



Statement of Consistency

Proposed Strategic Housing Development (SHD)

Castlelake Strategic Housing Development

BAM Property Limited

June 2022

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Connecting places.

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Introduction

Purpose of Statement

This statement of consistency has been prepared in accordance with the provisions of Section 5(2) of the Planning and Development Acts and accompanies a Strategic Housing Development (SHD) application. The adopted SHD legislation specifies that all SHD applications must be accompanied by a statement which demonstrates that they are consistent with the relevant National, Regional and Local policies as pertaining to the proposed development.

The subject site is located at Castlelake, Terrysland, Carrigtwohill, Co. Cork. The proposed development is for the construction of a Strategic Housing Development (SHD) 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. apartment blocks ranging 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 proposed apartment buildings contain ancillary internal and external resident amenity space and the proposed development also provides for: hard and soft landscaping; boundary

treatments; public realm works; car parking; bicycle stores and shelters; bin stores; lighting; 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

This statement of consistency has been compiled in a hierarchy according to National, Regional and Local Policy. In accordance with the Board's Guidance for Prospective Applicants this statement is intended to be clear and concise in its demonstration that the proposed development is consistent with these policies. A summary of the relevant policy from each publication has been provided in tabular format with associated comments on how the proposed scheme is consistent with same.

National Policy

Housing for All – A New Housing Plan for Ireland

This section will examine the relevant National Planning Policies pertaining to the proposed mixed-use scheme contained within Housing for All - A New Housing Plan for Ireland and Project Ireland 2040: National Planning Framework.

Housing for all A new Housing Plan was published by the Department of Housing, Local Government and Heritage in September 2021 as an overarching housing plan to 2030. It is estimated that 33,000 no. new dwelling units will need to be delivered per year between 2021 to 2030 to meet need.

The government guidance identifies 4 no. key pathways for achieving housing for all:

- Supporting home ownership and increasing affordability;
- Eradicating homelessness, increasing social housing delivery and supporting social inclusion;
- Increasing new housing supply; and
- Addressing vacancy and efficient use of existing stock.

The proposed development of 716 no. residential units will contribute to increasing the supply of new housing to meet the needs of people in a wide variety of circumstances. A Part V proposal has been prepared by HW Planning to satisfy the Part V requirement for the scheme.

Project Ireland 2040: National Planning Framework

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

Policy	Consistency of scheme
<p>National Policy Objective 2A - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.</p>	<p>The proposed development is consistent with all strategic aims and objectives contained in the NPF. The development is in accordance with National Policy Objectives 2a, 3a, 3b and 8 which aim to focus the majority of future growth into existing settlements and to</p>

National Policy Objective 3A- Deliver at 40% of all new homes nationally, within the built up footprints of existing settlements

National Policy Objective 3B – Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford within their existing built-up footprints.

National Policy Objective 4 - Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

National Policy Objective 3B - Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints

National Policy Objective 8- To ensure the targeted population growth of Ireland’s cities to 2040 is in accordance with the targets set out in Table 4.1:

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

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

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

National Policy Objective 13 - In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not

increase Cork City and suburbs to a minimum population of 314,000 by 2040, requiring a growth rate of 50-60%.

The subject site is located close to existing population centres, and local services being within a c. 5/10 minute walk of Carrigtwohill’s main street and rail station.

The NPF emphasises the importance of providing homes in locations that can support sustainable development.

The subject lands are appropriately zoned for residential development, which has been long recognised in the planning history of the surrounding area. The proposal will contribute directly to a positive increase in residential density in the area, whilst appropriately respecting the established built environment. It will contribute directly to the realisation of compact growth and provide a critical mass of population to underpin the viability of public transport, promote sustainable mobility across the site and to other areas.

The proposed scheme will provide the opportunity for an uplift in population in this area by 2,726 no. people (based on the number of bedspaces provided). The proposed development will provide a mix of unit sizes and typologies to meet the needs of a range of household formations. The architecture and landscape architecture proposals will ensure the creation of a well-designed urban environment for future residents.

The site is strategically located between the main street and the rail station. The granted Part 8 Interurban Cycle Route will further enhance the connectivity to Carrigtwohill train station. The development will complete the Castl lake development and will potentially act as a catalyst for the development of zoned lands in north Carrigtwohill, while also increasing connectivity between same.

The proposed development is primarily two storeys with increased heights of up to five storeys in key locations along main spine roads and close to the town centre. Three storey duplexes are located throughout the development and will add visual interest and act as wayfinding measures.

compromised and the environment is suitably protected.

The plan outlines 10 national strategic outcomes which include

- Compact Growth
- Sustainable Mobility
- Enhanced Amenity and Heritage
- Transition to a low carbon and climate resilient society
- Access to Quality Childcare, Education and Health Service

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

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

Key future growth enablers for Cork include:

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

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

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

The proposed development will achieve compact growth at a suitable density for the location through the delivery of 224 dwelling houses, 284 duplexes and 208 apartments. The subject lands are located at the heart of Carrigtwohill and in a highly sustainable location next to local services and a strategic employment location. As such, it will contribute to modal shift and aid the transition to a low carbon and climate resilient society.

A childcare facility is proposed as part of the development, with other schools and sports clubs proximate to the site.

The proposal will contribute directly towards NPOs 32 and 33 by delivering an additional 716 no. dwelling units in a highly sustainable location, at an appropriate density. The proposal will also provide a critical mass of population to underpin the viability of the enhanced public transport in the area.

The proposed scheme at 43 dwellings per hectare is sympathetic to its receiving environment while also providing a critical mass of population to support local services and rail infrastructure.

The proposed development aspires to encourage future residents to use walking, cycling and public transport as their dominant modes of travelling given the accessible location of the subject lands. Carrigtwohill train station is easily accessible from the subject lands via Station Road. The access to the train station will be further improved by the granted Part 8 Interurban Cycleway that traverses the

and innovative design solutions.

subject lands.

S. 28 Ministerial Guidelines

This section provides an outline of the relevant Guidelines issued by the Minister in accordance with Section 28 of the Planning and Development Act 2000 (as amended), namely the Design Standards for New Apartments: Guidelines for Planning Authorities, 2020 and the Urban Development and Building Height Guidelines for Planning Authorities, 2018.

Section 28(1)(c) of the Planning and Development Act 2000 (as amended), specifies that these guidelines *may contain specific planning policy requirements that, notwithstanding subsection (1), are required to be applied by planning authorities and the Board in the performance of their functions.*

Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities

The updated 2020 Guidelines refer to the need to significantly increase supply as a key pillar of the overarching Rebuilding Ireland Housing Action Plan. Urban Areas are identified as the most suitable locations for apartments and are divided into 3 categories: 1. Central and/or Accessible Urban Locations, 2. Intermediate Urban Locations, 3. Peripheral and/ or Less Accessible Urban Locations.

Policy	Consistency
<p>Section 2.4 of the Guidelines define Intermediate Urban locations as:</p> <ul style="list-style-type: none"> • Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions; • Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minute peak hour frequency) urban bus services or where such services can be provided; and 	<p>The subject lands are within a highly sustainable location, being within a 10-minute walk from both existing public train and bus services.</p> <p>The Cork-Midleton Rail Line extends from Kent Station, in Cork city centre, to Midleton Station, and also serves stations at Little Island, Glounthaune and Carrigtwohill. Carrigtwohill Train Station provides services from c. 6 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. The Cork-Midleton Rail Line links with the Cork-Cobh Rail Line at Glounthaune Train Station, as shown in the Cork train services map provided in Figure 5. The Cork-Cobh Rail Line extends from Kent Station to Cobh and also serves stations at Little Island, Glounthaune, Fota, Carrigaloe and</p>

- Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 15 minute peak hour frequency) urban bus services. The Guidelines also state that:

'The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other factors.'

Rushbrooke.

Carrigtwohill Main Street is served by the Bus Éireann service numbers 240, 241, 260 and 261.

Specific Planning Policy Requirement 1 (SPPR1)

Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).

In total 284 no duplexes and 208 no. apartments are proposed comprising 153 no. one bed units, 252 no. 2 bed units and 87 no. 3 bed units.

The proposed development is therefore in accordance with the SPPR1 of the Apartment Guidelines.

Specific Planning Policy Requirement 2 (SPPR2)

For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha

SPPR2 is not applicable to the subject application.

Specific Planning Policy Requirement 3 (SPPR3)

Minimum Apartment Floor Areas:

- Studio apartment (1 person) 37 sq.m
- 1-bedroom apartment (2 persons) 45 sq.m
- 2-bedroom apartment (4 persons) 73 sq.m
- 3-bedroom apartment (5 persons) 90 sq.m

The accompanying Housing Quality Assessment prepared by Wilson Architects demonstrates that all apartments within the proposed scheme are consistent with the minimum floor areas as set out in SPPR3.

Specific Planning Policy Requirement 4 (SPPR4)

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

- A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.
- In suburban or intermediate locations, it is an objective that there shall generally be a

The accompanying Housing Quality Assessment prepared by Wilson Architecture demonstrates that all duplex units and 51 % of apartment units within the scheme have a dual aspect.

The proposal is therefore compliant with SPPR4 which would require a minimum of 50% of units to have a dual aspect in an Intermediate urban location.

<p>minimum of 50% dual aspect apartments in a single scheme.</p> <p><i>iii.</i> For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</p>	
<p>Specific Planning Policy Requirement 5 (SPPR5)</p> <p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.</p>	<p>Ground level floor to ceiling heights of 2.7 metres are provided for in the proposed apartments.</p> <p>The proposed development is therefore in accordance with the SPPR5 of the Apartment Guidelines.</p>
<p>Specific Planning Policy Requirement 6 (SPPR6)</p> <p>A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, subject to overall design quality and compliance with building regulations.</p>	<p>In accordance with this requirement no one apartment block contains more than 12 apartments per floor per core.</p> <p>The proposed development is therefore in accordance with the SPPR6 of the Apartment Guidelines.</p>
<p>Section 4.17</p> <p>A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall also be provided at a standard of 1 space per 2 residential units.</p>	<p>It has been calculated that the proposed apartment blocks require 367 no. cycle parking spaces to serve the 7 no. blocks. 460 no. secure residents' spaces and 176 no. visitor spaces are provided within the apartment. Each duplex will also have 1 no. cycle parking space per bedroom provided within their private amenity areas.</p> <p>The location of the bicycle stores throughout the scheme are illustrated in the architectural drawings prepared by Wilson Architecture.</p>
<p>Appendix 1:</p> <p>A minimum of 9 sq m of private open space required for 3-bedroom apartments, 7 sq m for 2 bedroom apartments (4 person) and 3 sq m to be provided for 1-bedroom apartment units.</p>	<p>All proposed apartments have been equipped with the required private open space provision. Please refer to the attached Housing Quality Assessment prepared by Wilson Architecture.</p>
<p>Chapter 4 of the Guidelines promotes the provision of</p>	<p>Proposed communal space within the scheme meets the</p>

communal facilities within apartment schemes to enhance apartment livability and services provided to apartment occupants.

required communal open space provision. Please refer to submitted architectural drawings and schedule of areas prepared by Wilson Architecture.

Section 4.13 of the Guidelines state:

Children's play needs around the apartment building should be catered for:

- within the private open space associated with individual apartments (see chapter 3);
- within small play spaces (about 85 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme that includes 25 or more units with two or more bedrooms; and
- within play areas (200-400 sq m) for older children and young teenagers, in a scheme that includes 100 or more apartments with two or more bedrooms.

The Landscape Design Rationale prepared by Cunnane Stratton Land Planning and Design provides detail on the play areas provided throughout the development to cater for a range of ages and abilities. In addition, natural play opportunities are incorporated into the landscaping strategy.

Urban Development and Building Height Guidelines 2018

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

Policy

Consistency

Development Management Criteria

In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/An Bord Pleanála, that the proposed development satisfies the following criteria:

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

At a range of between part-1 to part-5 storeys, the proposed development complies with the Urban Development and Building Heights Guidelines for Planning Authorities 2018. The ministerial guidelines emphasize that it is Government policy that building heights must be generally increased in appropriate urban areas. Section 3.4 of the guideline's states that newer housing developments outside city centres typically now include apartments of 4 storeys and upwards.

"Such developments deliver medium densities, in the range of 35-50 dwellings per hectare net. Such developments also address the need for more 1 and 2

bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation”.

The proposed development 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%.

The proposed density of 43 no. units per ha is considered to be appropriate in this location.

At the scale of the relevant city/town

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

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

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

The subject site is currently within a short walking distance of Carrigtwohill's main street, strategic employment areas and Carrigtwohill train station.

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. The proposed development will contribute positively to placemaking, incorporating new streets and public spaces via variety in building form and animated public open space areas.

At the scale of the district/neighbourhood/ street

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

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

As outlined in the accompanying Architectural Design Statement prepared by Wilson Architects and Landscape Design Rationale prepared by Cunnane Stratton Reynolds Land Planning and Design, the proposed development responds to local context and will create a high quality and livable local community. It will significantly enhance the urban design context relative to the 'do-nothing' scenario.

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

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

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

At the scale of the site/building

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

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

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

Specific Assessments

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

The combination of public open spaces through the scheme and the deliberate location of dwellings will ensure that all areas of the site are well served by passive surveillance.

The application is supported by a site-specific flood risk assessment prepared by JBA Consulting prepared in accordance with 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities'. It confirms that the proposed development will not give rise to any adverse impact on flood risk in the area.

The proposal will introduce a mixture of dwelling types to the area through the provision of houses, apartments and duplexes catering for a wide range of needs.

The form and massing of the scheme has been chosen to respond to the topography and orientation of the site and to maximise availability of daylight and views.

Due to the nature of the site and its location in its receiving environment, it is not considered that the development will result in any negative impacts in terms of daylight/sunlight on neighbouring properties. Daylight, Sunlight and Shadow studies have been prepared by DKP Partnership and are enclosed as part of this application.

The proposed development is not of a scale or height that would warrant the preparation of a study on micro-climatic effects.

This application is accompanied by Environmental Impact

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

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

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

Assessment Report (EIAR) compiled by Malachy Walsh and Partners and provides details on relevant site specific environmental assessment carried out.

The height of the proposed development is not of a scale that it will result in any impact on telecommunication channels.

Urban Design Manual: A Best Practice Guide 2009

The proposed Strategic Housing Development at Castlelake, Carrigtwohill has been designed in accordance with best practice as outlined in the 2009 Urban Design Manual. The Manual outlines 12 criteria that should guide urban residential development in the context of the individual homes, the site on which they are located and the wider neighbourhood. A detailed analysis of the proposed development is contained in the Architectural Design Statement prepared by Wilson Architecture and provides a response to each of the criteria. The Design Statement demonstrates that proposed development represents the proper planning and sustainable development of the subject site.

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009

The 2009 guidelines were developed with the objective of delivering high quality and sustainable residential developments. The guidelines outlined the common goals of housing developers, their design teams, the planning system, and the community they serve as follows:

Policy	Consistency
<ul style="list-style-type: none"> • Prioritise walking, cycling and public transport, and minimise the need to use cars; • Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience; • Provide a good range of community and support facilities, where and when they are needed and that are easily accessible; • Present an attractive, well-maintained appearance, with a distinct sense of place and a 	<p>By virtue of its location, the proposed development has the potential to deliver on the quality of life aims of the Sustainable Residential Development Guidelines.</p> <ul style="list-style-type: none"> • The proposed development promotes walkability and sustainable transport patterns by way of its location and layout. The public amenity areas /open spaces have been designed in accordance with the highest Urban Design principles. • The design and layout of the proposed open

quality public realm that is easily maintained;

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

spaces will contribute to an enhanced sense of place and will serve as nodes for communal activities.

- The retention and supplementation of existing hedgerows, specimen trees, planting and grassed areas will contribute to the preservation of the existing character of the site and wider area of Carrigtwohill. The landscaping measures proposed will contribute to high quality public realm and provide new and improved opportunities for biodiversity and wildlife. Please refer to the Landscape Design Rationale prepared by Cunnane Stratton Reynolds for further information.
- The provision of a 150 no. child-place creche to the southeast of the subject lands will provide an important community facility within the development.
- The proposed housing mix provides for a wide range of dwelling types. The housing mix promotes social integration and cohesion and will add to diversity of the development.
- The proposed open spaces associated with the scheme have been designed according to best proactive Urban Design principles.

Design Urban Manual for Urban Roads and Streets, 2013

The Design Manual for Urban Roads and Streets provides guidance relating to the design of urban roads and streets. The document presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. The relevant principles, approaches and standards listed in the table below are intended for use by suitably qualified and experienced designers who work within the built environment professions in order to create attractive streets and roads which facilitates a broad range of users.

Relevant Principles and Guidelines	Consistency
<ol style="list-style-type: none"> 1. Integrated Street Networks 2. Movement and Place 3. Permeability and Legibility 4. Management 5. Movement, Place and Speed 6. Streetscape 7. Pedestrian and Cyclist Movement 8. Carriageway Conditions 	<p>This application is accompanied by a DMURS Compliance prepared by RPS. The statement addresses the relevant policies and principles listed in the Design Manual for Urban Roads and Streets, 2013 in order to create a balanced and attractive street and road network for the proposed development. A Traffic and Transportation Assessment prepared by Malachy Walsh and Partners is also enclosed as part of the Environmental Impact Assessment Report.</p>

Childcare Facilities: Guidelines for Planning Authorities, 2001

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

Policy	Consistency
<p>Appendix 2:</p> <p>In new communities/ new housing areas, planning authorities should require the provision of at least one childcare facility for new housing areas and other areas of residential development unless there are significant reasons to the contrary. An indicative standard of one childcare facility per 75 dwellings is recommended. One facility providing a minimum of 20 childcare facilities is considered to be a reasonable starting point. The threshold for provision should be established having had regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas</p>	<p>The proposed mixed-use development comprises 716 no. residential units. However, the requirement for a childcare facility is calculated based on the number of 2+ bed units proposed in accordance with the guidelines.</p> <p>A standalone Statement on the Rationale for Childcare Provision has been prepared by HW Planning and is enclosed as part of this application.</p> <p>The childcare facility will have the capacity for c. 150 no. child spaces (978 sq m). This amount of provision is in accordance with the indicative standard recommended in the 2001 childcare guidelines for Planning Authorities.</p>
<p>Circular PL 3/2016:</p> <p>In March 2016, the Department of the Environment, Community and Local Government issued a circular in relation to childcare facilities under the early Childhood Care and Education (ECCE) Scheme. Planning Authorities are requested to exclude matters relating to childcare facility standards outlined in Appendix 1 of the Childcare Facilities Planning Guidelines 2001 – including the minimum floor area requirements per child- from their consideration of planning applications relating to childcare facilities and to solely focus on planning related considerations that fall within the remit of the Planning and Development Act 2000, as amended, in the determination of such planning applications.</p>	<p>The proposed development has taken cognisance of this letter in relation to development of the creche on the site.</p>

Universal Design Guidelines for Early Learning and Care Settings, 2019

In 2019, the Minister for Children and Youth Affairs launched the Universal Design Guidelines for Early Learning and Care Settings. These guidelines are an important step in making all Early Learning and Care services accessible to all children. This publication

offers guidance on the refurbishment, renovation and building of centres for Early Learning and Care in Ireland. The guidelines apply to both new-build and retrofit projects and provide a flexible Universal Design framework to ensure that settings are accessible, understandable and easy to use for all children, staff, families and visitors.

Policy	Consistency
<p>An ELC setting should be well integrated with the local community and set within a high-quality public realm where the adjacent footpaths, streets and roads are accessible, understandable and easy to use for all families and ELC practitioners. The approach to the site should create a positive relationship between the setting and the community. The site design should provide a safe, comfortable and stimulating environment with high-quality pedestrian, cycling, parking, and pick-up and drop-off facilities</p>	<p>The proposed creche is situated in a well-integrated location within a high-quality public realm and complies fully with this requirement.</p> <p>The proposed creche will provide a complementary use to the Educational Campus that is currently under construction on lands to the south.</p>

Planning System and Flood Risk Management Guidelines 2009

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

Policy	Consistency
<p>Among the core objectives of the Guidelines are to:</p> <ul style="list-style-type: none"> ▪ Avoid inappropriate development in areas at risk of flooding. ▪ Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off. ▪ Avoid unnecessary restriction of national, regional or local economic and social growth. <p>There are three types or levels of flood zones defined for the purposes of these Guidelines:</p> <ul style="list-style-type: none"> ▪ Flood Zone A – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding); ▪ Flood Zone B – where the probability of 	<p>A site-specific Flood Risk Assessment (FRA) has been prepared by JBA Consulting for the proposed application.</p> <p>In summary, the FRA outlines that:</p> <p><i>“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.”</i></p>

flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and

- Flood Zone C– where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all areas of the plan which are not in zones A or B.

Key Messages of Flooding and Development Management are:

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

Appropriate Assessment Plans and Projects in Ireland – Guidelines for Planning Authorities

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

Policy	Consistency
<p>Stage 2. Appropriate Assessment</p> <p>This stage considers whether the plan or project, alone or in combination with other projects or plans, will have adverse effects on the integrity of a Natura 2000 site, and includes any mitigation measures necessary to avoid, reduce or offset negative effects. The proponent of the plan or project will be required to submit a Natura Impact Statement, i.e. the report of a targeted professional scientific examination of the plan or project and the relevant Natura 2000 sites, to identify and characterise any possible implications for the site in view of the site's conservation objectives, taking account of in combination effects. This should provide information to enable the competent authority to carry out the appropriate assessment. If the assessment is negative, i.e. adverse effects on the integrity of a site cannot be excluded, then the process must proceed to Stage 4, or the plan or project should be abandoned. The AA is carried out by the competent authority and is supported by the NIS.</p>	<p>The application is accompanied by an Appropriate Assessment Screening and a Natura Impact Statement prepared by Moore Group.</p> <p>The NIS states that:</p> <p><i>"This NIS has reviewed the predicted effects arising from the Project and found that with the implementation of appropriate mitigation measures specifically with regard to surface water, significant effects on the integrity of the Great Island Channel SAC and Cork Harbour SPA can be ruled out.</i></p> <p><i>It is the conclusion of this NIS, on the basis of the best scientific knowledge available, and with the implementation of the mitigation and restriction measures set out under Section 3.6 that the possibility of any adverse effects on the integrity of the European Sites considered in this NIS (having regard to their conservation objectives), or on the integrity of any other European Sites (having regard to their conservation objectives,) arising from the proposed development, either alone or in combination with other plans or projects, can be excluded beyond reasonable scientific doubt."</i></p>

Regional Planning Policy

This section will provide an overview of the relevant Regional Planning Guidelines including the Southern Regional Assembly: Regional Spatial and Economic Strategy Cork Area Strategic Plan, 2020 (CASP), CASP Update 2008 and Cork Metropolitan Area Transport Strategy (CMATS), 2040

Southern Regional Assembly: Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) sets out a 12 year strategic development framework for the Southern Region. The purpose of the Regional Spatial and Economic Strategies (RSES) is to support the implementation of the National Planning Framework while facilitating choices that reflect the differing needs of the regions. The strategies are proposed in the context of a renewed focus on “Regional Parity” in the NPF, being promoted to address anti-competitive pressures on Dublin by offering more sustainable choices and options for people, businesses and communities that can positively influence more sustainable patterns of living and working which benefit our entire society and make our economy more equitable and resilient.

The vision for the Southern Region is outlined in the RSES as follows:

- Nurture all our places to realise their full potential;
- Protect and enhance our environment;
- Successfully combat climate change;
- Achieve economic prosperity and improved quality of life for all our citizens;
- Accommodate expanded growth and development in suitable locations; and
- Make the Southern Region one of Europe’s most creative, innovative, greenest and liveable regions.

Policy	Consistency
<p>RPO 5 - Increased population growth should be planned having regard to environmental criteria including:</p> <p>The assimilative capacity of the receiving environment.</p> <p>Proximity of Natura 2000 sites and potential for adverse effects on these sites, and their conservation objectives;</p> <p>Areas with flood potential.</p>	<p>As previously iterated in respect of National Planning Policy, the proposed development will result in the uplift in population in this area by 2,726 no. persons.</p> <p>This application is accompanied by an AA Screening, Natura Impact Assessment and Environmental Impact Assessment Report to assess the impacts of the development on European Sites.</p> <p>A Site-Specific Flood Risk Assessment has also been</p>

prepared by JBA Consulting in accordance with *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, 2009*.

RPO 9 - Holistic Approach to Delivering Infrastructure

It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives.

The proposed development is consistent with RPO 9 of the RSES as it represents the delivery of new development in tandem with existing infrastructure capacity.

- Irish Water has confirmed via a Confirmation of Feasibility that there is sufficient capacity in the local water infrastructure network to accommodate the development. The Confirmation of Feasibility and Design Acceptance are enclosed as part of the application.
- Carrigtwohill is well served by public transport and sustainable mobility infrastructure. The subject site will create a strong pedestrian and cycling link through the settlement which is currently absent in Carrigtwohill and provide safe and convenient access to the train station through the granted Part 8 Interurban Cycle route that traverses the site.
- The proposed development will benefit from the planned Dunkettle to Carrigtwohill greenway, offering a safe, and direct link to the City encouraging sustainable modes of transport.
- The proposed development incorporates Sustainable Urban Drainage Systems (SUDS) and green infrastructure as part of the wider surface water drainage strategy for the lands as detailed in the Landscape Design Rationale and Engineering Services Infrastructure Report.

RPO 10 – Compact Growth in Metropolitan Areas

The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.

The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm

The subject site is contiguous to the existing footprint of the town. The proposed development includes for a dedicated walking cycling link to the adjacent areas to the east where employment and other services are located. Key to the proposed development will also be the creation of new links to Carrigtwohill train station to the northeast of the subject lands, which will significantly reducing time taken to travel there.

The general area is well served by several existing public transport services, all within easy walking distance of the subject lands;

Train Service

area.

- Mallow Cobh and Midleton Lines

Bus Services

- 240 - Cork City bus station to Ballycotton
- 241 - Cork City bus station to Trabolgan
- 260 - Cork City bus station to Ardmore
- 261 - Cork City bus station to Ballincurra

The subject lands will also benefit from being within walking distance of the proposed Dunkettle to Carrigtwohill greenway, a project funded by the National Transport Authority.

RPO 151 - Integration of Land Use and Transport

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

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

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

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

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

“attain sustainable compact settlements whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services”.

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.

The proposed development will contribute to the '10-minute' settlement concept promoted by the RSES. The subject proposal is within a short walking distance of the train station, town centre, and local social and community infrastructure. The proposal will provide for a compact settlement where modal shift away from the private car is actively promoted.

New transport links to the northeast of the site will contribute to compact growth and enable future residents of the proposed scheme to access the train station within a 10-minute walk of the train station and main street.

The proposed new pedestrian and cycling links through the subject lands to the northeast will serve as a natural pedestrian desire line to the rail station, serving both existing and future residents, as well as people who already work in the area.

The proposed development is fully consistent with the guiding principles and core objectives for the Cork MASP. The proposed will assist in delivering future housing growth and positively contribute to Carrigtwohill's important overall role as a Metropolitan Town in the Cork MASP.

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

- **Metropolitan Engine: Combined with the city and suburbs, a well-functioning, socially inclusive and energising place providing residential, employment, health, business, political, educational, and commercial and transport functions driving the Region. Targeted growth will occur in Metropolitan Cork which has significant capacity within its hierarchy of settlements and strategic employment locations along public transport corridors.**
- **Compact Sustainable Growth - Promote consolidation of Cork City and suburbs, refocus on the development of brownfield and infill lands to achieve a target of a minimum 50% of all new homes within the existing built-up footprint in Cork and 30% in other metropolitan settlements.**
- **Integrated Transport and Land Use - Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy (CMATS).**
- **Accelerate Housing Delivery - Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply.**

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

The proposed development will promote the inter-relationship between land-use and public transport as promoted in the Cork MASP. Specifically, the MASP references that growth should be targeted on high frequency public transport corridors in accordance with Cork Metropolitan Area Transport Strategy.

The proposed development will directly contribute to the acceleration of housing delivery and address the well publicised housing shortage in Cork City and its suburbs.

Cork Metropolitan Area Strategic Plan (MASP)

The MASP identifies Cork as be emerging international centre of scale. As the State's second city, it will be supported by a network of metropolitan towns and strategic employment locations which include Carrigtwohill. Metropolitan Cork is a national primary driver and engine of economic and population growth and the principle complementary location to Dublin. Strengthened regional connectivity will enhance integration of the Cork Metropolitan Area with the Atlantic Economic Corridor.

Policy	Consistency
Sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Sustainable higher densities must be delivered, especially at public transport nodal	As outlined in the response to the policies of the RSES, the proposed development represents an opportunity for sustainable growth within one of Cork City's most important and sustainable metropolitan towns, where public transport and walking/cycling services are already

points.

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.

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

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

[Compact Sustainable Growth](#) - Promote consolidation of Cork City and suburbs, refocus on the development of brownfield and infill lands to achieve a target of a minimum 50% of all new homes within the existing built-up footprint in Cork and 30% in other metropolitan settlements.

[Integrated Transport and Land Use](#) - Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects under the development of a Cork Metropolitan Area Transport Strategy (CMATS).

[Accelerate Housing Delivery](#) - Activate strategic residential development areas and support the steady

in existence.

The proposed development is fully consistent with the guiding principles and core objectives for the Cork MASP. The proposed will assist in delivering future housing growth and positively contribute to Carrigtwohill's important overall role as a Metropolitan Town in the Cork MASP.

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

The proposed development will promote positive inter-relationships between land-use and public transport as promoted in the Cork MASP. Specifically, the MASP references that growth should be targeted on high frequency public transport corridors in accordance with CMATS.

The proposed development to contribute to the acceleration of housing delivery and address the well publicised housing shortage in Cork City and its suburbs.

supply of sites to accelerate housing supply.

Cork Metropolitan Area Transport Strategy (CMATS)

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

Policy

CMATS Land-Use priorities include:

- Ensure effective integration between transport and land-use through the delivery of Public Transport Orientated Development (PTOD). PTOD is consolidated development that provides higher density, a balanced mixed of land uses and compact settlements that reduce trip distances and are of a magnitude that supports the viability of high capacity public transport;
- The application of this principle in Cork will result in a high-intensity, mix of uses being directed to locations at existing or planned stations along the suburban and light rail lines and along the high frequency bus corridors;
- Deliver consolidated development in a manner that can avail of existing transport infrastructure, nearby amenities and facilities in the short term to deliver a critical mass of growth in population and employment which can support the transition and sequencing of investment to higher capacity public transport infrastructure and services
- Land use policies that minimise the requirement to travel longer distances, particularly during peak times, by encouraging mixed-use development. This should include ensuring areas are developed in tandem with the delivery of schools and other amenities to maximise the use of more sustainable modes of transport such as walking and cycling; and

Land use policies that support the provision and design of new development in locations, layouts and at densities which prioritise walking and cycling and enable the efficient provision of public transport services.

Consistency

The proposed development typifies a PTOD as defined in CMATS and will represent a new neighbourhood where public transport can genuinely serve as real alternative to car dependency.

CMATS recognises the potential of settlements along the suburban rail network to accommodate increased levels of growth. Chapter 9 of (CMATS)– Suburban Rail confirms that Carrigtwohill is poised to benefit from further rail service improvements including

- Double Track to Midleton - To accommodate the increase in rail services to/from Midleton, the existing single track between Glounthaune and Midleton will be required to be upgraded to a double track*. There is currently a 2km long section of double track at Carrigtwohill that can be extended.

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

Key outcomes for walking in the Strategy include:

- An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);
- Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;
- Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;
- Facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and
- Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.

The proposal includes for a dedicated walking / cycle paths to connect the proposed development with the rail station and onwards towards employment and local services in the vicinity.

Key priorities for development of the Cycle Network Plan are as follows:

- Designating a coherent network of east-west and north-south cycle routes across the area which will provide access to all major trip generators;
- The first priority in terms of access will be employment areas and third level education followed by schools. These priorities have been established to support proposed modal shift targets.
- Cycle links to new development areas have also been prioritised;
- Providing the highest possible Level of Service on identified corridors of high demand;
- Identifying and maximising opportunities for high quality greenways and quietways;

The CMATS cycling strategy includes for a series of primary, secondary, inter-urban and green routes in proximity to the site that will improve cycle connectivity to surrounding areas, including Cork City. The subject lands will benefit directly from the instatement of an inter-urban cycle route, connecting Carrigtwohill to its neighbouring towns, as well as Cork City.

The sites proximity to these planned upgrades will also encourage cycling as a sustainable mode of transport for future residents of the Carrigtwohill scheme.

The proposed walking and cycle access improvements as included in the proposed development will assist in achieving the wider connectivity objectives for the area.

<p>Bus Priority</p> <p>Prioritising bus services above general traffic is critical to the delivery of an efficient, frequent, and reliable bus system and is a major part of the overall Bus connects programme.</p>	<p>Among the identified bus priority routes in the CMATS document is a link between the City Centre and Carrigtwohill. Both existing and future residents of Carrigtwohill will benefit from the proposed scheme as it provides new links and improved permeability in proximity to this metropolitan bus route and associated high frequency services.</p>
<p>Park and Ride can deliver the following benefits to the Cork Metropolitan Area:</p> <ul style="list-style-type: none"> • Support economic vitality by improving overall accessibility to the City Centre area; • Reduce road traffic congestion on radial routes; • Increase the attractiveness of the City Centre to visitors and shoppers; • Meet shortfalls in urban parking capacity; • Increase the effective catchment area of the public transport network; • Transfer commuting trips from private car to public transport; • Improve access for those living on the city edge and in low density suburbs; and • Maximise public transport patronage 	<p>The dedicated pedestrian and cycle routes proposed in the CMATS, will provide the proposed Carrigtwohill scheme with a direct link to the planned park and Ride facilities at Dunkettle.</p> <p>Access to such a facility would provide additional public transport capacity to future residents of the scheme and provide sustainable, direct, and efficient access to Cork City Centre.</p>

Planning System and Flood Risk Management Guidelines 2009

The 2009 guidelines (SRDUA) were developed with the objective of delivering high quality and sustainable residential developments. Carrigtwohill can be defined as a 'City/Larger Town' according to criteria identified in the SRDUA with a population of over 5,000 people.

Policy	Consistency
<p>Among the core objectives of the Guidelines are to:</p> <ul style="list-style-type: none"> • Avoid inappropriate development in areas at risk of flooding. • Avoid new developments increasing flood risk elsewhere, including that which may 	<p>JBA Consulting has undertaken a Flood Risk Assessment for the proposed residential development. A review of the available sources of flooding indicates there are no instances of historic flooding on-site, but there may be a risk from moderate-probability fluvial and pluvial events. The majority of the development is located in Flood</p>

arise from surface water run-off.

- Avoid unnecessary restriction of national, regional or local economic and social growth.

There are three types or levels of flood zones defined for the purposes of these Guidelines:

- Flood Zone A – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding);
 - Flood Zone B – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and
 - Flood Zone C – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all areas of the plan which are not in zones A or B.
- Key Messages of Flooding and Development Management are:
- Planning authorities should apply the sequential approach in aiming to avoid development in areas at risk of flooding, through the development management process.
 - Planning applications will, where appropriate, need to be accompanied by a detailed flood risk assessment to be considered by planning authorities in determining applications.
 - Development within flood risk areas, that would be defined as inappropriate as set out in chapter 3, but which are considered to be necessary to meet the objectives of proper planning and sustainable development, will be subject to the Justification Test.

Zone C, however the FRA has determined that a minor section of the Station Road North Site resides within Flood Zone A/B. Mitigation measures have been proposed to manage the flood risks to the Station Road North Site which ensures that the residential areas are located above the 1% AEP and 0.1% AEP flood levels including climate change. The Justification Test has been undertaken and passed for the development.

- Most flood risk issues should be raised within strategic assessments undertaken by local authorities at the plan-making stage. Therefore, as more plans are reviewed and zoning reconsidered, there should be less need for development management processes to require detailed flood risk assessment.

Zone C - Low probability of flooding.

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

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.

Local Planning Policy

Joint Housing Strategy: Cork Planning Authorities

The Joint Housing Strategy was produced in accordance with the adopted County and City Development Plans for the respective planning authorities in 2014-2015. The purpose of the housing strategy is to ensure that the proper planning and sustainable development of Cork City and County provides for the housing of the existing and future population of the area in an appropriate manner. The housing strategy sets out an overall framework for the supply of land to meet the housing needs arising in the county. Four key principles underpin the strategy with the relevant principles applicable to the proposed development illustrated in the table below:

Policy	Consistency
<p>Principle 1:</p> <p>To provide for a diverse range of housing needs to suit varying income levels and social circumstances</p>	<p>The proposed development has been designed to cater for a range of household sizes by providing a mix of different units including 1, 2 and 3 bed apartments, duplexes and houses.</p>
<p>Principle 2:</p> <p>To promote a socially balanced and inclusive society in all housing areas within Cork City and County</p>	<p>The proposed layout has been designed to enable easy access by all and complies with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach. The design of the proposed development is in accordance with the 12 criteria for residential development as outlined in the 2009 Urban Design Manual: A best practice guide.</p>
<p>Principle 3:</p> <p>To promote high quality and sustainable communities in the Urban and Rural Environment, though the implementation of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas published in May 2009.</p>	

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.

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.

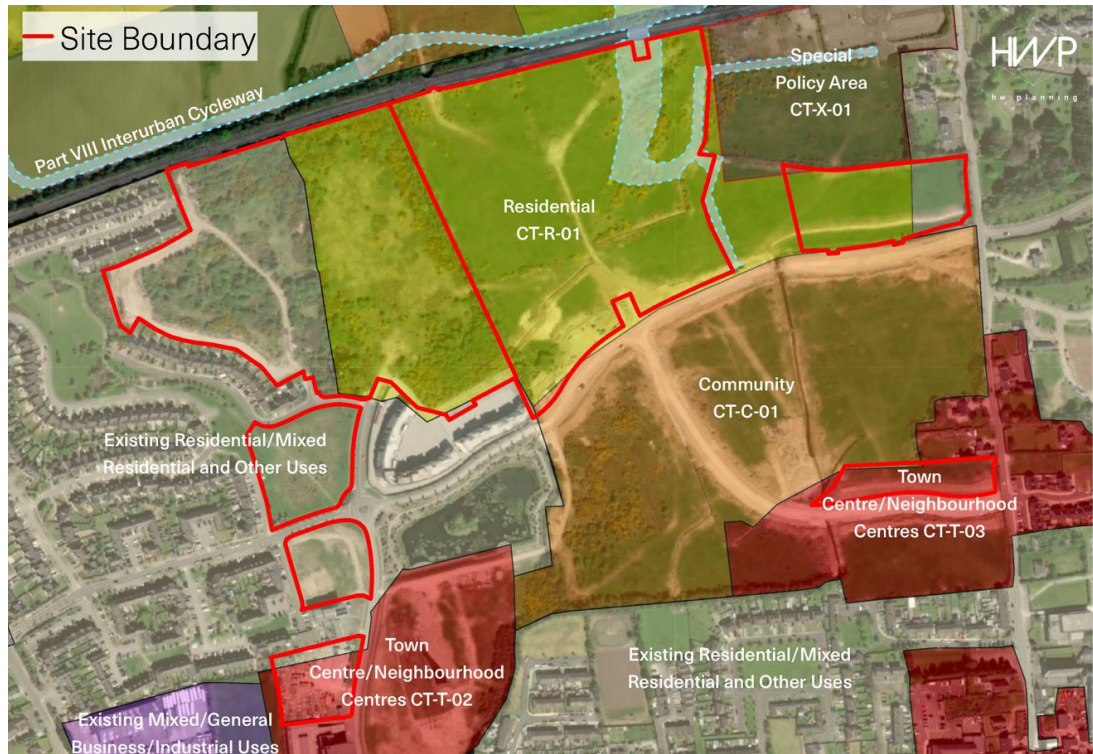


Figure 4.1 Extract from the Cork County Development Plan 2022 -2028 with the Subject Site Outlined in Red.
 Extracts from the Cork County Development Plan 2022-2028 are provided below which demonstrate that the proposed residential and childcare facility are appropriate uses on the land use zoning objectives 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.

The specific zoning objectives are listed below:

Objective	Consistency
CT-R-01 - High density residential development. High quality pedestrian and cycle connectivity, particularly to adjoining schools campus and station quarter, to be provided.	<p>The proposed Strategic Housing Development comprising 716 no. residential units and a creche are permitted in principle uses as set out above. The proposed scheme has considered the site specific zoning objectives as they relate to the various land parcels that form the application site and implemented design measures into the overall design where appropriate.</p> <p>This Statement of Consistency should be read in conjunction with the accompanying Planning Report and Response to An Bord Pleanála Opinion and Material Contravention Statement prepared by HW Planning.</p>
CT-T-02 - Town/neighbourhood centre in line with the overall uses acceptable in town centre areas. Careful consideration shall be given to the overall design approach given the prominence of the site to both the entrance to Castlelake and the start of the Main Street. Opportunity to connect to adjoining green infrastructure north of this site is to be taken into consideration in the layout and design of development.	
CT-T-03- Town Centre development in line with the overall uses acceptable in town centre areas.	
Special Policy Area CT-X-01 - Station Quarter South – Mixed use development to include enterprise development, high density residential, small scale retail and community uses.	
CT-U-01 - Completion of the Northern Spine Link Road linking the Western Spine Link Road via the underpass to lands south of the railway.	
	<p>Provision is made for a portion of the recently granted Part 8 Carrigtwohill to Midleton Inter-Urban Cycleway Phase 1. It is proposed to extend this link to the south, completing the Northern Spine Link Road.</p>

Policy	Consistency
<p>I1-1: National Planning Framework Ensure consistency with and support the achievement of the National Strategic Outcomes and National Policy Objectives of the National Planning Framework.</p>	<p>The proposed development has designed in accordance with the National Planning Framework and in support the National Strategic Outcomes as set out previously at Section 01 of this document.</p>
<p>CS 2-8: Climate Change Promote sustainable settlement and transportation strategies in urban and rural areas, including the promotion of measures to;</p> <ul style="list-style-type: none"> a) Reduce energy demand in response to the likelihood of increases in energy and other costs due to long term decline in non-renewable resources, b) Reduce anthropogenic greenhouse gas emissions, and address the necessity for adaptation to climate change, in particular, having regard to location, layout and design of new development. (c) Address climate change with particular emphasis on transport provision, by implementing the policies and objectives of this CDP 	<p>The proposed development has been designed to support the delivery of sustainable community through the delivery of high quality residential units in a sustainably accessible location.</p> <p>A Building Lifecycle Report has been prepared by Bam and enclosed as part of this application.</p>
<p>PL 3-3: Delivering Quality and Inclusive Places In assessing future development proposals the Plan will implement and promote a series of aims outlined in the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual and the Design Standards for New Apartments, which seek to create high quality inclusive places including:</p> <ul style="list-style-type: none"> a. To achieve/ reinforce a better sense of place and distinctiveness therefore, strengthening local character; b. Prioritise walking, cycling and public transport, and minimise the need to use cars; c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience; d. Provide a good range of community and support facilities, where and when they are needed; e. Present an attractive, well maintained appearance, with a distinct sense of place and a quality public realm; f. Easy to access and navigate through the delivery of a clear urban structure including landmarks and vistas; g. Promote the efficient use of land and energy and minimise greenhouse gas emissions; 	<p>The Castlake SHD will complete the development of this area of Carrigtwohill. Wilson Architecture have prepared an Architectural Design Statement that addresses the Guidelines on Sustainable Residential Development in Urban Areas and accompanying Urban Design Manual and the Design Standards for New Apartments.</p> <p>The development will provide a sense of place and contribute to the delivery of a diverse community with a choice of functional communal and public open spaces.</p> <p>Active modes of transport will be encouraged throughout the subject lands by delivering valuable pedestrian and cycle routes that connect to the Town Centre to the south, Station Road to the east, granted inter urban cycle route to the north and east and the east-west road to the south currently under construction.</p>

- h. Provide a mix of land uses (where relevant) to minimise transport demand;
- i. Promote social integration and provide accommodation for a diverse range of household types and age groups; and
- j. Enhance and protect the built and natural heritage.

HOU 4-2: Reserved Land for Social and Affordable Housing

Lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, including all lands identified in this Plan will require a mandatory 20% of which at least half must be for social housing purposes and the balance can be applied to affordable and/or cost rental housing purposes in accordance with the principles, policies and programmes for action set out in the Joint Housing Needs Demand Assessment and Joint Housing Strategy.

Furthermore Section 4.6.3 of the Development Plan states that:

“Notwithstanding the above, the Part V contribution applicable to a grant of planning permission remains at 10% (to be applied to social housing only) until 31st July 2026 for all land purchased in the period between 1st September 2015 and 31st July 2021. Where the planning permission is granted after 1st August 2026, the applicable percentage will be 20% in all cases. Please refer to Housing Circular 28/2021 issued by the Department of Housing Local Government and Heritage.”

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. 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.

HOU 4-3: Housing for Older People

- a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more

Section 3.3 of the Planning Statement and Response to An Bord Pleanála’s Opinion provides a Statement on Housing Mix. 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.

HOU 4-6: Housing Mix

- a) Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population across all age groups in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.
- b) Require the submission of a Statement of Housing Mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective. The Statement of Housing Mix should include proposals for the provision of suitable housing for older people and the disabled in the area.

4.8.10 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.

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 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.

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 Sustainable Residential Development in Urban Areas the developable area does not include the north -south local spine road and landscape buffer strip beneath the existing pylons.

Albeit the proposed development achieves a net density of 43 no. units per ha across the 7 no. land parcels. It must be acknowledged that the density fluctuates across the site depending on the specific site context and unit type is the proper and sustainable response to the delivery of density in this location.

The density of the proposed scheme is discussed in further detail at Section 3.4 of the Planning Report and Response to An Bord Pleanála's Opinion prepared by HW Planning.

HOU 4-8: Building Height and Amenity

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 sequencing 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 scheme ranges in height from part-2 no. to part-5 no. storeys across the development site at appropriate locations.

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%.

Section 3.2 of the Building Height Guidelines, 2018 is discussed at Section 02 of this report.

SC 6-1: Social and Community Infrastructure Provision

a) Support the provision of social and community facilities which meet the current and future needs of the entire population and which should grow in tandem with

The proposed development will provide public open space that will contribute to the provision of social and community infrastructure in Carrigtwohill including pocket parks, play equipment and MUGA spaces.

development in communities.

b) Secure lands for social and community facilities in appropriate locations and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations. Encourage the provision of community facilities, in accordance with the livable town concept, in order to enhance ease of access to social and community facilities and services to all members within the community.

TCR 9-1: Town Centres

- a) Maintain, strengthen and reinvent the role of town centres as dynamic, attractive, resilient, inclusive, cultural and creative environments and enhance their mixed-use character by encouraging the retention and development of general office, retail, housing, office-based industry, community, civic and entertainment uses.
- b) To recognise and support the important role that independent retailers play in contributing to diverse and vibrant centres in County Cork.
- c) Town Centres First - Promote the town centre as the optimal place to locate key community institutions and public services and through Active Town Centre and Land Management work with relevant stakeholders to achieve this.
- d) Encourage and promote innovation and creativity within town centres in relation to the use of streets, public spaces, vacant buildings and derelict sites for different public activities, public art and events. The provision of external seating and tables shall be encouraged where it can be accommodated satisfactorily.
- e) Sustain, promote and manage the key role that diverse and vibrant town centres have to play in the tourism product of the county.
- f) Encourage a 'Town Teams' approach to guide stakeholders in the holistic management and revitalisation of town centres across the county.
- g) Support proposals for development involving evening and nighttime commercial, retail, cultural, food and beverage or entertainment uses within, or immediately adjacent to, the defined town centres or local service centre, where it can be demonstrated that the development will enhance the character and function of the area; this may include extended opening hours, proposals for outdoor dining and event space as well as proposals for greater utilization of existing heritage

In addition to the above, a 2 no. storey childcare facility will provide an important amenity for future and existing residents in the area.

The proposed development of 716 no. residential units will result in a population uplift that will contribute to viability of Carrigtwohill Town Centre. The subject lands are within easy walking and cycling distance from the Town Centre and offer a range of local services and facilities.

assets.

h) Encourage, promote and facilitate the development of country/farmers markets in town centres devoted to the sale of local agricultural and craft produce and support their role as visitor attractions which add to the vibrancy and vitality of towns.

i) Encourage the development of a stakeholder led vision for town centres including preparation of targeted public realm strategies and other strategies in a general and specific sense for individual towns over the lifetime of the Plan, particularly where a need has been identified.

j) Encourage and prioritise an urban framework approach for those town centres which are experiencing unique challenges such as heritage constraints, traffic and transportation issues, etc.

TM12-2-1: Deliver a high level of priority and permeability for walking and cycling to promote accessible, attractive, liveable, vibrant and safe settlements to work, live, shop and engage in community life, within a ten minute walk of one's home. Prioritise development in our settlements that is well located and designed to facilitate walking, cycling and public transport trips. Promote equal access for all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling.

TM12-2-2: Promote and facilitate an active travel culture in the County where active travel is a viable choice.

TM 12-2: Active Travel

TM12-2-4: Deliver Inter-Urban Cycle Route IU-1 (CMATS), high-quality pedestrian cycle connectivity between Dunkettle and Midleton, ultimately connecting to the Midleton-Youghal Greenway.

TM12-3: Rail Transport

Support and prioritise the following key Rail Transport initiatives:

a) Encourage the enhancement of service provision in tandem with planned population and employment growth;

b) Secure the delivery of new stations to support planned population growth in: Carrigtwohill (Carrigtwohill West), Midleton (Waterrock), Cobh (Ballynoe), and Monard;

c) Secure the delivery of a Park & Ride facilities where and as appropriate including at Carrigtwohill and

A key concept of the scheme is to deliver excellent walking and cycling infrastructure which provide valuable connections to the wider surrounding area. The recently granted Part 8 Inter-Urban Cycle Route will further enhance the connectivity to Carrigtwohill Train Station. The subject site is located in an accessible location served by train and bus services resulting in an attractive place to live.

A DMURS Statement of Consistency prepared by RPS is enclosed as part of the application. Transport and connectivity are discussed further in the Engineering Services Infrastructure Report prepared by RPS and in the Traffic and Transportation Chapter of the accompanying EIAR.

Dunkettle/North Esk.

- d) Support the provision of rail infrastructure, including depot facilities, to deliver CMATS objectives for rail service provision.
- e) Support other agencies in delivering an appropriate integrated land-use and transportation framework to maximise rail use and facilitate connectivity with other transport modes.
- f) Provision of enhanced rail station access and multi modal facilities to include secure, sheltered bicycle parking, public bicycle sharing facilities, bicycle maintenance stations, EV charging, park and pool facilities, car sharing facilities, where appropriate.

TM 12-8: Traffic/Mobility Management and Road Safety

- a) Where traffic movements associated with a development proposal have the potential to have a material impact on the safety and free flow of traffic on National, Regional or other Local Routes, the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit will be required as part of the proposal. Where a Local Transport Plan exists, it will inform any TTA.
- b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes.
- c) For developments of 50 employees or more, residential developments over 100 units, all education facilities, community facilities, health facilities, as well as major extensions to existing such uses developers will be required to prepare Mobility Management Plans (travel plans), with a strong emphasis on sustainable travel modes consistent with published NTA guidance to promote safe, attractive and convenient, alternative sustainable modes of transport as part of the proposal. Where a Local Transport Plan exists, it will inform any Mobility Management Plan.
- d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.
- e) Improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network.
- f) Promote road safety measures throughout the County, including traffic calming, road signage and parking.
- g) Co-ordinate proposed zoning designations and/or access strategies in settlement plans with speed limits on national roads.

Traffic and Transport Chapter Of the EIAR outlines 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.”

TM 12-9: Parking

Secure the appropriate delivery of car parking and bicycle spaces and facilities in line with the Standards set out in Section 12.24 of this document:

- a) All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.
- b) All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.
- c) Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).
- d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.
- e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.
- f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met:
 - Respects the character of the streetscape/landscape;
 - Will not adversely affect visual amenity, and
 - Makes provision for security, and the direct and safe access and movement of pedestrians and cyclists within the site.
- g) Car parking provision is to comply with Sustainable Urban Drainage practices and other climate change adaptation and mitigation measures are to be considered, including considering the potential for landscaping to provide shade, shelter and enhancement of biodiversity.
- h) Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use;

The proposed development provides 1,297 no. car parking spaces to serve the 716 no. residential units. The Schedule of Areas prepared by Wilson Architecture provides a breakdown of car parking spaces per typology.

All duplex and house units are provided with cycle parking spaces within their private amenity spaces. Communal cycle parking spaces (secure and covered) are provided in each of the 7 no. blocks.

The provision of car and cycle parking spaces within the scheme is in accordance with the guidance of the Development Plan.

i) The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.

Table 12.6: Car Parking Requirements for New Developments - Residential:
 Dwelling houses: 2 spaces per dwelling unit
 Apartments: 1.25 spaces per apartment unit

Parking provision is based on 2 no. car parking spaces per house and 0.5 spaces per apartment/duplex unit., with additional visitor parking provision distributed across the scheme. Parallel parking or group parking is used where appropriate for urban design reasons such as traffic calming and to avoid relentless front garden parking on the main approach. Parking is always close to the dwelling entrance.

The breakdown of car parking per block is discussed in the Architectural Design Statement prepared by Wilson Architecture.

Table 12.8: Cycle parking for residential development (Minimum)

Residential Development type	1 long stay parking space per:	1 short stay (visitor) parking space per:
Apartments	1 bedroom	2 units
Houses	1 unit	5 units
Sheltered housing	1 unit	5 units
Student Accommodation	2 bedrooms	5 bedrooms

Note: Cycle Parking and Associated Cycling Facilities for New Developments (Dun Laoghaire Rathdown County Council, 2018) provides guidance in relation to the general principles to be applied to cycle parking location and design. Generally, the provision of cycle parking and associated facilities is to comply with this guidance.

Cycle parking spaces are provided at ground floor within apartment buildings generally for ease of access with covered external shelters integrated into the development in certain locations as part of the architectural language of the scheme. Visitor cycle parking is distributed throughout the development adjacent to apartment entrances and within primary and secondary public spaces. Cycling parking spaces are also provided for each housing unit.

The breakdown of cycle parking per block is discussed in the Architectural Design Statement prepared by Wilson Architecture.

GI 14-3: Green Infrastructure and Development

- a) Require new development and redevelopment proposals, to contribute to the protection, management and enhancement of the existing green and blue infrastructure of the local area in terms of the design, layout and landscaping of development proposals.
- b) Require all development to submit a green infrastructure statement outlining how the proposal contributes to green and blue infrastructure both within its environs as well as within the wider settlement or rural area. Larger developments (multiple residential developments including Part 8 applications, retail, industrial, mineral extraction, etc) will be expected to prepare a Landscape/ Green (and Blue) Infrastructure Plan including a Landscape Design Rationale. This Plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.
- c) Over the lifetime of the Plan the Council will prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.

The project landscape architect, Cunnane Stratton Reynolds Land Planning and Design have developed a strategy in conjunction with the project engineers, RPS and project arborist, Arbor Care. Please refer to the enclosed schedule of documents and drawings.

The green infrastructure plan includes due consideration of the recently granted Part 8 Inter-Urban Cycle route.

GI 14-4: Recreation and Amenity

- a) Support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and intergenerational activities, which are accessible to members of the community of all ages and abilities, through initiatives in partnership with community groups and sporting organisations.
- b) Seek opportunities to improve the quality and capacity of existing recreation and amenity facilities, through initiatives with both public and private sector (sports governing bodies, local community partnerships and private development proposals) and where appropriate the Council will use its powers under Section 48 of the Planning and Development Act 2000 to require development levies to achieve the enhancement of these facilities.
- c) Ensure the protection, and seek the enhancement and wise management of existing recreational facilities and public open space, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Council's Recreation and Amenity Policy (Interim) and any successor policy and

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.

- 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

having regard to the Council's policy regarding the management of Green Infrastructure assets.

d) To work with the various relevant stakeholders in the preparation of a Metropolitan Cork Open Space, Recreation and Greenbelt Strategy.

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.

County Development Plan Objective

GI 14-6: Public/Private Open Space Provision

a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in Cork County Council's Interim Recreation & Amenity Policy (2019) and any successor policy, the "Guidelines on Sustainable Residential Development in Urban Areas" and "Making Places : a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2".

b) Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network.

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

The proposed development provides 30,660 sq m of functional public open space with 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).

Private open space has been provided in accordance with the Guidelines on Sustainable Residential Development in Urban Areas and Apartment Guidelines as demonstrated in the HQA prepared by Wilson Architecture.

Apartments will apply.

GI 14-9: Landscape

- a) Protect the visual and scenic amenities of County Cork's built and natural environment.
- b) Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while protecting the environment and heritage generally in line with the principle of sustainability.
- c) Ensure that new development meets high standards of siting and design.
- d) Protect skylines and ridgelines from development.
- e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.

HE 16-9: Archaeology and Infrastructure Schemes

All large scale planning applications (i.e. development of lands on 0.5 ha or more in area or 1km or more in length) and Infrastructure schemes and proposed roadworks are subjected to an archaeological assessment as part of the planning application process which should comply with the Department of Arts, Heritage and the Gaeltacht's codes of practice. It is recommended that the assessment is carried out following pre planning consultation with the County Archaeologist, by an appropriately experienced archaeologist to guide the design and layout of the proposed scheme/development, safeguarding the archaeological heritage in line with Development Management Guidelines.

Cunnane Stratton Reynolds Land Planning and Design have prepared a comprehensive Landscape Design Strategy which demonstrates a high quality standard across the hierarchy of spaces provided throughout the scheme.

A Landscape and Visual Impact Assessment has been prepared by Cunnane Stratton Reynolds Land Planning and Design and is enclosed as Chapter 11 of the accompanying EIAR.

Cultural Heritage and Archaeology is discussed at Chapter 10 of the Environmental Impact Assessment accompanying this application.