared by HW Planning and refers to national, regional and local planning policy.

A comprehensive pack of architectural drawings have been prepared by Wilson Architecture including contextual and contiguous elevations and sections that demonstrate the relationship between individual blocks and existing residential properties.

4.2 Item 2 – Connectivity

A detailed statement, demonstrating how the proposed development will tie in safely with the wider road network in Carrigtwohill, with other adjoining key infrastructure and to Carrigtwohill train station, in particular, with respect to pedestrian and cycle routes.

The proposed development is founded on the provision of strong street networks punctuated by well-proportioned public open spaces which are linked by home-zones and pedestrian routes. The proposed development integrates with the existing and emerging wider network in Carrigtwohill. As outlined in Section 1.6 above the future key infrastructural improvements in Carrigtwohill aimed at improving connectivity are defined by and will be implemented in accordance with two Part 8 projects being the *Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1* and the *Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle*.

The Part 8 application for the *Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1* has been approved. This project provides for improved cycle and pedestrian connectivity from the Urban Expansion Area (UAE) lands to the north of the railway line to the train station, schools, town centre, employment opportunities and traverses the subject site. The *Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle* is currently progressing through the Part 8 process. This includes for upgrades to Main Street and Station Road junction, provision of new public spaces, public realm upgrades of Station Road to Carrigtwohill Train Station and the junction of main street and Castlflake Avenue to Carrigane Road, Wisers Road junction upgrades, N25 Junction 3 (Cobh Cross) additional capacity interim measures.

The relationship between the subject lands and the Part 8 projects is defined in Figure 4.1 and 4.2. The Design Team have engaged with the Cork County Council HITT team in regard to the

integration of the Part 8 Interurban Cycleway. The delivery of the Interurban Cycleway will provide an alternative cycle/pedestrian route from the subject lands to the Train Station which is currently accessible via Station Road. The proposed development makes provision for the delivery of a portion of this permitted Cycleway in conjunction with the construction of housing if Cork County Council have not already implemented the scheme at that time. As the lands to the east and over which it is required to complete the cycleway to the train station are not in the ownership of the applicants, they cannot complete the full link to the train station. However, as this link now has permission and Cork County Council enjoy a wayleave over these lands it is hoped that this link to the train station can be delivered in the short term.

In advance of the delivery of the permitted cycleway future residents of the proposed development will enjoy quick, safe and convenient cycle and pedestrian access to the train station via the east-west connector road, the Castle Lake to Station Road Link Road, which is currently nearing completion. This road is being constructed by the applicants on their land as part of Educational Campus (Cork County Council Planning Reference 19/5707) and via this route residents will be within easy walking and cycling distance of the train station. The proposed improvements to Station Road included within the *Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle* will further improve the pedestrian and cycling environment.

Figure 4.2 illustrates the proposed development in the wider context of Carrigtwohill and how the proposed development will tie in with the Part 8 projects which will allow for direct and convenient pedestrian and cycle connectivity to existing and future transport, employment, education, retail and recreational opportunities.

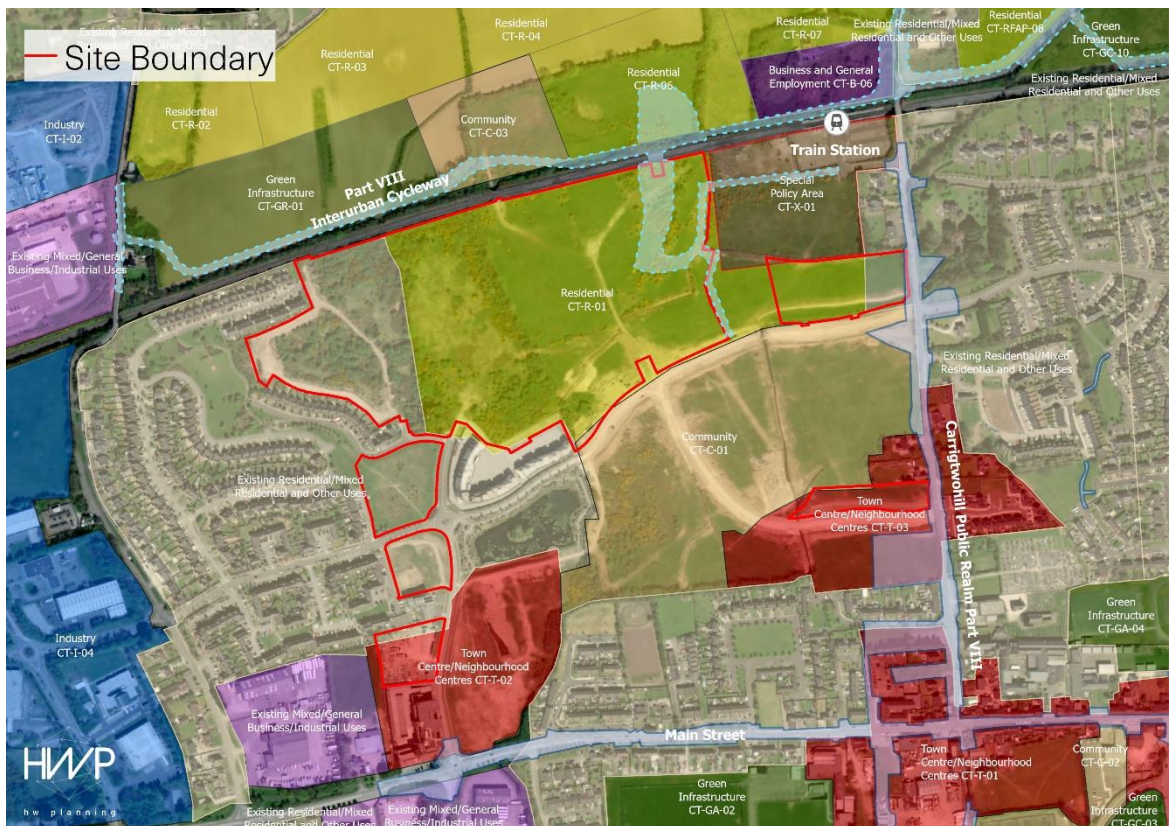


Figure 4.1 Carrigtwohill Connectivity

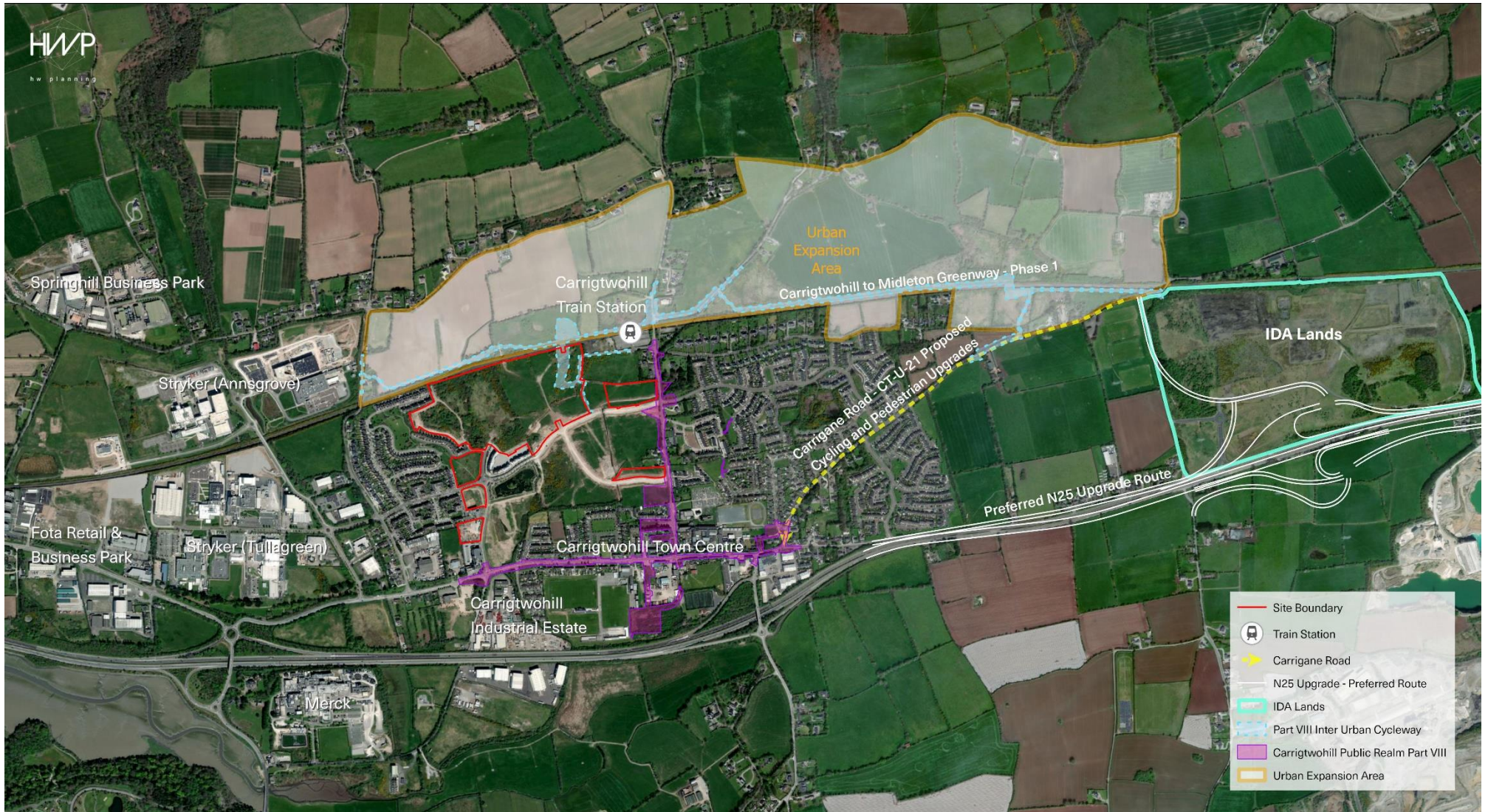


Figure 4.2 Wider Context of Carrigtwohill Connectivity

4.3 Item 3 – Material Contravention Statement

A detailed statement, which should provide adequate identification of all such elements and justification as applicable, where / if the proposed development materially contravenes the statutory Plan or Local Area Plan for the area other than in relation to the zoning of the land, indicating why permission should, nonetheless, be granted, having regard to a consideration specified in section 37(2)(b) of the Act of 2000.

Please refer to the Material Contravention Statement prepared by HW Planning in respect of the density of the scheme.

4.4 Item 4 – Density

A detailed statement of justification of the density proposed, in terms of suburban location, sequential approach, the road network, topography of the site and specific local objectives pertaining to the lands contained in the Cobh Municipal District Local Area Plan 2017.

The Cork County Development Plan 2022 – 2028 came into effect on 6th June 2022 and is therefore the relevant local planning policy pertaining to the application site. The Cobh Municipal District Local Area Plan 2017 expired on the adoption of the Cork County Development Plan 2022 – 2028.

Section 3.5.20 of the Cork County Development Plan 2022 – 2028 acknowledges that:

“The mix of housing demand is changing dramatically which will need targeted policy intervention to cater for 1-2 person households and the needs of an ageing population across the County. Coupled with this, Ireland has some of the lowest density urban areas in the developed world and this constrains housing delivery.”

For the purposes of calculating net density for the overall application site, it should be noted that a conservative approach has been taken for transparency. Based on this overall approach the proposed development will provide a density of 43 no. units per ha. comprising 716 no. houses, duplexes and apartments on a developable area of 16.6 ha. In accordance with the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009* the developable area does not include the portion of the Northern Spine Link Road, which forms part of the proposed development (Objective CT-U12 of the Cork County Development Plan 2022-2028) and landscape buffer strip beneath the existing pylons.

In terms of density and housing mix Section 4.7.6 of the Development Plan highlights that the Local Authority aim to:

“...maintain flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the County’s towns, especially in the County Metropolitan Area where employment, public transport and community assets are best aligned.”

The proposed mix of unit sizes (153 no. one bed units, 312 no. two bed units, 226 no. three bed units and 25 no. four bed units) and types will meet the needs of a range of family size at different stages of the lifecycle including couples, families and downsizers.

Carrigtwohill is defined as a 'Main Town' with a population of 5,080 no. persons at the time of the 2016 census. Table 4.1 of the Development Plan provides guidance on appropriate densities noting that 'High (50+ units/ha+)' is applicable in locations close to existing/ future high quality public transport proposals with densities ranging from 30 – 50 no. units per ha applicable generally for future development.

Table 4.1: Settlement Density Location Guide					
Settlement Type	Settlement	High (50 units/ha+)	Medium A (30-50 units/ha)	Medium B (20-35 units/ha)	Medium C (5-20 units/ha)
All Towns	Town Centre Locations	Applicable in town centre locations	--	--	
Towns with proposed high quality Public Transport Corridor Potential	Carrigtwohill Carrigaline Cobh Middleton Passage West/ Glenbrook/ Monkstown Monard SDZ Glounthaune# Little Island#	Applicable in locations close to existing/ future high quality public transport proposals.	Generally applicable for future development with a minimum density of 35 units/ha recommended.	May be applicable in a limited number of peripheral/ sensitive locations.	

Section 4.8.10 of the County Development Plan which states the following applies:

“An increased minimum threshold is proposed for the Medium A Density category to 30 units/ha as per the Guidelines. The category allows for the provision of apartments within the unit typology mix but it is not a requirement. This category is generally applicable to suburban and greenfield sites in larger towns >5,000 population and those planned to grow >5,000 population over the lifetime of the Plan.”

The subject site is part-greenfield part-infill in nature and located within close proximity of Carrigtwohill Town Centre and Carrigtwohill Train Station. Policy Objective HOU 4-7: Housing Density on Residentially Zoned Land provides further guidance on densities for the application site.

County Development Plan Objective HOU 4-7: Housing Density on Residentially Zoned Land			
	Min Net Density	Max Net Density	Comment
High	50	No Limit	<ul style="list-style-type: none"> Applicable to town centres of the larger towns with a population >1500 throughout the county and in other areas identified in the Settlement Network normally in close proximity to existing or proposed high quality public transport corridors; This will normally involve a mix of unit formats including terraced housing and/ or apartment units. May include the subdivision of larger dwellings proximate to existing or improved public transport corridors; A minimum 10% open space provision will be required. Subject to compliance with appropriate design/ amenity standards and protecting the residential amenity of adjoining property and the heritage assets of the town centre.

County Development Plan Objective			
HOU 4-7: Housing Density on Residentially Zoned Land			
	Min Net Density	Max Net Density	Comment
Medium A	30	50	<ul style="list-style-type: none"> Applicable to suburban/greenfield lands of the larger settlements with a population > 5,000 and those planned to grow >5,000 population; In towns with an existing/ planned high quality public transport service (e.g. Carrigtwohill), a minimum density of 35 units/ ha is recommended. On former Institutional lands which may require concentration of development in certain areas. A minimum of 20% public open space is required at these locations. This category would be the highest density category applicable to the smaller settlements (< 5,000 in population), and would generally apply to central sites within the core of such settlements, unless otherwise stated or where a higher density approach accords with the existing pattern of development; Must include a broad range of unit typologies and normally involves a combination of unit formats including a higher proportion of terraced units and/or apartment type units.

In response to the above objectives, it should be noted that the application site is made up of a number of parcels of land with varying net densities proposed. Higher density typologies are proposed in closer proximity to existing/future public transport nodes, particularly fronting key roads (i.e., Castlelake South 01 and 02). The Design Team have been cognisant of the existing context of the environs which includes existing 2 no. storey dwelling houses (i.e., Castlelake West), drainage ditches, railway tracks and provisions for an interurban cycle/pedestrian route (i.e., Castlelake North and Blandcrest). It should also be noted that the Central Neighbourhood Park (18,337 sq m) that traverses Castlelake North and Blandcrest has impacts on the net density also. Notwithstanding this, the overall net density of 43no. units per ha. is consistent with Planning Policy Objective HOU 4-7 which relates to suburban/greenfield lands. A breakdown summary of the key areas is provided below for reference.

Area	Net Area	No. of Units	Density
Castlelake South 01	0.56 ha	34	64 no. units per ha
Castlelake South 02	0.46 ha	42	75 no. units per ha
Castlelake West	0.64 ha	36	39.1 no. units per ha
Blandcrest	6.8 ha	315	46.3 no. units per ha
Castlelake North	6.3 ha	209	33.1 no. units per ha

Station Road North	1.27 ha	51	40.2 no. units per ha
Station Road South	0.52 ha	29	55.8 no. units per ha
Total Developable Area	16.6	716	43.1 no. units per ha

In terms of developing lands zoned Existing Residential (i.e., Castl lake West, Castle Lake South 02, part of Castl lake 01 and part of Castl lake North), the Development Plan notes that they:

“may contain residential development of varied densities ranging from high density historic terraces to more modern lower density housing schemes. The Plan generally supports proposals for increased densities within this category to optimise the development of lands within the built envelope of a settlement, subject to protecting existing residential amenities and adhering to proper planning and development standards.”

In addition, Table 3.1 Principles of Placemaking of the Cork County Development Plan 2022-2028 identifies 7 no. Themes of Strategic Objectives and Local Outcomes. Under the theme of ‘Legibility’ it is an objective:

“to promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around’. The local objective pertaining to this is to ‘emphasis the hierarchy of place with a graduation of building heights and density from the core, framing views and landmarks and creating new focal points.”

Furthermore, identifying the Local Outcome as follows:

“Activity levels in urban areas are directly linked to their density of development, mix of uses and the design of the urban structure. Pedestrian activity or street life increases in urban areas that can be defined as “walkable” and where residential use is located within the town centre mix.”

The proposed development achieves a net density of 43 no. units per hectare across the 7 no. land parcels and in accordance with the policies and objectives of the County Development Plan the density fluctuates across the site depending on the specific site context. We consider that this is the proper and sustainable response to the delivery of density in this location.

The Planning Inspector in their assessment of the previously proposed scheme (CCC Ref. 17/5399, ABP-301610-18) was of the opinion that:

*“Having regard to national guidance including the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, densities in the range of 50 units per ha are advocated for adjacent to public transport corridors. As noted previously, I acknowledge that densities in this range may not be viable at this location having regard to the existing character and location of Carrigtwohill. In this context, I consider that a density of **38 units per ha** as*

proposed in the revised plans submitted by the applicant is generally appropriate.” [Emphasis Added].

As demonstrated in the breakdown of net densities across the application lands greater densities are proposed on lands zoned Town Centre (i.e., Castl lake South 02 - 75 no. units per ha and Station Road South – 55.8 no. units per ha). The overall balance of unit typology and size, and the delivery of high quality and meaningful open spaces positively respond to the receiving environment, have addressed the concerns raised in the previously proposed scheme and are consistent with national planning policy.

The National Planning Framework and Apartment Guidelines 2020 seek increased densities at appropriate locations particularly in locations that are well connected by public transport. The delivery of housing on this site is a vital component to addressing the unfinished nature of the wider Castl lake Development and will contribute to alleviating the prevailing shortage of housing. As demonstrated in the accompanying Statement of Consistency, the subject lands are defined as a ‘Intermediate Urban Location’. The Apartment Guidelines 2020 consider such locations appropriate for smaller-scale, higher density development that may wholly comprise apartments, or alternatively, medium-high density residential development of any scale that includes apartments to some extent.

Notwithstanding the above, we also acknowledge Specific Policy Objective CT-R-01 in the Cork County Development Plan 2022-2028 which applies to a proportion of the subject lands stating that:

“High density residential development. High quality pedestrian and cycle connectivity, particularly to adjoining schools campus and station quarter, to be provided.”

Further to Objective HOU 4-7, Section 4.89 of the Development Plan further explains that:

“Outside town centres, higher density development is generally considered to involve the construction of apartments within the building typologies. In order to align the Plan with Government Guidelines, the minimum threshold is being increased from 35 to 50 units/ha with no upper limit. This zoning category is applicable to suitable lands adjoining existing or planned high frequency public transport stations or bus stops within Metropolitan Cork.” [Emphasis Added].

The application area subject to the CT-R-01 zoning objective traverses 3 no. land parcels and in accordance with HOU 4-7 has a minimum net target density of 50 units per hectare with no upper limit. For the purposes of calculating the net density for lands zoned CT-R-01, it should be noted that it comprises elements of 3 no. land parcels Castl lake North; Blandcrest; and Station Road North, with a combined gross area of 12.1 ha. There are 491 no. units situated on lands zoned CT-R-01, but it also contains a number of non-residential features, amenities and infrastructure, which serve the wider neighbourhood and town.

The recently granted Part 8 Carrigtwohill to Midleton Inter-urban Cycleway Phase 1 enters the subject lands to the west of Apartment Building 7 on lands zoned CT-R-01. The alignment of the internal access road has been incorporated into the site layout as granted by Cork County Council and continues south to connect to the Castle Lake to Station Road Link Road (east-west connector road) currently under construction. In addition, a planted embankment frames the underpass access to provide a safe environment and encourage people and cyclists to use this green infrastructure corridor.

The proposed development also makes provision for the delivery of the southern portion of the Northern Spine Link Road, which is Objective CT-U12 of the Cork County Development Plan 2022-2028. The Northern Spine Link Road will link the Western Spine Link Road proposed within the Urban Expansion Area to the north of the railway line to the Castle Lake to Station Road Link Road, which is currently nearing completion.

The Neighbourhood Park is also located on lands zoned on CT-R-01 zoned lands and as iterated throughout the application documentation, a key objective of the scheme is to retain and enhance the ecological value of the site. There is an existing north-south drainage ditch that has been incorporated into the landscape design as a swale feature and which will contribute to the SuDs features on site. The Landscape Design Rational report prepared by Cunnane Stratton Reynolds Landscape Architects explain that:

“The existing drain running through the centre of the site will function as a key SUDs feature. The diversion of water to this drain will reinvigorate it as a bio-diversity corridor, and any excess water will flow into the existing section of stream along the southern boundary which itself flows into nearby existing Castlelake lake.”

The delivery of a Neighbourhood Park in this area is the most logical and appropriate use of these lands. The Neighbourhood Park provides vital green infrastructure connections, additional future connectivity to the granted greenway and valuable naturalistic open space for existing and future residents of the Castlelake.

Following the Section 5 Tripartite meeting, the 2 no. storey creche was relocated to its now proposed location (on CT-R0-01 lands) in response to the Council’s opinion that it should be provided in a more centrally accessible location for future residents. The now proposed location will provide a complementary use to the education campus that is currently under construction on adjacent lands to the south. The creche will also benefit from the Part 8 Carrigtwohill to Midleton Inter-urban Cycleway Phase 1 which will run along the eastern boundary of the site. The creche is positioned in the optimal location to cater for the needs of future residents.

In terms of calculating net densities Appendix A of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009* anticipates such instances and notes

Selecting the appropriate definition of site / development area is important. Where non-residential uses, such as main roads, retail, employment and major open spaces are being planned in conjunction with housing, an allowance needs to be made in the density assumption for the land that will be occupied by such uses which may be upwards of 25% at the neighbourhood or district scale.

The non-residential uses proposed on the CT-R-01 including the Neighbourhood Park (2.6 ha), the southern portion of the Northern Spine Link Road (0.4 ha) and the Inter Urban Cycleway (0.19 ha) which will serve the wider neighbourhood and town, total 2.47 ha or 20% of the site area. Appendix A of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009* indicates that the measurement of net density should exclude

- *major and local distributor roads;*
- *primary schools, churches, local shopping etc.;*
- *open spaces serving a wider area; and*

- *significant landscape buffer strips.*

Based on this we consider that the Northern Spine Link Road (0.42 ha) and the Inter Urban Cycleway (0.19 ha) should be excluded from the net density calculation as they are major and local distributor roads and specific objectives of the Development Plan to serve the wider community. In addition, the Neighbourhood Park (1.86 ha) should also be excluded as it is an open space serving the wider area.

Figure 4.3 below highlights that if these areas were omitted the net developable area would be 9.6 ha.

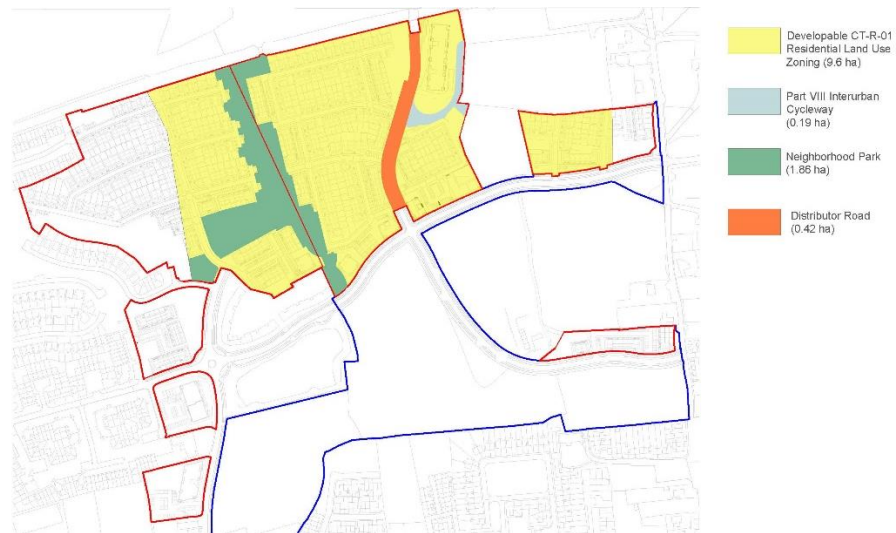


Figure 4.3 Density Calculations for CT-R-01 Zoned Lands

Based on this the 491 no. units situated on lands subject to the CT-R-01 zoning objective would achieve a net density of 51 no. units per ha in accordance with HOU 4-7.

Notwithstanding the above and due to the fact that the calculation of net density is based on interpretation of Appendix A of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009*, a Material Contravention Statement has been prepared by HW Planning in respect of Development Plan Objective HOU 4-7: Housing Density on Residentially zoned lands.

4.5 Item 5 – Traffic and Transportation

A Traffic and Transportation Impact Assessment.

A Traffic and Transport Impact Assessment (TTA) has been prepared by Malachy Walsh and Partners and is enclosed as part of the Environmental Impact Assessment Report. The Traffic and Transportation Assessment includes consideration of the following:

- Existing and expected future road and transport network;
- Existing and predicted future baseline traffic volumes on the surrounding local road network;
- Predicted construction traffic volumes associated with the proposed development and likely impacts;
- Proposed construction mitigation measures;

- Predicted operational traffic volumes associated with the proposed development and likely impacts; and
- Proposed operational mitigation measures.

The TTA concludes that

“The Traffic and Transportation impacts of the proposed development have been assessed on the basis of the expected permitted and proposed local developments, including roads and transport infrastructure. The proposed development site is part of Cork County Council’s planned development for Carrigtwohill.

There will be no significant adverse construction traffic impacts. Construction traffic volumes will mostly occur during off-peak traffic periods.

The proposed residential development location will generate a high proportion of non-car, sustainable transport trips, particularly in respect of school, creche and work commuting type trips that occur during peak traffic hours. This includes travel on foot and by train, bus, and bicycle.

The proposed development would be fully sustained by the existing, permitted and proposed transport infrastructure for Carrigtwohill, including by Cork County Council.”

4.6 Item 6 – Topography

Cross-sections at appropriate intervals, photomontages, and any other information deemed relevant, illustrating FFL’s levels, ground levels and topography of the site. In particular, showing proposal relative to the train line and to any adjoining existing development in the vicinity, useability and functionality of public open space and private open space / rear gardens.

A comprehensive pack of architectural and landscape architecture drawings illustrating FFL’s have been prepared by Wilson Architecture and Cunnane Stratton Reynolds Land Planning and Design respectively.

The following architectural drawings are of particular note and illustrate the relationship of the subject lands with the railway tracks to the north:

- Contiguous Elevation – Sheet 01 – CHD-WIL-ZZ-ZZ-DR-A-0110
- Contiguous Elevation – Sheet 02– CHD-WIL-ZZ-ZZ-DR-A-0111
- Contiguous Elevation – Sheet 03– CHD-WIL-ZZ-ZZ-DR-A-0112
- Contiguous Elevation – Sheet 04-CHD-WIL-ZZ-ZZ-DR-A-0113

CGIs have been prepared by Wilson Architecture and are enclosed within the Architectural Design Statement. In addition, Digital Dimensions have prepared VVMs of the proposed scheme which have informed the Townscape and Visual Impact Assessment of the scheme and are enclosed as part of the Environmental Impact Assessment Report.

The Landscape Design Rational Report illustrates the strong attempts made to retain the existing natural and ecological value of the site and to provide both functional and meaningful open spaces

for future residents of all ages and abilities to enjoy. The following landscape cross sections have been prepared:

- Landscape Sections A, B & C 21642-2-201
- Landscape Sections D, E & F 21642-2-202
- Landscape Sections G, H, I, J, K 21642-2-203

The proposed site plan has been designed to ensure that there are no opportunities for direct overlooking with appropriate separation distances provided throughout. Appendix E -Residential Amenity of the Design Statement prepared by Wilson Architecture provides extracts from both plans and sections to demonstrate that generous separation distances and buffers have been provided to ensure that both a high residential amenity for future residents is achieved and the residential amenity of existing properties is not impacted.

4.7 Item 7 - Public and Communal Open Space

Justification of layout, location and hierarchy and quantum of open space provision, both communal and public open space (POS). Clarity with regard to compliance with Development Plan standards.

The Landscape Design Rationale Report prepared by Cunnane Stratton Reynolds Land Planning and Design sets out that the landscape design aims to:

- Deliver a high quality, attractive and suitable landscape for all users.
- Integrate a strong and fitting landscape and housing design within the existing urban framework;
- Promote a permeable and legible landscape and streetscape;
- Improve site connectivity with town facilities and focal points;
- Create a green infrastructure plan that connects into the green infrastructure of the wider area;
- Ensure good circulation for both pedestrian and cyclists;
- Create a strong sense of place for people to identify with;
- Promote and integrate Protected Views and Aspects;
- Develop a hierarchy of Public Open Space by integrating a variety of good active and passive recreation;
- Create a secure environment with safe and well overlooked areas;
- Integrate a variety of active and passive play and recreational areas for all ages;
- Incorporate and protect existing natural features into the residential scheme;
- Plant strong network of trees and vegetation, using as much native species as is possible;
- Provide for biodiversity corridors and wild-life habitat;
- Integrate functional and attractive SuDs features into the scheme; and

- Create a landscape design that further establish a rural feel for a rural, satellite town.

The landscape design is largely dictated by existing features on the site including the underpasses beneath the train tracks, granted Part 8 Interurban Cycle Route.

In terms of Development Plan standards Section 14.5.10 of the Development Plan directs that

“Open Space provision cannot be judged solely by reference to the amount of space provided, the quality of the space and range of uses it can accommodate are also critically important.”

In addition, the Development Plan directs that:

“Normally all new housing developments need to provide some public open space. Generally, at least 12% to 18% of a site for development excluding areas unsuitable for house construction should be allocated to the provision of public open space. However, the need to achieve higher qualitative standards in terms of design and layout is particularly important as it is this which helps to achieve a high- quality residential environment which fulfils the expectations of the users. In exceptional circumstances where there is a high standard of private open space and where public open space is designed to a very high-quality standard a reduced minimum value of 10% may be applied.”

The proposed development provides 18.5% of the developable area as public open space which exceeds the Development Plan standards. It should also be noted that an additional 11,430 sq m of public open space is provided as a landscaped area serving the wider development but has been discounted from calculations given its location beneath existing pylons. The delivery of high quality and functional open spaces to meet the needs of future residents has been a key design consideration. The Landscape Design Rationale Report prepared by Cunnane Stratton Reynolds Land Planning and Design provides a comprehensive overview of the landscape strategy across the site.

4.8 Item 8 – Landscaping

Detailed landscape drawings that illustrate hard and soft landscaping, useable communal open space, meaningful public open space, quality audit and way finding. The public open space shall be usable space, accessible and overlooked to provide a degree of natural supervision. Details of play equipment, street furniture including public lighting and boundary treatments should be submitted.

Cunnane Stratton Reynolds Land Planning and Design have prepared a full set of detailed drawings to illustrate the proposed landscape strategy. In addition, the Landscape Design Rationale Report provides details on the hard and soft landscaping. The report outlines that:

“A robust palette of quality materials is envisaged. Used creatively to form well functioning and robust/sustainable and beautiful residential places. Materials will be of a quality to with stand a long life and have CE cert. A full quality audit will be carried out prior to installation of all materials.”

Having regard to the previous reason for refusal relating to the “poor disposition and quality of public communal open space and future connectivity to Carrigtwohill Train Station” The Design

Team have been cognisant of the delivery of functional and meaningful open spaces throughout the application site. It should be acknowledged that albeit landscaped, the lands beneath the existing pylons have been excluded from the public open space calculation to establish the true quantum of open space.

The Landscape Design Rationale Report outlines that:

“Houses have amenity space in the form of private back gardens and in the quantum of public open space. Duplex apartments have theirs in the form of private terraces, semi-private communal spaces and within the quantum of the public open spaces. Apartments have theirs in the form of private terraces, semi-private communal spaces and within the quantum of the public open spaces. The design of the open spaces across the proposed development’s has taken account of the interim guidance provisions requiring a range of recreational activities for different ages groups and abilities across various sizes of open spaces which are well connected and safe to use.”

Furthermore, explaining that:

“The open spaces across the proposed development have been designed so that they each have they own unique distinctive character through the use of varying planting, hard surfaces and finishes. These elements will be distinguishable not only visually but also through touch, smell and sound for less able visual users. Pathways have been designed for all abilities to provide easy orientation around the proposed development.”

Details of play equipment and street furniture are also provided in the Landscape Design Rationale Report. Public lighting has been designed by RPS and is enclosed as a separate document. Proposed boundary treatments are illustrated in the accompanying architectural drawings prepared by Wilsons Architecture.

4.9 Item 9 - Green Infrastructure

Details of a Green Infrastructure Plan, Landscaping Plan, Arboriculture Drawings, and Engineering Plans that take account of one another.

The project landscape architect, Cunnane Stratton Reynolds Land Planning and Design have developed a green infrastructure strategy in conjunction with the project engineers, RPS and project arborist, Arbor Care. The proposed Neighbourhood Park is an example of this collaboration and as outlined in Section 3.4.1 of the Landscape Design Concept Report prepared by Cunnane Stratton Reynolds the park will provide

A naturalistic design which develops upon the park’s existing green and blue infrastructure. Diverse planting of native trees, scrub and wildflower meadows to enhance existing hedgerows and scrub. A linear blue/ green corridor consisting of the enhanced existing ditch and stream which will be incorporated into the proposed site’s SUDs scheme. All greatly benefiting the natural environment and the park users.

The green/blue infrastructure proposals are outlined in detail in Section 2.6 of the Landscape Design Concept Report prepared by Cunnane Stratton Reynolds.

4.10 Item 10 – Ecological Impact Assessment

An up-to-date Ecological Impact Assessment, inclusive of a Bat Survey.

An Ecological Impact Assessment forms part of Chapter 5 - Biodiversity of the Environmental Impact Assessment Report prepared by Malachy Walsh and Partners. The potential effects of the proposed development on the identified key ecological receptors was carried out in accordance with the *Guidelines for Ecological Impact Assessment in the UK and Ireland: Terrestrial, Freshwater, Coastal and Marine, 2018*.

Chapter 5 includes a Bat Survey (enclosed as Appendix 5.1 – Bat Activity Survey Report). The EIAR determines that:

“...that potential effects on bats during the construction phase will be probably short-term significant negative and reversible.”

Furthermore, during the operational phase the effects of the:

“...proposed development are probably moderate negative in the absence of mitigation. A probable slight negative effect is likely with mitigation.”

Section 5.5.2.5 of the EIAR outlines a number of bat mitigation measure including the erection of bat boxes at suitable locations that will be implemented.

4.11 Item 11 - Noise Impact Assessment

A Noise Impact Assessment, with regard being had to proximity to the railway line.

The Environmental Impact Assessment Report prepared by Malachy Walsh and Partners includes a Noise and Vibration Chapter (Chapter 12) which considers the operational noise impacts.

The assessment highlights that:

“...there is already a mature housing development on Maple Lane (adjoining the site development western boundary) with residential facades as close as 12m to the rail line, similar as to what is proposed. Similarly, Ashbrook, another mature and well-established development to the east of the proposed development boundary has residential facades as close as 35m to the rail line. The rail line is a commuter service. Cargo trains do not use this track. The service is not in use after 11 pm. Carrigtwohill commuter train station will be only a few minutes' walk for most of the proposed development. It is likely this will reduce car dependency and car journey for many of the residents and therefore car related noise and air emissions.”

In respect of vibrations, the assessment concludes that:

“Measurements of actual vibrations from passing trains indicate that there will be no significant impact from vibrations to residents within the proposed development.”

In addition to incorporating good acoustic design into the design of the development, in particular for those properties nearest the train line, it should be noted that Wilson Architecture have developed a bespoke housing typology to address the site conditions of the appropriately zoned

residential lands to the north of the application site. The architectural response to the railway line is discussed in the accompanying Architectural Design Statement.

4.12 Item 12 - Housing Quality Assessment

A Housing Quality Assessment that provides details in respect of the proposed apartments set out as a schedule of accommodation, with the calculations and tables required to demonstrate compliance with the various requirements of the 2020 Guidelines on Design Standards for New Apartments. It is important that the proposal meets and preferably exceeds the minimum standards in terms of dual aspect and proportion of apartments which exceed the floor area by 10%. In the interests of clarity clear delineation / colour coding of floor plans indicating which of the apartments are considered by the applicant as dual / single aspect, single aspect north facing and which apartments exceeds the floor area by 10%.

A Housing Quality Assessment Report (HQA) has been prepared by Wilson Architecture. The HQA clearly demonstrates that all duplex units are dual aspect and 51% of apartment are dual aspect. The Statement of Consistency prepared by HW Planning demonstrates that the proposed development complies with the requirements set out in the Apartment Guidelines, 2020.

4.13 Item 13 – Daylight and Sunlight Assessment

A Daylight and Shadow Impact Assessment of the proposed development, specifically with regard to:

- i. Impact upon adequate daylight and sunlight for individual units, public open space, courtyards, communal areas, private amenity spaces and balconies.*
- ii. Impact to any neighbouring properties.*

DKP Partnership have prepared the following reports in response to the Boards request:

- Daylight Reception Analysis Report;
- Sunlight Reception Analysis Report;
- Effect on Sunlight Reception Analysis Report; and
- Effect on Daylight Reception Analysis Report for the proposed development.

In respect of neighbouring properties, the Effect on Daylight Reception Analysis Report concludes that:

“...the new proposed development’s effect on daylight reception in the neighbouring rooms re all within the constraints and recommendations of the BRE Report – “Site Lighting and Planning for Daylight and Sunlight and we therefore deem the development to be compliant with this element.”

Similarly, the shadow assessment on existing neighbouring amenity spaces concludes that:

“...the sunlight reception in the existing neighbouring amenity spaces after the introduction of the new development is in line with the recommendations of the BRE Report– “Site Layout and Planning for Daylight and Sunlight and therefore deem this to be compliant to this element”

Based on the BRE guidelines at least 50% of the amenity space should receive at least two hours of sunlight on the 21st of March. In the Effect on Daylight Reception Analysis Report for the proposed development DKP Partnership have determined that:

“... all of the new amenity spaces receive sunlight on 50% of the area is in line with the recommendations of the BRE Report - Site Layout and Planning for Daylight and Sunlight - and therefore deem these to be compliant to this element.”

The Daylight Reception Analysis Report details the achieved calculated daylight reception in habitable rooms within the new development and compares these for compliance with the recommendations of the relevant guidelines and standards. All selected habitable rooms have achieved an ADF in excess of the BRE guidelines.

4.14 Item 14 – Residential Amenity

A report that addresses issues of residential amenity (both existing residents of adjoining development and future occupants), specifically with regards to potential overlooking, overshadowing and overbearing. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjacent residential development.

As outlined above Daylight, Sunlight and Shadow Assessments have been carried out by DKP Partnership and make the following conclusions:

- The new proposed development's effect on daylight reception in the neighbouring rooms re all within the constraints and recommendations of the BRE;
- The sunlight reception in the existing neighbouring amenity spaces after the introduction of the new development is in line with the recommendations of the BRE Report;
- All of the new amenity spaces receive sunlight on 50% of the area is in line with the recommendations of the BRE Report - Site Layout and Planning for Daylight and Sunlight - and therefore deem these to be compliant to this element; and
- All selected habitable rooms have achieved an ADF in excess of the BRE guidelines.

The full technical reports prepared by DKP Partnership are enclosed in support of the proposed development and demonstrate that a high quality of residential amenity will be achieved for future residents of the scheme having regard to overshadowing overlooking and overbearing impacts.

As previously mentioned, Wilson Architecture have prepared a comprehensive pack of contextual sections and elevations through the application site that demonstrate how the proposed development will complete the currently unfinished Castl lake development by providing a mix of unity typologies and sizes that will create a diverse community.

Appendix E of the Design Statement prepared by Wilson Architecture provides further analysis on the architectural intent to provide high quality residential amenity for both existing and future residents.

4.15 Item 15 – Natura 2000 Sites

A robust Ecological Impact Statement Report, AA screening report and NIS, as appropriate, which considers potential impacts on the Qualifying Interests of any Natura 2000 site.

As highlighted above, the Ecological Impact Assessment is enclosed at Chapter 5 – Biodiversity of the Environmental Impact Assessment Report prepared by Malachy Walsh and Partners.

Malachy Walsh and Partners have also prepared an Appropriate Assessment Screening and a Natura Impact Statement has been prepared by Moore Group which are enclosed as a standalone document.

4.16 Item 16 – Surface Water Drainage

A report on surface water drainage, surface water management strategy and flood risk which deals specifically with quality of surface water discharge.

RPS have prepared an Engineering Services Infrastructure Report that provides the civil engineering design of the wastewater and surface water sewers, watermains and road geometry design for the proposed development.

It should also be noted that JBA Consulting Engineers have carried out a Flood Risk Assessment that concludes:

“...the majority of proposed development on-site is located within Flood Zone C. The proposed development within Flood Zone C is deemed appropriate. For development within Flood Zones A and B, mitigation measures have been proposed to manage the ongoing risk of inundation from coastal and fluvial sources. The Justification Test has been undertaken and passed for the development.

This Flood Risk Assessment was undertaken in accordance with 'The Planning System and Flood Risk Management - Guidelines for Planning Authorities' and agrees with the core principles contained within.”

The Engineering Services Infrastructure Report and Flood Risk Assessment are enclosed as part of this application.

4.17 Item 17 – Cork County Council Opinion

A response to matters raised within the PA Opinion dated the 1st December 2021.

As detailed at Section 1.5 of this report and throughout the application documentation, the Applicant and Design Team have engaged with Cork County Council subsequent to the tripartite meeting to address the key matters raised in the opinion. The guidance and recommendations provided by Cork County Council throughout the Strategic Housing Development application process have been duly considered by the Applicant and Design Team and have been implemented into the as submitted development where feasible.

Notwithstanding, the items raised by the Planning Authority in their opinion have been addressed by the relevant consultants in their application documentation. The key items are summarised below for reference:

- The arrangement of green open spaces features large areas of open space and homezones

The proposed landscape strategy as described in the Landscape Design Rational Report demonstrates how the proposed communal and public open spaces have been well considered and designed to ensure that a variety of resident needs are met. A key concept of the landscape strategy is to retain and enhance natural features with new native trees, shrub and wildflower meadow planting and incorporating the existing drainage ditch into the proposed development's main SUDs scheme.

The Landscape Design Rational Report outlines that:

“The play areas are located across the proposed development from within the smallest pocket park, local park, apartment communal spaces and within the neighbourhood park. They have been designed so that are easily overlooked by neighbouring houses with good connections and set back from the public roads in accordance with the development plan. The Village Green has been deliberately placed to function as the neighbourhood park entrance, and central point in the residential development. It will function as a civic space, to establish a focal area within the Castlelake district, enabling and encourages social gathering. Its strategic location, scale and materials choice renders this areas importance and purpose. The feature paving and planting scheme have been carefully selected to reinforce this.”

In respect of homezones, Cunnane Stratton Reynolds note that:

“Home zones have been designed to encourage a high level of social interaction between residents. Street trees have been added to lessen the impact of the proposed surface treatment. The presence of vegetation near circulation routes, particularly in chicanes, provides a separation between the public and private, aids in slowing down cars, improves the street aesthetics and provides a wildlife corridor.”

- Proximity between the existing railway line and the nearest dwellings along the northern boundary

The Design Team have further considered the separation distances to the northern boundary. Separation distances to the northern boundary are c. 10 m. A bespoke housing typology has been developed by Wilson Architecture that provides private amenity space to the side of the dwelling house for enjoyment. The private space to the rear is intended as service area for bin/bike storage etc. As detailed at Section 4.11 of this report, a Noise Impact Assessment have been undertaken. The assessment highlights that there are existing housing developments in proximity to the railway tracks and note that the rail line is a commuter service that ceases to operate after 11 pm.

- Less emphasis on long cul-de-sacs with improved connectivity to open space / play areas

Cunnane Stratton Reynolds Land Planning and Design have further considered connectivity throughout the site. Pocket parks have been created within the neighbourhood close to cul-de-sacs and houses to provide streets with a sense of ownership of a localised open space.

- The same fenestration design and the same type and colour of facing brick and the various apartment blocks look and feel the same

Wilson Architecture have considered the concerns raised by Cork County Council and have further developed the architectural treatment of the proposed apartments. A Materials and Finishes report have been prepared and is enclosed as an appendix to the Architectural Design Statement.

- A statement indicating how the recreational needs of different age groups / users have been taken into account in the design / layout and provision of open space and recreational facilities

Section 3.7.1. Passive and Active Plan of the Landscape Design Rational Report prepared by Cunnane Stratton Reynolds Land Planning and Design demonstrates how the proposed development will cater for a range of ages and abilities.

- The masterplan design could have a better integrated open green space strategy which should avoid the long exposed rear boundary of the existing Maple Close in order to reinforce the overall defensibility of the design.

There are existing ESB lines that transverse the lands to the rear boundary of the existing Maple Close and therefore are undevelopable. The proposed site layout will ensure that the dwelling houses on Castl lake Street 09 and Castl lake Road 1 will provide passive surveillance of this open space.

- The appropriateness of the size and location of the proposed childcare facility should be considered.

The applicant and Design Team appreciate the concerns of the Local Authority and have relocated the creche to the north of the Carrigtwohill Education Campus that is under construction which is therefore more centralised and better integrated into the proposed scheme. A Childcare Needs Assessment has been prepared by HW Planning which provides a justification for the size of the facility.

- Phasing plan

Wilson Architecture have prepared a Proposed Phasing Plan (Drawing No. CHD-WIL-ZZ-ZZ-DR-A-0081).

- The layout as proposed is at variance with the Part 8 layout in progress and may compromise elements of same.

Following discussions with Cork County Council's Traffic and Transportation Department and HIIT, the as granted Part 8 Interurban Cycle- network has been overlayed onto the application site. The site layout has subsequently been amended to facilitate the as granted design.

- A fisheries and biodiversity impact assessment should be undertaken

Malachy Walsh Consulting Engineers have engaged with Inland Fisheries Ireland in the preparation of the Environmental Impact Assessment Report. It notes that a fish habitat assessment and survey concluded that the surface water features on site were drainage ditches of low ecological value.

- Invasive Species

An Invasive Species Management Plan has been prepared and is enclosed at Appendix 5.4 of the Environmental Impact Assessment Report.

4.18 Item 18 – Taking in Charge

A site layout plan indicating what areas, if any, are to be taken in charge by the planning authority.

Wilson Architecture have prepared a 'Proposed Taken In-Charge Plan' Drawing No. CHD-WIL-ZZ-ZZ-DR-A-0080 which is enclosed as part of the architectural drawing pack.

4.19 Item 19 - Site Specific Construction and Demolition Waste Management Plan

Site Specific Construction and Demolition Waste Management Plan.

BAM have prepared a Construction and Environmental Management for the proposed development. A Waste Management Plan, Environmental Management Plan and Environmental Emergency Plan are enclosed as appendices to the CEMP.

4.20 Item 20 – Public Lighting

Details of public lighting.

RPS have developed a public lighting design for the proposed scheme which has also been incorporated into the landscape strategy.

Other Planning Considerations

5.1 Principle of Development

As established at Section 1.3 of this report, residential development is permitted in principle on lands principally zoned Residential, Existing Residential/ Mixed Residential and Other Uses and Town Centre/ Neighbourhood Centres. A proportion of the Station Road South site is zoned Special Policy Area.

The proposed development will consist of the construction of a strategic housing development of 716 no. units comprising 224 no. houses, 284 no. duplex units and 208 no. apartments. A 2 no. storey creche building is also provided. The two storey houses comprise 48 no. detached, 126 no. semi-detached and 50 no. terraced Houses containing 60 no. two bed units, 139 no. three bed units and 25 no. four bed units. The part-one to part-three storey duplex units are contained in 122 no. buildings providing 82 no. one bed units, 142 no. two bed units and 60 no. three bed units. There are 7 no. apartments blocks ranging in height from part-1 to part- 5 no. storeys.

The Inspector in the assessment of the previously refused scheme was of the opinion that:

“Having regard to the location of the site, its planning history and the zoning objective pertaining to the lands, the principle of residential development is acceptable at this location”.

As demonstrated in the accompanying Statement of Consistency prepared by HW Planning, the proposed development is consistent with the zoning objectives pertaining to the lands.

5.2 Building Height

The proposed scheme ranges in height from part-2 no. to part-5 no. storeys across the development site at appropriate locations. The proposed architectural design aims to provide a variety of building facades utilising high quality materials therefore avoiding a monotonous repetition of buildings. The Architectural Design Statement prepared by Wilson Architects demonstrates how the proposed development will create an architectural interesting design schematic.

The Cork County Development Plan 2022 -2028 acknowledges that:

“In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, town centres and major towns as identified and promoted for strategic development...”

Furthermore, noting that:

“All proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces.”

The Architectural Design Statement clearly demonstrates how the proposed development will provide a high level of residential amenity by minimising any opportunities for overlooking, overbearing and overshadowing throughout the scheme. It should also be noted that the application is supported by Daylight, Sunlight and Shadow Assessments which confirm high levels of residential amenity for future residents will be achieved and existing residential amenity for neighbouring properties retained.

Development Plan Objective HOU 4-8 Building Height and Amenity aims to:

“Support the provision of increased building height and densities in appropriate locations within the County, subject to the avoidance of undue impacts on the existing residential amenities. In mixed use schemes, proposals will include details of the sequences of uses to enable the activation of supporting services. New development greater than 4 storeys will be required to address the development management criteria, as set out in paragraph 3.2 of the Urban Development and Building Heights Guidelines (2018).”

The proposed development is largely residential in nature with a proposed childcare facility to cater for the future creche-going age residents. Notwithstanding this, a phasing strategy has been prepared and is enclosed within the architectural drawing pack. The positioning of heights across the site in appropriate locations has been duly considered and is fully in accordance with Paragraph 3.2 of the Building Height Guidelines, 2018.

Section 3.2 of the Building Height Guidelines, 2018 outlines criteria to be satisfied at the following scales:

- At the scale of the relevant city/town;
- At the scale of district/ neighbourhood/ street;
- At the scale of the site/building; and
- Specific assessments.

The Statement of Consistency prepared by HW Planning provides a comprehensive response to each of the development management criteria set out above. In summary, the proposed building heights are appropriate relative to the location and will provide for the efficient and effective use of zoned land in Carrigtwohill having regard to housing market requirements and will responds to the local context by creating a high quality and livable local community. The proposed density of 43 no. units per ha is considered to be appropriate in this location and will provide a mix of housing typologies and sizes that will meet the needs of a range of family formations. The proposed development will provide 153 no. one beds – 21.4%, 312 no. two beds – 43.6%. 226 no. three beds – 31.6% and 25 no. three beds – 3.5%.

5.3 Statement on Housing Mix

The Design Team maintain that the proposed unit mix is appropriate in this location and responds to the needs of a range of household sizes. As such the following unit mix is proposed:

Unit Mix	
153 no. one beds	21.4%
312 no. two beds	43.6%
226 no. three beds	31.6%
25 no. four beds	3.5%

A further breakdown of the unit mix by unit type is provided in the Schedule of Accommodation prepared by Wilson Architecture.

Policy Objectives P01 for the Cork Joint Housing Strategy 2022-2028 set out that:

“It is the objective of Cork County and City Council to aim for housing to be available to meet the needs of people of all needs and incomes in Cork, with an appropriate mix of housing sizes, types, and tenures in suitable locations. This will include the provision of new social and affordable housing of a high quality, appropriate to the specific needs of households. In support of this objective, and to ensure a suitable housing mix is provided within individual developments and within communities, planning applications for multiple housing units will be required to submit a Statement of Housing Mix detailing the proposed housing mix and why it is considered appropriate in meeting the needs of an area.”

The proposed development provides a balanced approach to delivering a range of unit sizes and types that are appropriate to people at various stages of the lifecycle including first time buyers, young families and downsizers. Section 3.5.21 of the Development Plan states that:

“The mix of housing demand is changing dramatically which will need targeted policy intervention to cater for 1-2 person households and the needs of an ageing population across the County.”

It should also be noted that 104 no. Part V units are proposed as part of the application to satisfy the applicants social and affordable housing obligations in accordance with S.96 of the Planning and Development Act 2000 (as amended) and the Urban Regeneration and Housing Act 2015. A Part V Costing and Methodology Report has been prepared by HW Planning and is enclosed as part of this application.

Family sized dwelling houses are typically located to the north and west of the site proximate to existing residential development and providing a natural transition. The apartment blocks are located on Town Centre and Residential zoned lands that front key thoroughfares. These locations have the capacity to absorb additional height and are considered to be areas where smaller units typologies are more appropriate for apartment living. Duplex units provide a balanced approach of delivering own door units that have the flexibility to cater for the needs of a wider cohort of people. The delivery of 224 no. houses, 284 no. duplex units and 208 no. apartments ranging in size from one to four bedrooms will deliver a diverse mix of unit typologies and sizes that responds to population growth and social changes as envisaged in the Development Plan.

5.4 Childcare Facility

The creche has been relocated to the north of the Carrigtwohill Education Campus (permitted by Cork County Council reference 19/5707) that is under currently under construction since the Section 5 Pre-Planning stage. The now proposed location is considered to be more centralised and better integrated into the proposed scheme and will be easily accessible for future residents by walking and cycling.

The proposed 2 no. storey creche will provide a complementary use to the school campus and cater for the needs of c. 150 children. A Childcare Needs Assessment has been prepared by HW Planning which provides a justification for the size of the facility.

5.5 Transport and connectivity

The subject lands are located to the west of Carrigtwohill Train Station. There is existing access to the train station via Station Road. The east-west road permitted under CCC Reg. Ref 19/05707 and currently under construction will provide additional valuable linkages to Station Road to the east that will further enhance the connectivity to the train station

Section 2.3 of the Engineering Services Infrastructure Report outlines that:

“Vehicular access to the proposed development lands is currently made via the existing, established junction with Main Street. This junction provides for vehicular and pedestrian access to the existing Castl lake development. The existing residential development is served via a network of roads, footways and cycleways which provide access to the existing dwellings.”

Furthermore, the Engineering Services Infrastructure Report details the engagement with Cork County Council and amendments to the now proposed layout to facilitate the Carrigtwohill to Middleton Inter-Urban Cycleway Route through the site.

In reference to the direct connection from the subject lands to the Train Station, the Inspector in the assessment of the previously proposed scheme was of the view that:

“I would have concerns regarding the viability, usability and security of such a temporary route across an undeveloped site with no passive surveillance, particularly as these lands are not within the red line boundary of the site and, therefore, there is no clear timescale for their development. This portion of land forms part of the applicant’s ownership and is exclusion for the application results in a piecemeal approach to the future development of these lands. Providing a coherent, safe and secure pedestrian connection to the train station is required to facilitate the future development of these lands.”

The subject application includes the previously excluded portion of land, which means that the proposed development no longer represents a piecemeal approach to the development of the lands. In addition, the Part 8 application for the *Carrigtwohill to Middleton Inter-Urban Cycleway Phase 1* has been approved and this provides certainty regarding the future pedestrian and cycle links to the Train Station. An apartment building is proposed on the lands excluded from the previous application and this will ensure the security and surveillance of the permitted cycleway.

The proposed development makes provision for the delivery of a portion of this permitted scheme in conjunction with the construction of housing if Cork County Council have not already implemented

the scheme at that time. As the lands to the east and over which it is required to complete the cycleway to the train station are not in the ownership of the applicants, they cannot complete the full link to the train station. However, as this link now has permission and Cork County Council enjoy a wayleave over these lands it is hoped that this link to the train station can be delivered in the short term. It should also be noted that while the development has existing accessible connections to the train station via Station Road, the delivery of the Part 8 application will further encourage further residents to use public transport

In advance of the delivery of the permitted cycleway future residents of the proposed development will enjoy quick, safe and convenient cycle and pedestrian access to the train station via the east-west connector road, the Castle Lake to Station Road Link Road, which is currently nearing completion. This road is being constructed by the applicants on their land as part of Educational Campus (Cork County Council Planning Reference 19/5707) and via this route residents will be within easy walking and cycling distance of the train station.

Carrigtwohill Train Station provides services from circa 6.00 a.m. to 10.30 p.m., with 30 minutes frequencies during morning and evening peak hours and 60 minutes frequencies during off peak hours.

Carrigtwohill is also served by the following bus routes which are easily accessible from the subject site:

Bus Éireann Service Number	Route
240	Cork-Cloyne-Ballycotton
241	Cork-Midleton-Whitegate-Trabolgan
260	Cork-Youghal-Ardmore
261	Cork-Midleton-Ballinacurra

Carrigtwohill has a broad range of employment opportunities (e.g., IDA Business and Technology Park, Carrigtwohill Industrial Estate), education (existing and under construction), retail (town centre) and open spaces within acceptable walking distances of the subject site as set out in the CIHT Guidelines for Providing Journeys on Foot, as detailed in the Traffic and Transport EIAR chapter.

5.6 Part V

There are 716 no. residential units proposed which include the provision of 104 no. Part V units across the site to be transferred to the Local Authority comprising 47 no. apartments (13 no. 1 bed units, 26 no. 2 bed units and 8 no. 3 bed units), 46 no. duplex units (11 no. 1 bed units, 23 no. 2 bed units and 12 no. 3 bed units) and 11 no. houses (4 no. 2 bed units, 4 no. 3 bed units and 3 no. 4 bed units).

The full details of the proposal including costing are outlined in the accompanying Part V Cost Methodology prepared by HW Planning and identified in the accompanying Part V architectural drawings.

Conclusion

Carrigtwohill due to its location on the Cork Metropolitan rail corridor has been identified for significant growth since the Cork Area Strategic Plan (CASP) proposed the reopening of the Train Station in 2001. Since that time the lag in infrastructure provision has slowed growth, but the implementation of the two recent Part 8 projects being the *Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1* and the *Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Infrastructure Bundle* will allow for the accelerated delivery of housing in Carrigtwohill in a sustainable and integrated manner.

The proposed development will benefit from, integrates with and will deliver a portion of the Inter-Urban Greenway and the southern portion of the Northern Spine Link Road, which is Objective CT-U12 of the Cork County Development Plan 2022-2028. The subject application will allow for the completion of the Castl lake Masterplan over twenty years since its inception and will provide a high-quality residential community, which will enjoy excellent cycling and pedestrian links to Carrigtwohill Train Station and Town Centre.

The proposed development has full regard to the previous refusal reasons and has been comprehensively redesigned to address the Board's previous concerns. The proposed development is in full compliance with local, regional and national policy and represents the sustainable development of the lands.

Appendix A

Reg. Ref	Description of Development	Decision
<p>CCC Ref. 17/5399</p> <p>ABP Ref. PL04.301610</p>	<p>Construction of 277 no. residential units consisting of 43 no. detached houses, 94 no. semi-detached houses, 40 no. three storey terraced houses, 9 no. duplex houses, 9 no. duplex apartments and 82 no. 2 & 3 bedroom apartments arranged in three blocks of three stories and one block of four stories and associated site development works. The proposed development represents a change of layout and house types on part of the lands previously permitted under the overall 'Castlelake' development Ref:00/7674 (An Bord Pleanala Ref: PL.04.131 129) extended under 12/5005 and Ref: 00/7607 (An Bord Pleanala Ref: PL.04/125446) extended under 11/4857.</p>	<p>Granted by CCC Refused by ABP</p>
<p>CCC Ref. 195707</p>	<p>The demolition of 1 No. derelict two storey dwelling and 1 no. derelict single storey agricultural storage building; the construction of 3 no. new school buildings and the construction of a main link road with a roundabout from Castlelake Housing Estate to Station Road and an additional link from the roundabout to Station Road.</p>	<p>Granted by CCC</p>
<p>CCC Ref. 126066</p>	<p>Mixed use retail, commercial and residential development comprising of five storey, 120 bed hotel with bar, restaurant, function room, meeting rooms, spa facility and underground car parking, a three and four storey building with retail/commercial at ground floor, first floor offices, 14 no. apartments, ESB substation and basement car parking, a five storey building with 35 no. apartments, cafe, restaurant, retail unit and basement car parking, a four storey building with 4 no. ground floor retail units including an anchor store with ancillary first floor offices/staff facilities, roof top garden and active play area, 33 no. apartments, ESB substation, recycling area and basement car parking, a three storey building with 6 no. apartments over a ground floor play centre/creche and outdoor playground and associated site development works to include street layouts, parking layouts, public plaza, market square, lakeside boulevard and amphitheatre, extension of duration to permission granted under planning reg 07/7404</p>	<p>Granted 30th April 2013</p>

CCC Ref. 156759	Construction of 4 storey 90 bed nursing home, community day centre, parking and associated site development works – Extension of Duration of Permission granted under An Bord Pleanála ref. no. PL 04.237688 (planning ref: 09/7936)	5 th February 2016
CCC Ref. 144668	Redesign and replacement of 64 no. residential dwelling units and a site reserved for a park and ride facility previously submitted under planning reg. no. 00/7674 and PL04.131129. In compliance with condition no.5 of said permission, this application is for the replacement of the above with 75 no. dwellinghouses and all associated site development works at Phase 5b comprising of 32 no. semi-detached dwellings, 31 no. terraced dwellings, 6 no. duplex apartments and 6 no. duplex houses, extension of duration to Permission granted under Planning Ref. No. 09/5055	14 th May 2014
CCC Ref. 144669	Residential development of 50no. dwellings & 1no. serviced residential site & associated site works & services (change in layout & decrease in density from 73 no. residential units granted on part of a site for which permission was granted under planning ref.no. 00/7674 & An Bord Pleanála ref.no. 04.131129 for residential development), extension of duration to Permission granted under Planning Ref. No. 09/5635	14 th May 2014
CCC Ref. 125005	Completion of construction of 396no. houses & 199no. apartments, extension of duration to permission granted under An Bord Pleanála ref. no. PL. 04 131129 (planning reg. S/00/7674) and originally extended under planning reg.no. 08/7493	Granted 5 th July 2012
CCC Ref. 09/5635	Residential development of 50no. dwellings & 1no. serviced residential site & associated site works & services (change in layout & decrease in density from 73 no. residential units granted on part of a site for which permission was granted under planning ref.no. 00/7674 & An Bord Pleanála ref.no. 04.131129 for residential development)	Granted 5 th October 2009
CCC Ref. 08/7493	Permission to extend the duration of permission granted under planning ref.no. 00/7674 (396no. houses & 199no. apartments) (new permission to expire on 19/10/2012)	Granted 23 rd September 2008
CCC Ref. S/00/7674, 04.131129	Residential development of 813 no. mix type units Carrigtwohill, Terry's Land, Co. Cork.	20th October 2003
CCC Ref. S/00/7607	771 no. dwelling units, commercial/retail units, creche, shopping centre, recreational amenities. Terrylands, Carrigtwohill, Co.	31st May 2002