

# Statement of Consistency

For Development at Kilmoney (Townland), Kilmoney Road, Carrigaline, Co. Cork

on behalf of Reside Investments Ltd.

May 2022



# Document Control Sheet

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# 1. Introduction

## 1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Henry J. Lyons Architects, Horgan Lynch Consulting Engineers and Cunnane Stratton Reynolds on behalf of Reside Investments Ltd., to accompany a planning application for a Strategic Housing Development application at Kilmoney (Townland), Kilmoney Road, Carrigaline,, Co. Cork.

The proposed development will consist of the following components:

- The construction of 224 no. residential units consisting of 202 no. proposed apartments in 2 no. blocks, ranging in height from 6 to 7 storeys and 22 no. townhouse/duplex units;
- A 184 m<sup>2</sup> creche/childcare facility;
- The provision of landscaping and amenity areas to include 1 no. local play area, 1 no. kick about areas, an activity trail/greenway along the river, a gathering area/amphitheatre with tired seating areas, a civic space/promenade and 2 no. courtyard areas;
- The provision of 3 no. retail units, residential amenity and management spaces at ground and first floor level; and
- All associated ancillary development including vehicular access on to the Kilmoney Road Lower, and a cycle/pedestrian connection on to the R611 (via an activity trail/greenway along the river), lighting, drainage, roads boundary treatments, ESB Substation, bicycle & car parking and bin storage.

This report provides a statement of consistency with the relevant planning policy documents at national and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form. The cover letter considers compliance with policies based on relevant themes which emerge from relevant guidelines and policy documents.

Section 2 of this report reviews the following national and regional planning documents:

2.1 *Project Ireland 2040: National Planning Framework (2018);*

2.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);*

2.3 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;*

2.4 *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;*

2.5 *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;*

2.6 *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2020, Department of Housing, Planning and Local Government;*

2.7 *Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;*

2.8 *Childcare Facilities Guidelines, June 2001.*

2.9 *Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).*

2.10 *The Planning System and Flood Risk Management, 2009;*

Section 3 of this report addresses the following Local Planning Policy documents

3.1 *Cork County Development Plan (CDP) 2014;*

3.2 *Bandon Carrigaline Municipal District Local Area Plan (MD LAP) 2017.*

3.3 *Draft Cork County Development Plan 2022-2028*

## **1.2 Summary Statement of Consistency**

This report provides a statement of consistency for the proposed development at Kilmoney (Townland), Kilmoney Road, Carrigaline, Co. Cork, with reference to the relevant national and local planning policy documents, as detailed in section 1.1.

The layout has been informed by detailed site investigation works and assessment of the requirements of national, regional and local planning policy to ensure that it is in compliance with policy objectives.

This section summarises compliance with planning policy on the following themes, incorporating the 12 design principles set out in the Urban Design Manual.

### **1.2.1 Context**

The proposed development is located in the townland of Kilmoney within the town of Carrigaline which is identified as a 'Metropolitan Town' in the Bandon Carrigaline Municipal District Local Area Plan 2017 (LAP). The subject site is situated to the west of the Carrigaline town centre and approximately 10km southeast of Cork City Centre. The site lies to the south of the N28 Cork to Ringaskiddy route. The total site area comprises 3.7 hectares and has a flat topography. There is a net developable area of 1.9 hectares. The site is bounded on the west by the Carrigaline Inner Relief Road, to the north by Owenboy river (and further north/northeast by the Supervalu car park); to the east by the Dairygold Co-op Superstore and associated car park and to

the south by a number of detached bungalows with the Kilmoney Road beyond.



Fig 1: Aerial view of proposed residential development site at Kilmoney, Carrigaline.

The site is within easy walking distance of a number of commercial and community facilities including local shops, churches and schools. Access to the site is via Kilmoney Road which runs to the south of the site. The site is served by the 220 bus route which stops 200m to the south east of the site. There are services numerous times throughout the day Monday to Friday.

### 1.2.2 Density & Housing Mix

Section 5.11 of the *2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* states that for town centre sites there should, in principle, be no upper limit on the number of dwellings that may be provided, subject to the following safeguards:

- compliance with the policies and standards of public and private open space adopted by development plans;
- avoidance of undue adverse impact on the amenities of existing or future adjoining neighbours;
- good internal space standards of development;
- conformity with any vision of the urban form of the town or city as expressed in development plans, particularly in relation to height or massing;
- recognition of the desirability of preserving protected buildings and their settings and of preserving or enhancing the character or appearance of an Architectural Conservation Area; and
- compliance with plot ratio and site coverage standards adopted in development plans.

The **2014 Cork County Development Plan (CDP)** includes policies for housing density that respects the Governments wish to deliver a sound

return on infrastructure investment, particularly in relation to public transport, but also provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in Cork's towns, especially in the County Metropolitan Area.

In the **2017 LAP**, the site is zoned for Town Centre Use as part of a larger CL-T-01 town centre zoning with the following objective:

*CL-T-01: This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.*

*It is desirable that the inner western relief road is delivered prior to any further development. However, in order to prevent any undue delays to development, future proposals (which will include a community element) that are submitted prior to the construction of this road should be for limited development and accompanied by a detailed traffic management and access proposals. Any such development proposals in the CL-T-01 area will provide only pedestrian access to the main street. Vehicular access to such developments will not be provided directly from the main street.*

*Delivery of the inner relief road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are:*

*1. The site of the existing car park adjoining the Main Street and River;*

*2. Within the town centre expansion area west of the Main Street and should form part of a wider public realm strategy for the town.*

*Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/multi-purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The scheme will give priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space area directly adjacent to the site (CL-O-02).*

*The southern part of the site backing onto existing residential development on the Kilmoney Road may have a mix of residential development.” \**

*\* (Flood Risk Assessment Required).*

Using the net developable area, the overall density has been calculated at 118 units per hectare (i.e. 224 residential units on 1.9 hectares).

#### **Statement of Consistency: DENSITY**

**An overall net residential density of 118 units per hectare has been achieved in accordance with Section 5.8 of the 2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009. This density is also in line with the Cork County Development Plan 2014 and the Ballincollig – Carrigaline Municipal District Local Area plan 2017.**

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. In addition to this, historically housing developments in Carrigaline have predominantly comprised 3 and 4 bedroom, semi-detached and detached units. The proposed layout proposes 224 no. units consisting of 202 apartments, with a total floor area of 33,497 sqm arranged in 2 no. blocks and 22 no. townhouse/duplex units. The units are set in a variety of 1, 2 and 3 bed configurations, in a number of different unit types and sizes that will appeal to a broad range of tenants and will help address the shortfall of smaller (1-2 bedroom) residential units in the town. The variety of apartment sizes proposed focuses on providing smaller units, affordability and quality housing, in accordance with the relevant policies and within close proximity to major employment centres.

#### **Statement of Consistency: HOUSING MIX**

**In accordance with SPPR 1 of the 2020 Sustainable Urban Housing: Design Standards for New Apartments and Objective HOU 3-3 of the CDP, the proposed development provides a range and mix of 1-bed, (46%), 2-bed (49%) and 3 bed (5%) residential units and sizes to meet the needs of the area.**

### **1.2.3 Layout**

#### **Connectivity**

The proposed development has been designed to accommodate cyclists, pedestrians, car users and service vehicles. 1 no. vehicular access route has been proposed running along the west of the site which will provide access to the under-podium parking areas only. Access to the set down area which caters for the creche is provided on street level.

Pedestrian and cyclist connectivity is a priority for the scheme. Pedestrian circulation routes are provided throughout the amenity area on the northern portion of the site and plaza area, that run in an east west direction. Generous pedestrian paths are provided as part of the scheme. The podium level plaza areas are directly accessible by pedestrians and cyclists from street level.

The subject site will benefit from excellent pedestrian and cycle infrastructure, with a dedicated pedestrian and cycle paths provided to the east which will connect with the main street.

### Inclusivity

The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size or ability.

With regard to the amenity spaces, all have been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. All areas, whether public, private or communal, are well defined and accessible to all, encouraging the use of the public realm by the community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

### Distinctiveness

A distinct and recognisable scheme is proposed through the architectural and design treatment of the form, fenestration and material colours and finishes. The height of the blocks is set at an appropriate scale in relation to plaza and large amenity area to the north, and the existing residential units to the south along Kilmoney Road. The plaza areas comprises a high quality of hard and soft landscaping, street furniture and planting and form a transition between the semi-public areas for residentials and the public realm of the street. The proposed design and layout of the development will create an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.

### Parking

A total of 255 no. parking spaces are provided for with 245 under the podium level. In addition to these, 10 no. surface parking spaces will be provided. Adequate bicycle parking is also provided on site with 503 no. secure bicycle spaces provided on site.

### Detailed Design

The proposed apartments are designed to complement the area in a contemporary way while including some vernacular details, which reflect the

heritage of the area. This is achieved by reflecting the form, detailing and material palette of buildings in the vicinity, often in a more contemporary manner, that will respect and enhance the local setting.

The chosen palette of materials reference materials used in the locality and uses a contemporary architectural interpretation of traditional building form and materials. The chosen materials, including brick, aluminium, limestone and metal cladding are easily maintainable. The proposed modelling of the facades allows for interest and variation which offers a cohesive and mixed variety to the overall layout, whilst respecting the existing buildings within the locality.

With regard to form, the selected use of the vernacular in terms of façade detail makes further reference to the local and historical architectural language while integrating them into a high-quality design. The simple pattern of development is reinforced through the use of clear building frontages and edges where corners and gables are emphasised rather than ignored.

The buildings frame the open space and town park areas. The exterior of the buildings defines the adjacent streets and public spaces, with private open space provided in the form of balconies/terraces for each apartment, providing private amenity areas and passive surveillance of the shared amenity areas.

#### **Statement of Consistency: LAYOUT**

**The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective HOU 3-2 of the County Development Plan. The proposed apartments have been designed having regard to and are consistent with *2020 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality layout and design has been achieved, based on the provision of a mix of high-quality apartments in a quality neighbourhood area and through the creation of a sustainable extension to the settlement of Carrigaline which prioritises pedestrians and cyclists.**

#### **1.2.4 Landscape & Amenity**

##### **Public Realm**

The proposed development is set around open spaces/amenity areas that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The apartments are arranged to overlook the courtyard open space and town park which will ensure passive surveillance and increase the likelihood of these spaces being used and provides an invaluable extension to their private open space. These open spaces being overlooked by the surrounding residences will foster a sense of ownership amongst the community. With regard to these spaces acting as a

continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including low planting/walls and semi-transparent boundary treatments such as railing.

#### Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Windows and balconies are sited to prevent direct overlooking into adjacent units and private spaces.

Private amenity space is in the form of balconies and terraces and are provided throughout the development, which meet the Guidelines set out for minimum private amenity space and have been orientated to maximise solar gain. All homes will have adequate storage areas and areas for sorting of recyclables.

#### **Statement of Consistency: LANDSCAPE AND AMENITY**

**The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective HOU 3-2 of the CDP. The proposed apartments have been designed having regard to and are consistent with *2020 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.**

### 1.2.5 Sustainability

#### Efficiency

An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. The proposed development also brings an undeveloped town centre zoned site into use.

Landscaped areas consist of 1 no. local play area, 1 no. kick about areas, an activity trail/greenway along the river, a gathering area/amphitheatre with tiered seating areas, a civic space/promenade and 2 no. courtyard areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible.

All apartments are designed with a southern/westerly/easterly aspect to maximise passive solar gain through the solar orientation. This is balanced with the requirements of good urban form and the provision of ample open

space. 54% of the apartments are dual aspect which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

With regard to waste provision and collection, storage areas for bins are provided within the apartment block at ground floor level.

#### Adaptability

The buildings have been designed to allow a great deal of flexibility to reconfigure the internal arrangements in future. The floor areas have a tall floor to ceiling height to allow for possible alternative uses. This is considered prudent in such a central urban location.

#### **Statement of Consistency: SUSTAINABILITY**

**The sustainability of the proposed development is based on the principal criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective HOU 3-2 of the CDP. The proposed apartments have been designed having regard to and are consistent with 2020 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities. Overall, a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.**

## 2. National Planning Policy

This section looks at consistency with the following National and Regional Policy Documents:

- Project Ireland 2040: National Planning Framework (2018);
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2020, Department of Housing, Planning and Local Government;
- Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government
- Childcare Facilities Guidelines, June 2001.
- Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).
- The Planning System and Flood Risk Management, 2009

## 2.1 Project Ireland 2040: National Planning Framework, 2018

The National Planning Framework (NPF) was launched in 2018 and is the Government’s strategic plan for “*shaping the future growth and development of our country out to the year 2040*”. The National Planning Framework 2040 (NPF) established strong growth targets for Ireland and sets a new policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	<ul style="list-style-type: none"> <li>✓ The proposed development is located on a greenfield site within the town of Carrigaline and is therefore in accordance with Objective 3a.</li> </ul>
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.	<ul style="list-style-type: none"> <li>✓ The proposed development creates a high-quality residential development which integrates with the existing established residential communities of the surrounding areas.</li> <li>✓ The proposed development provides quality open spaces and landscaped areas in a central area of Carrigaline.</li> <li>✓ The proposed development will meet the needs of workers in Carrigaline where currently there is an undersupply of accommodation.</li> <li>✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this application submission all of which are aimed at demonstrating the quality of the buildings and residential environment being created.</li> </ul>
5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	<ul style="list-style-type: none"> <li>✓ The proposed development will add to the densification of Carrigaline and maximise the use of public transport. It will create a new neighbourhood where currently there is under-utilised land.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
6	<p>Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</p>	<p>✓ The existing greenfield site is currently underutilised and not in any active use. The development of a high-density residential scheme will rejuvenate the area bringing a level of activity that is currently absent.</p>
7	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> <li>) Dublin</li> <li>) Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;</li> <li>) Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;</li> <li>) In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.</li> </ul>	<p>✓ The proposed development is located on a greenfield site proximate to the employment hubs of Carrigaline and Ringaskiddy.</p> <p>✓ The site's zoning facilitates residential development and is appropriate for high density development.</p>
8	<p>To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Dublin of an increase in population of approximately 20-25% (or 235,000 - 293,000 people) by 2040.</p>	<p>✓ The proposed development will provide high density residential development that will facilitate an increase in the population of Cork.</p>
11	<p>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more</p>	<p>✓ The proposed development seeks permission for a residential density of 118 units/ha on a greenfield site.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	<ul style="list-style-type: none"> <li>✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.</li> </ul>
<b>13</b>	In urban areas, planning and related standards, including 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 compromised and the environment is suitably protected.	<ul style="list-style-type: none"> <li>✓ The proposed development ranges in height from 3 to 7 storeys. The proposed heights are consistent with emerging trends for development in the area. The open spaces and enhanced pedestrian and cyclist links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel.</li> <li>✓ This application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning which provides a list of the supporting assessments which accompany this application.</li> </ul>
<b>26</b>	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	<ul style="list-style-type: none"> <li>✓ The site is located within Carrigaline in close proximity to the town centre.</li> <li>✓ A residents gym is included in the proposed development to encourage future occupants to live active lifestyles.</li> </ul>
<b>27</b>	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> <li>✓ The proposed development is a town centre site that will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour.</li> <li>✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian links throughout the site.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> <li>✓ 503 no. cycle parking spaces are proposed throughout the site for future occupants and visitors.</li> </ul>
<b>28</b>	<p>Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.</p>	<ul style="list-style-type: none"> <li>✓ The proposed development provides for 1, 2 and 3 bed units, that will cater for a range of household sizes.</li> <li>✓ The Applicant will comply with their Part V obligations and deliver 23 no. social and affordable housing units.</li> <li>✓ Communal open space is located at the podium level, accessible directly from the public street level, and is arranged to offer full connectivity between all the residential blocks.</li> <li>✓ The scheme incorporates both residential support amenities together with community uses.</li> <li>✓ The proposed development is Part M compliant and thus includes access for people with disabilities.</li> </ul>
<b>31</b>	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <p>) The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations.</p>	<ul style="list-style-type: none"> <li>✓ 1 no. childcare facility is provided on site.</li> </ul>
<b>32</b>	<p>Target the delivery of 550,000 additional households up to 2040.</p>	<ul style="list-style-type: none"> <li>✓ The proposed development will contribute 224 no. new households to the target.</li> </ul>
<b>33</b>	<p>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</p>	<ul style="list-style-type: none"> <li>✓ The proposed development provides 224 units on a greenfield site in Carrigaline Town Centre.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> <li>✓ There is a deficit in accommodation suitable for the mobile population that work in the area. This is evidenced by the high number of people who commute into the area daily. The proposed development responds to this deficit.</li> <li>✓ The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size ability or disability</li> <li>✓ The proposed development is Part M compliant.</li> </ul>
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.	<ul style="list-style-type: none"> <li>✓ The proposed development is an infill development, designed to maximise density and height, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in apartment type accommodation.</li> </ul>
52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.	<ul style="list-style-type: none"> <li>✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.</li> <li>✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge</li> </ul>
54	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	<ul style="list-style-type: none"> <li>✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.</li> </ul>
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles,	<ul style="list-style-type: none"> <li>✓ The proposed development incorporates adequately sized waste management facilities within the car park that will promote</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	source segregation of waste streams i.e. organics, recyclable and residual waste.
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<ul style="list-style-type: none"> <li>✓ The towns past is recognised in the proposed development.</li> <li>✓ The proposed development has integrated existing natural features, such as trees, the river bank etc into the proposed design.</li> </ul>
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<ul style="list-style-type: none"> <li>✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.</li> </ul>
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 and innovative design solutions.	<ul style="list-style-type: none"> <li>✓ Given the site's location, a relatively low level of car parking for residents is proposed. This will serve to promote a modal shift in transport and a reduction in emissions.</li> <li>✓ 503 no. cycle parking spaces are provided within the scheme.</li> <li>✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.</li> </ul>
75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	<ul style="list-style-type: none"> <li>✓ An Natura Impact Assessment and an Environmental Impact Assessment Report is submitted with the application.</li> </ul>

## 2.2 Rebuilding Ireland: Action Plan for Housing and Homelessness, 2016

*Rebuilding Ireland, an Action Plan for Housing and Homelessness*, comprises five pillars of concerted actions right across Government – addressing homelessness, accelerating social housing, building more homes, improving the rental sector and utilising existing housing. A key priority is addressing the unacceptable level of homeless families and long-term homeless people in emergency accommodation, by providing rapid housing delivery, alongside measures to support those at risk of losing their homes.

An ambitious social housing programme of 47,000 units to 2021 was proposed delivered with funding of €5.35 billion. The overarching aim of the Action Plan is to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs, and to help those who are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation.

A statement of consistency with the relevant objectives is outlined below:

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Pillar 2: Accelerate Social Housing</b>	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: J 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion J Mixed-Tenure Development on State Lands and other lands	✓ The proposed development provides 10% social housing units in line with legislative requirements. The development will therefore contribute 23 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.
<b>Pillar 3: Build More Homes</b>	Increase the output of private housing to meet demand at affordable prices	Key actions: J Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021)	✓ The proposed development will provide 224 no. residential units and will therefore contribute towards the target.

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Pillar 4:</b> <b>Improve the Rental Sector</b>	Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.	Key actions: ) Encourage “build to rent”	✓ The proposed development will provide some rental units, it is designed to high standards and will support greater choice for tenants in the rental market.

## 2.3 Sustainable Residential Development in Urban Areas, 2009

These guidelines set out key planning principles for the local planning policy framework and for the assessment of residential development. The guidelines provide best practice criteria related to a number of criteria including layout, distinctiveness, public realm, connections and detailed design. These criteria are also considered under Section 2.4 *Urban Design Manual*.

The guidelines set out principles to ensure that developments are sustainable in terms of their density; capacity of available services; proximity to a range of community; support facilities and public transport; accessibility; use of energy and that they provide a safe and attractive environment. In terms of individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, privacy, and storage space.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 3</b>	Application of 12 Best-Practice Criteria	✓ Compliance with each of the criteria is addressed in Section 2.4.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes – The design complies with design guidelines requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes – The layout provides for 1 no. new vehicular route running along the western boundaries of the site, with distinct pedestrian and residential areas with local level access and footpaths, provided throughout the site. Pedestrian and cyclist connectivity are priority throughout the scheme. Pedestrian circulation routes are provided on the podium plaza areas that run between the buildings and connect to the main street and proposed park. Generous pedestrian paths are provided as

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		part of the streetscape. Level access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided throughout the entire site.
<b>Chapter 4 Sustainable Neighbourhoods</b>	Are lands in accordance with sequencing priorities of development plan / LAP?	✓ Yes – The site is zoned for ‘Town Centre Uses’ in the Ballincollig – Carrigaline Municipal District Local Area Plan and comprises a sequential extension of the existing town centre area.
	Assessment of the capacity of existing schools.	✓ Yes – Existing primary and secondary schools within the area have been assess as part of a social infrastructure audit with the closest being Owenabue Educate Together and Carrigaline Community School. The existing schools have capacity to cater for the proposed development.
	Input of other necessary agencies.	✓ Yes – Irish Water and Cork County Council have been consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	✓ Yes – Community and support facilities such as 1 no. childcare facility, residential work lounges, a residents gym, and a community lounge are proposed as part of the proposed development.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	✓ Yes – The site is served by the 220 bus routes which have numerous stopes located within 200m of the site. A bus serves the site every 15 minutes 7 days a week.
	Will the development:	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>- Priorities public transport, cycling and walking.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The environs provide a good network of footpaths and cycle paths and an existing bus route. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.</li> </ul>
	<ul style="list-style-type: none"> <li>- Ensure accessibility for everyone</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The layout and unit design fully complies with the requirements of Part M of the Building Regulations and principles of Universal Design.</li> </ul>
	<ul style="list-style-type: none"> <li>- Encourage more efficient use of energy</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m<sup>2</sup>/yr to achieve the expected 2020 NZEB target rating.</li> </ul>
	<ul style="list-style-type: none"> <li>- Include right quality &amp; quantity of public open space.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – There is a provision of 24,526 sqm of public open spaces, designed to create usable spaces of high-quality amenity &amp; aesthetic quality.</li> </ul>
	<ul style="list-style-type: none"> <li>- Include measures for satisfactory standards of personal safety and traffic safety.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The road layout is compliant with DMURS requirements.</li> </ul>
	<ul style="list-style-type: none"> <li>- Present an attractive and well-maintained appearance.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space will be easy to maintain and are well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.</li> </ul>
	<ul style="list-style-type: none"> <li>- Promote social integration, provide for diverse range of household types, age groups and housing tenures.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Housing Quality Statement and Architects Design Statement.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>- Protect and where possible enhance the built and natural heritage.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – New planting will increase the biodiversity of the site and reinforce the existing conditions.</li> </ul>
	<ul style="list-style-type: none"> <li>- Provide for Sustainable Drainage Systems.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – SuDs principles have been incorporated throughout the site.</li> </ul>
<p><b>Chapter 5</b> <b>Cities and Larger Towns</b></p>	<ul style="list-style-type: none"> <li>- Are residential densities sufficiently high in location which are, or will be, served by public transport.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The density is 118 units per hectare. This is an appropriate density for lands in Carrigaline town centre.</li> </ul>
	<ul style="list-style-type: none"> <li>- Are higher densities accompanied by high qualitative standard of design and layout?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The design and layout provides for high qualitative standard of units and private and public open space.</li> </ul>
	<ul style="list-style-type: none"> <li>- Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – No apartments overlook any existing housing. There is also a sufficient separation distance between each residential block.</li> </ul>
<p><b>Chapter 7</b> <b>The Home and Its Setting</b></p>	<ul style="list-style-type: none"> <li>- In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The external finishes and landscape design have been designed to provide a high-quality environment.</li> </ul>
	<ul style="list-style-type: none"> <li>- Decent levels of amenity, privacy, security and energy efficiency.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes - All units have access to private space and public open space is well overlooked. Units are designed to comply with the expected 2020 NZEB standard in terms of energy efficiency.</li> </ul>
	<ul style="list-style-type: none"> <li>- Will orientation of dwelling and internal layout maximise levels of daylight and sunlight?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – All units have been designed to maximise daylight and passive solar energy gains.</li> </ul>
	<ul style="list-style-type: none"> <li>- Has privacy been considered in design of the home.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The layout has been designed to avoid overlooking by adjacent properties. All apartments are designed to prevent acoustic transfer.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>- Has the design sought to create child and pedestrian friendly car-free areas?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – Good pedestrian and cycling routes are provided throughout the development, with car free access to open spaces. Pedestrian circulation routes are provided on the pedestrian streets that run in an east west direction between the buildings. Generous pedestrian paths are provided as part of the streetscape. Level access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided throughout the entire site which link to existing cycling facilities in the area.</li> </ul>
	<ul style="list-style-type: none"> <li>- Do all houses have an area of private open space behind the building line?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – All apartments have a private open space area in the form of a balcony or terrace.</li> </ul>
	<ul style="list-style-type: none"> <li>- Has the design been influenced by the principles of universal design?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.</li> </ul>
	<ul style="list-style-type: none"> <li>- Has adequate provision been made for the storage and collection of waste materials?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Yes – All apartments have areas for the storage and sorting or recyclables and adequate bin storage to serve the development is located under podium level.</li> </ul>

## 2.4 Urban Design Manual – A Best Practice Guide, 2009

The Urban Design Manual is a guide to best practice in urban design and illustrates how the planning guidelines can be implemented effectively and consistently across the different scales of urban development around the country. It should be read in conjunction with the Department’s guidelines ‘Sustainable Residential Development in Urban Areas 2009’. The Guide focuses on the issues presented in housing schemes in the 30-50 units per hectare density range and also addresses some of the specific issues generated by higher and lower density schemes in urban areas.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p><b>1. Context:</b></p> <p>How does the development respond to its surroundings?</p>	<ul style="list-style-type: none"> <li>▪ The development seems to have evolved naturally as part of its surroundings.</li> <li>▪ Appropriate increases in density respect the form of buildings and landscape around the site’s edges and the amenity enjoyed by neighbouring users.</li> <li>▪ Form, architecture, and landscaping have been informed by the development’s place and time.</li> <li>▪ The development positively contributes to the character and identity of the neighbourhood.</li> <li>▪ Appropriate responses are made to the nature of specific boundary conditions.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is located to the west of the main street of Carrigaline. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</li> <li>✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments.</li> <li>✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach ensures that the scheme acts as an attractive and sustainable development within Carrigaline, while also contributing to the character and identity of the area.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>✓ With regard to boundary conditions, considerable effort has been made to respond positively to this wherever possible. Existing boundary trees are retained and supplemented where appropriate to minimise the impact on existing habitats as well as existing residents in the immediate surrounding area.</p>
<p><b>2. Connections:</b> How well connected is the new neighbourhood?</p>	<ul style="list-style-type: none"> <li>▪ There are attractive routes in and out for pedestrians and cyclists.</li> <li>▪ The development is located in or close to a mixed-use centre.</li> <li>▪ The development's layout makes it easy for a bus to serve the scheme.</li> <li>▪ The layout links to existing movement routes and the places people will want to get to.</li> <li>▪ Appropriate density, dependent on location, helps support efficient public transport.</li> </ul>	<p>✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and employment areas within Carriagline. The site is accessed via 1 no. new vehicular route to the west which serves the under-podium parking areas. The remainder of the routes throughout the site are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the public park and amenity areas are located between each block throughout the site offering the community easy access to important local services.</p>
<p><b>3. Inclusivity:</b> How easily can people use and access the development?</p>	<ul style="list-style-type: none"> <li>▪ New homes meet the aspirations of a range of people and households.</li> <li>▪ Design and layout enable easy access by all.</li> <li>▪ There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</li> </ul>	<p>✓ The proposed apartment units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</li> <li>▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</li> </ul>	<p>Guidance Documents which deal with accessibility and inclusivity.</p> <ul style="list-style-type: none"> <li>✓ Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, adults and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.</li> </ul>
<p><b>4. Variety:</b></p> <p>How does the development promote a good mix of activities?</p>	<ul style="list-style-type: none"> <li>▪ Activities generated by the development contribute to the quality of life in its locality.</li> <li>▪ Uses that attract the most people are in the most accessible places.</li> <li>▪ Neighbouring uses and activities are compatible with each other.</li> <li>▪ Housing types and tenure add to the choice available in the area.</li> <li>▪ Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li>✓ A variety of uses, such as childcare facilities, a residents gym and a community lounge have been provided to support the future residential community as well as the existing residents in the surrounding area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of the city and suburbs. These uses are located at highly accessible locations within the site.</li> <li>✓ A wide variety of unit types have also been provided with a choice of 1, 2 and 3-bedroom variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Cork.</li> </ul>
<p><b>5. Efficiency:</b></p>	<ul style="list-style-type: none"> <li>▪ The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</li> </ul>	<ul style="list-style-type: none"> <li>✓ An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> <li>▪ Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</li> <li>▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</li> <li>▪ The scheme brings a redundant building or derelict site back into productive use.</li> <li>▪ Appropriate recycling facilities are provided.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Landscaped areas consist of residential plazas, deck areas, informal play areas and urban spaces and are located throughout the site at both podium and street level. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have been incorporated wherever possible.</li> <li>✓ The proposed site also brings an under-utilised site back to life.</li> </ul>
<p><b>6. Distinctiveness:</b> How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> <li>▪ The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</li> <li>▪ The scheme is a positive addition to the identity of the locality.</li> <li>▪ The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</li> <li>▪ The proposal successfully exploits views into and out of the site.</li> <li>▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</li> </ul>	<ul style="list-style-type: none"> <li>✓ A distinct and recognisable scheme is proposed through the architectural and design treatment of the form, fenestration and material colours and finishes. The height of the blocks are set at an appropriate scale in relation to the road and path widths, and the adjacent dwellings to the south. The plaza areas to the front and between the buildings comprise of high quality hard and soft landscaping, street furniture and planting and form a transition between the semi-public areas for residents and the public realm of the street. The proposed design and layout of the development creates an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.</li> <li>✓ Consideration will be given to the use of place names that are synonymous with Carrigaline. The proposed</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>development uses an architectural language that is robust and reflects the areas past.</p> <ul style="list-style-type: none"> <li>✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently individual to promote its own sense of place.</li> <li>✓ The buildings use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is given to the individual blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</li> <li>✓ Where appropriate, apartments benefit from the attractive views both internal to the site as well as longer range views over the adjacent area.</li> </ul>
<p><b>7. Layout:</b> How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> <li>▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</li> <li>▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street.</li> <li>▪ The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</li> <li>▪ Traffic speeds are controlled by design and layout rather than by speed humps.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site.</li> <li>✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath and cycle network. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables.</li> <li>✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians / cyclists</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts.</li> </ul>	<p>are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.</p>
<p><b>8. Public Realm:</b> How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> <li>▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</li> <li>▪ The public realm is considered as a usable integrated element in the design of the development.</li> <li>▪ Children’s play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</li> <li>▪ There is a clear definition between public, semi private, and private space.</li> <li>▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The scheme is designed to balance the private and public open amenity needs of the community. The layout attempts to maximise the number of units which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into units.</li> <li>✓ The open spaces and play areas have been designed to be overlooked where possible. Specific units have been developed for corners in order to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.</li> <li>✓ A clear definition is provided between public and private areas. Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones.</li> </ul>
<p><b>9. Adaptability:</b> How will the buildings cope with change?</p>	<ul style="list-style-type: none"> <li>▪ Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</li> <li>▪ The homes are energy-efficient and equipped for challenges anticipated from a changing climate.</li> <li>▪ Homes can be extended without ruining the character of the types, layout and outdoor space.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The apartments will contribute a greater range of unit types and sizes for the area. Providing more options for young families and empty nesters to reside in the area.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office.</li> <li>▪ Space in the roof or garage can be easily converted into living accommodation.</li> </ul>	
<p><b>10. Privacy and Amenity:</b> How does the scheme provide a decent standard of amenity?</p>	<ul style="list-style-type: none"> <li>▪ Each home has access to an area of useable private outdoor space.</li> <li>▪ The design maximises the number of homes enjoying dual aspect.</li> <li>▪ Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</li> <li>▪ Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</li> <li>▪ The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</li> </ul>	<p>✓ The proposed layout has been designed to ensure that each residential unit within the development has a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning the blocks. Windows are sited to prevent overlooking into adjacent private spaces. Generous private amenity space is provided throughout the development, which meets the guidelines set out for minimum private amenity sizes and is orientated to maximise solar exposure. Landscaping will also prevent direct views into the units from the street and public areas. All homes have adequate storage areas and areas for sorting of recyclables.</p>
<p><b>11. Parking:</b> How will parking be secure and attractive?</p>	<ul style="list-style-type: none"> <li>▪ Appropriate car parking is on-street or within easy reach of the home's front door.</li> <li>▪ Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</li> <li>▪ Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</li> </ul>	<p>✓ A total of 255 no. car parking spaces are provided for onsite which is line with the Council's car parking standards. This approach is also consistent with the Design Standards for new apartments which recommends car parking be minimised for apartments in central / areas that are well served by public transport.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ Materials used for parking areas are of similar quality to the rest of the development.</li> <li>▪ Adequate secure facilities are provided for bicycle storage.</li> </ul>	
<p><b>12. Detailed Design:</b></p> <p>How well thought through is the building and landscape design?</p>	<ul style="list-style-type: none"> <li>▪ The materials and external design make a positive contribution to the locality.</li> <li>▪ The landscape design facilitates the use of the public spaces from the outset.</li> <li>▪ Design of the buildings and public space will facilitate easy and regular maintenance.</li> <li>▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</li> <li>▪ Care has been taken over the siting of flues, vents and bin stores.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed design responds to the local vernacular. As noted above, the subject scheme presents significant challenges to create a complimentary identity which respects the history of the area while promoting a high-quality design. The proposed design does this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that respect and enhance the local setting and the existing buildings within the surrounding area.</li> <li>✓ The proposed landscape design frames the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting are durable and facilitate easy maintenance</li> </ul>

## 2.5 Design Manual for Urban Roads and Streets, 2013

Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports broader government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Integrated Street Networks</b>	<ul style="list-style-type: none"> <li>▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport?</li> </ul>	✓ The 'centres of activity' within the proposed development are the open spaces areas and community/resident facilities. These centres are located to provide the maximum accessibility for all residents, both of the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian/cyclist accessibility. All centres are also linked to the comprehensive network of footpaths and cycle paths in order to prioritise pedestrian and cyclist movement.
<b>Movement and Place</b>	<ul style="list-style-type: none"> <li>▪ Does the development create a legible street hierarchy that is appropriate to its context?</li> <li>▪ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific</li> </ul>	✓ The proposed layout creates a strong edge along the inner relief road (currently under construction), as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located at ground floor level. To highlight the

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>destinations (i.e. community centre, shops, creche, schools etc.)?</p>	<p>hierarchy, the scale of the routes varies, as well as their material finishes in order to clearly define the transition between areas.</p> <p>✓ A wide network of footpaths and cycle routes are also provided, to prioritise sustainable methods of transport within the site.</p>
<p><b>Permeability and Legibility</b></p>	<ul style="list-style-type: none"> <li>▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists?</li> <li>▪ Are the streets legible with maximum connection opportunities?</li> <li>▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints?</li> </ul>	<p>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. providing a separation between vehicles and pedestrians/cyclists in order to improve circulation through the site.</p> <p>✓ Communal spaces have been sized so as to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.</p>
<p><b>Management</b></p>	<ul style="list-style-type: none"> <li>▪ Is the layout designed to self-regulate vehicle speeds and traffic congestion?</li> <li>▪ Does the proposed layout minimise noise / air pollution wherever possible?</li> </ul>	<p>✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods are incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details such as gentle curvature of the streets are utilised to reduce driver's perception of acceptable speeds.</p> <p>✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the home zones.</p>
<p><b>Movement, Place and Speed</b></p>	<ul style="list-style-type: none"> <li>▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed?</li> </ul>	<p>✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Passive measures have been used to create this balance. More active measures including shared surfaces are also used in areas to prioritise pedestrian movements and regulate vehicular speed.</li> </ul>
<b>Streetscape</b>	<ul style="list-style-type: none"> <li>▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure?</li> <li>▪ Have street trees and areas of planting been provided where appropriate?</li> <li>▪ Have active street edges been provided where appropriate?</li> <li>▪ Is a palette of high quality surface materials and finishes provided?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A landscape masterplan by Cunnane Stratton Reynolds has been prepared and submitted as part of this planning application which creates a strong landscape structure within the future streets and pedestrian areas.</li> <li>✓ The proposed design has also sought to create active street edges where possible. For example, active uses, such as the creche, are proposed along the ground and first floor street and podium frontages.</li> <li>✓ Material finishes include a palette of high quality, easily maintainable and durable materials.</li> </ul>
<b>Pedestrian and Cyclist Environment</b>	<ul style="list-style-type: none"> <li>▪ Are footways of appropriate width provided so as to ensure pedestrian safety?</li> <li>▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths?</li> <li>▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety.</li> <li>✓ Uncontrolled pedestrian crossings are provided in the form of shared surface areas. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety.</li> <li>✓ Cycling facilities, including bicycle parking, have been factored into the design.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required?</li> <li>▪ Have cycle facilities been factored into the design?</li> </ul>	
<p><b>Carriageway Conditions</b></p>	<ul style="list-style-type: none"> <li>▪ Are vehicular carriageways sized appropriately for their function / location?</li> <li>▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions?</li> <li>▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists?</li> <li>▪ Have adequate parking / loading areas been provided?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Vehicular carriageways have been sized appropriately commensurate with their function / location and in accordance with DMURS principles. Surface materials are appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists.</li> <li>✓ Parking and set down areas are provided in accordance with Cork County Council requests and in line with the standards set out in County Development Plan.</li> </ul>

## 2.6 Sustainable Urban Housing: Design Standards for New Apartments, 2020

The Sustainable Urban Housing: Design Standards for New Apartments 2020 (2020 Apartment Guidelines) updates previous guidelines issued by the Government in 2015 and 2018. The 2020 Apartment Guidelines are centred on the NPF's focus for compact growth and the recognition that to sustainably meet the number of new homes required in Ireland up to 2040 will necessitate a significant and sustained increase in housing output and apartment type development in particular. The 2020 Apartment Guidelines set out design standards and requirements for communal facilities in apartments. The relevant provision of the 2020 Guidelines are outlined below.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Specific Planning Policy Requirement (SPPR) 1	Housing 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).	✓ Less than 50% of the units are 1 bed (i.e. 45%).
<b>SPPR 2</b>	For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha: <ul style="list-style-type: none"> <li>) Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;</li> </ul>	✓ As above - less than 50% of the units are 1 bed (i.e. 45%).

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p> <ul style="list-style-type: none"> <li>) Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;</li> <li>) For schemes of 50 or more units, SPPR 1 shall apply to the entire development;</li> </ul> <p>All standards set out in this guidance shall generally apply to building refurbishment schemes on sites of any size, or urban infill schemes, but there shall also be scope for planning authorities to exercise discretion on a case-by-case basis, having regard to the overall quality of a proposed development.</p> </p>	
<p>SPPR 3 - Apartment Floor Area &amp; Mix</p>	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> <li>▪ 1-bed studio apartment = 37 sqm</li> <li>▪ 1-bed = 45 sqm</li> <li>▪ 2-bed = 73 sqm</li> <li>▪ 3-bed = 90 sqm</li> </ul> <p>Section 3.12 also requires that in a scheme of 10 or more apartments, the majority of all apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%.</p>	<p>✓ With regard to the subject scheme, all apartments are sized well in excess of the minimum standards.</p> <p>✓ The majority of all apartments exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%. – see HQA by Henry J. Lyons Architects.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
SPPR 4 - Dual Aspect Ratio	<p>Section 3.17 requires:</p> <ul style="list-style-type: none"> <li>▪ Minimum 50% dual aspect apartments in urban locations.</li> <li>▪ This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas.</li> </ul>	<p>✓ A total of 54% of the apartments within the scheme are designed to be dual aspect at a minimum. The site is a town centre location and the blocks are generally orientated along a north-south axis to maximise easterly and westerly aspects.</p>
SPPR 5 - Floor to Ceiling Height	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	<p>✓ The ceiling height of all new build apartments is consistent with what is required in the guideline with ground floor ceiling height of all apartments at 2.7m.</p>
SPPR 6 - Lift / Stair Cores	<p>Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.</p>	<p>✓ All lift/stair cores provided within the scheme will serve a maximum of 12 no. units.</p>
Internal Storage	<p>Section 3.30 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p>	<p>✓ Each apartment unit is provided with adequate levels of storage internally and the exceedance of minimum floor levels allow for the provision of additional storage should this be required by the occupant.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	
<p>Private Amenity Space</p>	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<p>✓ All apartments are provided with a generous private balcony, well above minimum standards.</p>
<p>Security Considerations</p>	<p>Section 3.28 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p>	<p>✓ All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The apartments overlook the adjacent open spaces. All entrance points are safe and secure. They are located at street or podium level to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.</p>
<p>Access and Services</p>	<p>Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations</p>	<p>✓ Pedestrian and cyclist accessibility is a primary consideration of the proposed development. The development is designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, are all Part M compliant. The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>✓ All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.</p>
Communal Rooms	<p>Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.</p>	<p>✓ 2,331 sqm of communal space has been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site.</p>
Refuse Storage	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <ul style="list-style-type: none"> <li>▪ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste;</li> <li>▪ In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics;</li> <li>▪ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies;</li> </ul>	<p>✓ Appropriate facilities have been provided within each apartment block to facilitate the storage and collection of waste materials within the apartment block. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, are adequately ventilated and secure so as to minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people;</li> <li>▪ Waste storage areas should not present any safety risks to users and should be well-lit;</li> <li>▪ Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public.</li> <li>▪ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles;</li> <li>▪ The capacity for washing down waste storage areas, with wastewater discharging to the sewer.</li> </ul>	
Communal Amenity Facilities	Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.	✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these facilities also ensure that the spaces benefit from adequate levels of sunlight.
Children's Play	Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.	✓ Play areas have been provided throughout the scheme and incorporated into the open space area with many located within close proximity to the proposed apartments. These play areas benefit from the passive surveillance from the adjoining residential apartments.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Car Parking	<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	<p>✓ A total of 255 parking spaces are provided throughout the scheme with an adequate level of car parking provided for the apartment units.</p>
Bicycle Parking	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	<p>✓ Cycle parking has generally been provided in line with the guidance set out in the development plan, with scope for the provision of additional spaces if required. 503 no. secure spaces have been provided for residents.</p>

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Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Childcare	The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	✓ 1 no. childcare facility is provided on site.

## 2.7 Urban Development and Building Heights, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Specific Planning Policy Requirement (SPPR) 1	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in town / city cores, planning authorities shall explicitly identify through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.	✓ The proposed site has been identified as a location suitable for increased building height. The scheme proposes a range of buildings heights from 3 to 7 no. storeys. The scheme proposes tall buildings of 7 storeys along to the north. Along the south, heights are 3 storeys, to tie in with the existing building heights to the south.
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	✓ The proposed development incorporates a wide range of uses including residential, residential amenity, retail and a childcare facility.
At the scale of the relevant city/town	<ul style="list-style-type: none"> <li>) The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</li> <li>) 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,</li> </ul>	<ul style="list-style-type: none"> <li>✓ The area is served by the 220-bus route which has numerous stops located within 200m of the site. A bus serves the area every 15 minutes 7 days a week.</li> <li>✓ The proposed development provides a number of new pedestrians and vehicular streets connecting the proposed site to the town centre. A density of 118 no. units per hectare is achieved by introducing buildings heights up to 7 no. storeys.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>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.</p> <p>) On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area.</p>
<p>At the scale of district / neighbourhood / street</p>	<p>) The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>) The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>) 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 <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i> (2009).</p> <p>) 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.</p>	<ul style="list-style-type: none"> <li>✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</li> <li>✓ The proposed development is not monolithic.</li> <li>✓ A range of uses, such as a residents gym and 1 no. childcare facility, have been provided to support the future residential community and the existing community within the area.</li> <li>✓ The proposed development provides 1, 2 and 3 bed units within an employment hub.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
At the scale of the site / building	<p>) The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p> <p>) 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.</p> <p>) Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's <i>'Site Layout Planning for Daylight and Sunlight'</i> (2<sup>nd</sup> edition) or BS 8206-2:2008 - <i>'Lighting for Buildings - Part 2: Code of Practice for Daylighting'</i>.</p> <p>) 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 the 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.</p>	<p>✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing (both internally and externally) and loss of light to apartments and open spaces.</p> <p>✓ The proposed development has been subject to a Sunlight/Daylight Assessment and is full compliance and achieves all the relevant standards.</p>
Specific Assessments	To support the proposals at some or all of these scales, specific assessments may be required, and these may include:	<p>✓ Please refer to the Cover Letter by McCutcheon Halley which lists assessments relevant to the subject proposal which are submitted with this application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>) Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</li> <li>) In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.</li> <li>) An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</li> <li>) As assessment that the proposal maintains safe air navigation.</li> <li>) An urban design statement including, as appropriate, impact on the historic built environments.</li> <li>) Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</li> </ul>	
SPPR 3	<p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p>	<p>✓ See above.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	
SPPR 4	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:</p> <ol style="list-style-type: none"> <li>1. The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement guidelines.</li> <li>2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and</li> </ol>	<ul style="list-style-type: none"> <li>✓ The proposed density of 118 units per hectare is in accordance with the "Sustainable Residential Development in Urban Areas (2007)" for town centre sites.</li> <li>✓ The scheme includes a mix of building heights and typologies.</li> </ul>

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Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	3. Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.	✓ The scheme provides a good mix of building typologies.

## 2.8 Childcare Facilities Guidelines, 2001

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 3</b> Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ 1 no. childcare facility is provided on site.
<b>Appendix 1</b> General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ 1 no. childcare facility is provided on site.

## 2.9 Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31<sup>st</sup> January 2020. The RSES provides “a long-term regional level strategic planning and economic framework, in support of the implementation of the National Planning Framework, for the future physical, economic and social developments for the Southern Region”. The Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) translates the NPF objectives to the regional level.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>RPO 4</b>	<p>Increased population growth should be planned having regard to environmental criteria including:</p> <ul style="list-style-type: none"> <li>) The assimilative capacity of the receiving environment.</li> <li>) The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests.</li> <li>) Areas that have potential to flood.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is situated within close proximity to the existing population centre of Cork City and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES.</li> <li>✓ A Natura Impact Assessment and Environmental Impact Assessment Report will be submitted with the application.</li> </ul>
<b>RPO 7</b>	<p>Holistic approach to delivering infrastructure.</p> <p>Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following:</p> <ul style="list-style-type: none"> <li>) Water services, digital, green infrastructure, transport and sustainable travel, community and social renewable energy, recreation, open space amenity, climate change, adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development provides for increased population growth in a central area adjacent to an area that will benefit from improvements to public transport hubs and linkages and will promote non-car modes of transport.</li> </ul>

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Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>RPO 8</b>	<p>Compact Growth in Metropolitan Areas.</p> <p>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.</p> <p>The identification of Transformational Areas 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 areas.</p>	✓ The subject site is ideally placed for a high density development as it is located in Carrigaline Town Centre, in close proximity to Cork City and will benefit from improvements to public transport hubs and linkages and will promote non-car modes of transport.

## 2.10 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 5</b> Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ This is dealt with in the Flood Risk Assessment prepared by Arup.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ A detailed Flood Risk Assessment Report by Arup is submitted with the application.
	Development in flood risk areas should be subject to the Justification test.	✓ The site is zoned for town centres uses and the FRA submitted with the application includes a justification test.

### 3. Local Planning Policy

This section looks at consistency with the following Local Policy Documents:

- ) Cork County Development Plan 2014;
- ) Ballincollig Carrigaline Municipal District Local Area Plan 2017.
- ) Draft Cork County Development Plan 2022

#### 3.1 Cork County Development Plan 2014

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Chapter 2: Core Strategy</b>	CS 3-1: Network of Settlements: Higher Order Settlements	<b>Strategic Aim of Metropolitan Towns:</b> <i>critical population growth, service and employment centres within the Cork ‘Gateway’ providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus</i>	✓ The proposed development supports the strategic aim of the Metropolitan Towns in that it will contribute to the growth in population. The proposed development will complement and consolidate the development of Carrigaline.
<b>Chapter 2: Core Strategy</b>	CS 4-1: County Metropolitan Cork Strategic Planning Area	a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork ‘Gateway’ as a key part of the Atlantic Gateways Initiative planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City.	✓ The proposed development prioritises and facilitates walking, cycling and public transport use by providing high quality cyclists / pedestrian connections to the Carrigaline area.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>g) Develop the Cork City Environs so that they complement the City as a whole. In the south, priority should be given to consolidating the rapid growth that has occurred in recent years by the provision of services, social infrastructure and recreation facilities to meet the needs of the population. The North Environs will play a major role in the rebalancing of the City in terms of future population and employment growth.</p>	<p>✓ The proposed development will complement and consolidate the development of Carrigaline. The proposed development incorporates services, social infrastructure and recreation facilities to meet the needs of the existing and future population.</p>
<p><b>Chapter 3: Housing</b></p>	<p>HOU 3-1: Sustainable Residential Communities</p>	<p>a) Ensure that all new development within the County supports the achievement of sustainable residential communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, in development plan preparation and in assessing applications for development through the development management process.</p>	<p>✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.</p>
		<p>b) Promote development which prioritises and facilitates walking, cycling and public transport use, both within individual developments and in the wider context of linking developments together and providing connections to the wider area, existing facilities and public transport nodes such as bus and rail stops.</p>	<p>✓ The proposed development promotes sustainable methods of transport including walking and cycling, with permeability facilitated within the development itself as well as connectivity to existing built up areas.</p>
		<p>c) Following the approach in chapter 10 of this plan, ensure that urban footpaths and public lighting are</p>	<p>✓ Where relevant all existing footpaths and public lighting services are connected to the proposed</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>provided connecting all residential developments to the existing network of footpaths in an area and that the works required to give effect to this objective are identified early in the planning process to ensure such infrastructure is delivered in tandem with the occupation.</p>	<p>development. This is most relevant at the connection point on the Kilmoney Road to the south of the site.</p>
<p><b>Chapter 3: Housing</b></p>	<p>HOU 3-2: Urban Design</p>	<p>a) Ensure that all new urban development is of a high design quality and supports the achievement of successful urban spaces and sustainable communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas, the accompanying Urban Design Manual and the Council's Design Guide for Residential Estate Development in development plan preparation and in assessing applications for development through the development management process.</p>	<p>✓ The proposed development has had full regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual. Specific guidance issued by the Council is based on these principle documents and therefore the proposed development is in accordance with the Council's design Guide for Residential Estate Development.</p>
		<p>b) Provide additional guidance, including principles and policies, on urban design issues at a local level, responding to local circumstances and issues. Where appropriate Local Area Plans will consider the need for the provision of additional guidance in the form of design briefs for important, sensitive or large-scale development sites.</p>	<p>✓ N/A</p>
		<p>c) Require the submission of design statements with all applications for residential development in order to</p>	<p>✓ A Design Statement by Henry J.Lyons is submitted as part of the application.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		facilitate the proper evaluation of the proposal relative to key objectives of the Development Plan with regard to the creation of sustainable residential communities.	
		d) Require developers to take account of the Design Manual for Urban Roads and Streets (DMURS).	✓ The Guidance contained in DMURS has been considered and incorporated into the proposed development.
<b>Chapter 3: Housing</b>	HOU 3-3: Housing Mix	a) Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.	✓ A mix of unit types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.
		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.	✓ A Housing Quality Assessment is provided as part of the planning application documents.
<b>Chapter 3: Housing</b>	HOU 4-1: Housing Density on Zoned Land	<p><b>High Density</b> (<i>min. 35 – max. no limit, units per Ha</i>)</p> <ul style="list-style-type: none"> <li>▪ Applicable in town centres throughout the county and in other areas identified in LAP's normally in close proximity to existing or proposed high quality public transport corridors.</li> <li>▪ Normally requires/involves apartment development.</li> <li>▪ Subject to compliance with appropriate design/amenity standards and protecting the</li> </ul>	✓ The proposed density of the site is calculated as 118 units per hectare, which is appropriate for a town centre site.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>residential amenity of adjoining property and the heritage assets of town centres.</p> <p><b>Medium A Density</b> <i>(min. 20 – max. 50, units per Ha)</i></p> <ul style="list-style-type: none"> <li>▪ Applicable in city suburbs, larger towns over 5,000 population and rail corridor locations (example Carrigtwohill).</li> <li>▪ Apartment development is permissible where appropriate but there is no requirement to include an apartment element in development proposals.</li> <li>▪ Consider a lower standard of public open space provision where larger private gardens are provided.</li> <li>▪ Must connect to public water and waste-water services.</li> <li>▪ Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.</li> </ul> <p><b>Medium B Density</b> <i>(min. 12 – max. 25, units per Ha)</i></p> <ul style="list-style-type: none"> <li>▪ Max Net Density extended to 35 dwellings/ha in smaller towns outside Metropolitan Cork.</li> <li>▪ Normally applicable in smaller towns (less the 5,000 population).</li> </ul>	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> <li>▪ Can be applied in larger towns through LAP's where there is a requirement to broaden the range of house types.</li> <li>▪ Densities less than 12 dwellings/ha will be considered where an exceptional market requirement has been identified.</li> <li>▪ Densities between 25 and 35 dwellings/ha will be considered where an exceptional market requirement has been identified.</li> <li>▪ Consider a lower standard of public open space provision where larger private gardens are provided.</li> <li>▪ Must connect to public water and waste-water services.</li> <li>▪ Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.</li> </ul>	
<p><b>Chapter 3: Housing</b></p>	<p>HOU 5-1: Reserved Land for Social Housing</p>	<p>Lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, including all land for a settlement identified in a local area plan will require 14% of all new residential developments to be made available for social housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Strategy.</p>	<ul style="list-style-type: none"> <li>✓ This requirement is superseded by the requirements of the amended Planning and Development Regulations (2015), pursuant to Part V, s.96 of the Planning and Development Act 2000 (as amended), which requires a provision of 10% social housing.</li> <li>✓ It is proposed to transfer 23 no. units to meet this Part V obligation. The manner in which the applicant proposes to do so is outlined in the Part V</li> </ul>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			Report by McCutcheon Halley Planning submitted with this application.
<b>Chapter 5: Social and Community</b>	SC 1-1: Social and Community Infrastructure Provision	<p><b>a)</b> Support the provision of social and community facilities which meet the current and future needs of the entire population.</p> <p><b>b)</b> Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations.</p>	✓ The proposed development incorporated approximately 24,526 sqm of active open space within the development/site area. These facilities will be available to the entire community, both existing and future.
<b>Chapter 5: Social and Community</b>	SC 2-1: Multi-Use Community Facilities	Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.	✓ As above.
<b>Chapter 5: Social and Community</b>	SC 3-1: Childcare Facilities	Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Guidelines on Childcare Facilities and the Childcare (Preschool Services) Regulations 2006.	✓ The proposed development includes a creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations.
<b>Chapter 5: Social and Community</b>	SC 4-1: Educational Facilities	Facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged.	✓ The proposed development includes a creche which will be accessible directly from the podium level.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 5: Social and Community</b></p>	<p>SC 4-2: Provision of Educational Facilities in Large Residential Developments</p>	<ul style="list-style-type: none"> <li><b>a)</b> Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</li> <li><b>b)</b> Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided.</li> <li><b>c)</b> Work closely with the Department of Education &amp; Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education &amp; Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area.</li> <li><b>d)</b> Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County.</li> <li><b>e)</b> Encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations.</li> </ul>	<p>✓ As the site is within close proximity to a number of primary and secondary schools there is adequate access to schools within the vicinity of the site.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p><b>f)</b> Require that proposed new large scale residential developments, either as part of an individual development or a collective group of developments include an assessment of the demand for school places likely to be generated by the development and proposals to address any identified increase in demand which may arise.</p>	
<p><b>Chapter 5: Social and Community</b></p>	<p>SC 5-2: Quality Provision of Public Open Space</p>	<p><b>a)</b> Public Open Space within Residential Development shall be provided in accordance with the standards contained in “Cork County Council Recreation &amp; Amenity Policy”, the “Guidelines on Sustainable Residential Development in Urban Areas” and “Making Places: a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2”.</p> <p><b>b)</b> Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network. See also Chapter 13 Green Infrastructure and Environment.</p>	<p>✓ The provision of public open space is consistent with the relevant planning policy documents.</p>
<p><b>Chapter 5: Social and Community</b></p>	<p>SC 5-3: Provision of New Recreation and Amenity Facilities</p>	<p>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</p>	<p>✓ The proposed open spaces and amenities are dispersed throughout the development, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		abilities, through initiatives in partnership with community groups and sporting organisations.	✓ The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.
<b>Chapter 5: Social and Community</b>	SC 5-5: Recreation and Amenity Policy	Ensure the protection, and seek the enhancement and wise management of existing recreational facilities and public open space, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Councils Recreation and Amenity Policy and having regard to the Councils policy regarding the management of Green Infrastructure assets. It is also intended that any enhancement and management of existing public open spaces and new developments will be in accordance with the Council's policy on Biodiversity outside Protected Areas (HE 2-3), the Council's Green Infrastructure Strategy for County Cork (GI 2-1) and Green Infrastructure – New Developments (GI 3-1).	✓ The proposed development is consistent with the requirement of the Council's Recreation and Amenity Policy and has regard to the Council's policy regarding the management of Green Infrastructure assets.
<b>Chapter 5: Social and Community</b>	SC 5-8: Private Open Space Provision	Apply the standards for private open space provision contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2009) and Cork County Council's Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on	✓ The private open space provided is in line with the standards contained in the relevant guidance documents. Each unit is provided with private amenity space in the form of a balcony or terrace.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Sustainable Urban Housing: Design Standards for New Apartments will apply.	
<b>Chapter 10: Transport and Mobility</b>	TM 2-1: Walking	a) Encourage and facilitate a safe walking route network and a culture of walking where possible and practical.	✓ Extensive footpaths/pedestrian facilities have been provided in the development which will improve connectivity and encourage walking and cycling. These footpaths are overlooked by the proposed residential units, providing for an improved perception of safety throughout the development.
		b) Preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, work places, town and village centres.	✓ It is proposed to enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.
		c) Ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	✓ The topography of the site is relatively flat so therefore the development is universally accessible to all members of the community, regardless of age of ability.
		d) Local Area Plans will play an important role in implementing Walking Strategies.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 2-2: Cycling	a) Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out	✓ As above the proposed development places an emphasis on walking and cycling as a more appropriate mode of transport. Where appropriate, shared surfaces have been introduced to ensure

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.	that every area of the development is accessible on foot and bike.
		b) Improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	✓ The streetscape of the proposed development will ensure that the needs of pedestrians, cyclists and those with special mobility needs are met appropriately, in line with the guidance of DMURS.
		c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	✓ The proposed development is well connected to the surrounding area, particularly the main street which will ensure permeability to the wider Carrigaline area and ease of access to existing bus routes in the area and local shops and services.
		d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.	✓ The shared walk/cycle paths throughout the site will provide a local facility for cycling in the area, with the potential to connect to external walk/cycle routes within Carrigaline.
<b>Chapter 10: Transport and Mobility</b>	TM 2-3: Bus Transport (County-Wide)	The County Council will support and prioritise the following key Bus Transport initiatives: a) Progress towards national targets for modal split. Encourage the further development of the bus network;	✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		b) Ensure all new developments are well connected to their local bus networks;	✓ The proposed development facilitates a connection to the existing footpath network to the east of the site. A footpath connection runs from the site directly into the main street of Carrigaline where numerous bus stops are provided on the main street.
		c) Secure the provision of appropriate bus infrastructure as an integral part of new development;	✓ As above, bus stop facilities are provided the main street of Carrigaline.
		d) Secure safe walking routes from all new development to the local bus network;	✓ A new secure safe walking route from the development to the local bus network will be provided via the pedestrian connection to the Main Street to the east;
		e) Encourage the provision of safe and convenient interchange facilities in all main towns and	✓ N/A
		f) Encourage the better management of road space (e.g. through 'green route' and bus priority measures) to secure a journey time advantage for bus services.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 2-4: Bus Transport (Metropolitan Area)	The County Council will support and prioritise the following key Bus Transport initiatives:  a) Encourage both the improvement and extension of services particularly to parts of Cork South Environs that currently lack an appropriate service and greater usage of the bus network so that they offer a realistic alternative to the private car in providing effective	✓ Direct pedestrian access has been provided from the site to the existing bus stops on the main street 200m to the east.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		linkages between the main locations where people live and where they work;	
		b) Promote bus service improvements broadly in line with Table 10.1 and to generally encourage the enhancement of service provision in tandem with planned population and employment growth.	✓ N/A
		c) Promote the introduction of new bus services on routes where they can offer a direct alternative to the routes most popular with private car users;	✓ As above.
		d) Seek commitment from relevant agencies to the delivery of a high quality bus corridor linking Ballincollig and Cork City Centre/ Kent Railway Station and plan for the delivery of population and employment growth to be delivered in tandem with the delivery of this project and	✓ N/A
		e) Support the provision of enhanced bus infrastructure, including park and ride facilities, throughout the Metropolitan area and especially in Douglas (in line with the Douglas LUTS proposals) and Glanmire.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 3-1: National Roads Network	<b>a)</b> Seek the support of the National Roads Authority in the implementation of the following major projects:  <u>Projects Critical to the Delivery of Planned Development</u>	✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> <li>▪ N 28 (Cork – Ringaskiddy).</li> <li>▪ M8 (Dunkettle Interchange Upgrade).</li> <li>▪ Cork Northern Ring Road (N22/N20/M8).</li> </ul> <p><u>Key NSS Projects</u></p> <ul style="list-style-type: none"> <li>▪ M 20 (Blarney – Mallow – Limerick).</li> <li>▪ N 25 (Carrigtwohill – Midleton – Youghal).</li> </ul> <p><u>Key Regional Projects</u></p> <ul style="list-style-type: none"> <li>▪ N 22 (Ballincollig – Macroom – Ballyvourney) to include Macroom By-pass.</li> <li>▪ N 71 (Cork – Clonakilty – Skibbereen and Bantry).</li> <li>▪ N 72 (Mallow Northern Relief Road).</li> <li>▪ N 72 Mallow to Fermoy.</li> </ul> <p>N 73 (Mallow – Mitchelstown).</p>	
		<p><b>b)</b> Support and provide for improvements to the national road network, including reserving corridors for proposed routes, free of inappropriate development, so as not to compromise future road schemes.</p>	<p>✓ N/A</p>
		<p><b>c)</b> Restrict individual access onto national roads, in order to protect the substantial investment in the national road network, to improve carrying capacity,</p>	<p>✓ The proposed development will not have any direct access onto national routes.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		efficiency and safety and to prevent the premature obsolescence of the network	
		<b>d)</b> Avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses onto national roads to which speed limits greater than 50kph apply.	✓ No additional access will be provided onto the national road network.
		<b>e)</b> Prevent the undermining of the strategic transport function of national roads and to protect the capacity of the interchanges in the County from locally generated traffic.	✓ As above
		<b>f)</b> Consider the most up-to-date guidance in relation to the provision of Service and Rest Areas on the National Road Network (Section 2.8 of the Department of the Environment Community Heritage and Local Government 'Spatial Planning and National Roads Guidelines' (2012) and 'NRA Service Area Policy' (August 2014).	N/A
		<b>g)</b> Co-operate with the National Roads Authority to identify the need for Service areas and/or rest areas for motorists along the national road network and to assist in the implementation of suitable proposals for provision, subject to normal planning considerations.	N/A
		<b>h)</b> Ensure that in the design of new development adjoining or near National Roads, account is taken of the need to include measures that will serve to	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>protect the development from the adverse effects of traffic noise for the design-life of the development.</p> <p><b>i)</b> Control the proliferation of non-road traffic signage on and adjacent to national roads having regard to the NRA’s “Policy on the Provision of Tourist &amp; Leisure Signage on the National Roads” and Section 3.8 of the ‘Spatial Planning and National Roads Guidelines (2012)’ of the Department of the Environment Community Heritage and Local Government.</p>	N/A
<p><b>Chapter 10:</b> <b>Transport and Mobility</b></p>	<p>TM 3-2: Regional &amp; Local Roads</p>	<p>a) Recognise the strategic role played by Regional Roads within the County and, together with Local Roads, to enhance their carrying capacity and safety profile in line with demand.</p> <p>b) Promote the improvement of strategic Regional and Local Roads throughout the County in accordance with the strategies identified for the main settlements in this Plan.</p> <p><b>c)</b> Seek funding for the following Regional and Local Roads Projects in the County:</p> <p><u>Projects Critical to the Delivery of Planned Development</u></p> <ul style="list-style-type: none"> <li>▪ Carrigaline Inner Relief Route;</li> <li>▪ Douglas East – West Link Bridge;</li> <li>▪ Mallow-Park Road extension to N20;</li> </ul>	<p>N/A</p> <p>N/A</p> <p>N/A</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> <li>▪ Midleton (Waterrock) access roads and rail bridge;</li> <li>▪ Upgrade of access routes serving Monard;</li> <li>▪ Improved Road Access between N25 and Cobh subject to full ecological assessment;</li> <li>▪ Midleton Northern Relief Route;</li> <li>▪ R 586 (Bandon to Bantry);</li> <li>▪ R 572 (Glengarriff to Castletownbere);</li> <li>▪ R 630 (Midleton – Whitegate);</li> <li>▪ R600 (Fivemile Bridge to Kinsale);</li> <li>▪ R613 (Ringaskiddy to N71);</li> <li>▪ R618 Leemount Cross.</li> </ul> <p>See Chapter 12 Heritage Objective HE 2-1 and Paragraph 12.2.5.</p>	
		<p><b>d)</b> Limit access to Regional Roads where appropriate so as to protect carrying capacity of the road network and have regard to safety considerations particularly where access to a lower category road is available.</p>	N/A
		<p><b>e)</b> Ensure that in the design of new development adjoining or near Regional &amp; Local Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design-life of the development.</p>	The local road to the south is of a sympathetic/urban scale. measures will protect the development from the adverse effects of traffic noise for the design life of the proposed development.
		<p><b>f)</b> Ensure all upgrades to listed routes are planned, designed and constructed to avoid and prevent</p>	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		significant negative impacts on sites designated for nature conservation, other environmental or heritage resources.	
<b>Chapter 10: Transport and Mobility</b>	TM 3-3: Road Safety and Traffic Management	a) Where traffic movements associated with a development proposal will have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, to require the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit as part of the proposal.	✓ A TTA and RSA prepared are submitted with the application.
		b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes.	✓ The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as bus.
		c) For developments of 50 employees or more, developers will be required to prepare mobility management plans (travel plans), to promote alternative sustainable modes or practices of transport as part of the proposal.	N/A
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.	✓ 1 no. vehicular access point is proposed. This access point has been 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	✓ The proposed public access/roadways are designed to the highest standard and are DMURS compliant.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		provision, improvement and maintenance of the public road network.	
		f) Promote road safety measures throughout the County, including traffic calming, road signage and parking.	✓ Adequate traffic calming, road signage and parking is provided in line with the recommendations of Cork County Council and best practice guidance.
		g) Co-ordinate proposed zoning designations and/or access strategies in settlement plans with speed limits on national roads.	N/A
<b>Chapter 10: Transport and Mobility</b>	TM 4-1: Car and Cycle Parking	a) Encourage a gradual shift towards more efficient and sustainable transport modes by securing the delivery of parking spaces required in connection with new development broadly in line with Appendix D Parking and Cycling Standards.	✓ Cycle parking is provided in accordance with the requirements set out in Appendix D. The parking areas will be provided at appropriate locations, i.e. at the creche.
		b) Ensure that on-street car parking is designed such that it does not occupy unnecessary street frontage.	✓ Residential parking is provided under the podium level. There is no on-street parking provided.
		c) Improve the overall connectivity and accessibility between key car parking areas and primary town centre streets.	✓ N/A
		d) Ensure that a high standard of design, layout and landscaping accompanies any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: <ul style="list-style-type: none"> <li data-bbox="757 1059 1151 1118">i. Respects the character of the streetscape/landscape</li> <li data-bbox="757 1123 1308 1150">ii. Will not adversely affect visual amenity, and</li> </ul>	✓ Any parking areas provided are located in areas which benefit from passive surveillance. Parking areas will provide for safe and easy access for pedestrians and cyclists.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site.	
		e) Promote a shift towards cycling as a viable transport mode by requiring the provision of cycle parking facilities in accordance with Appendix D Table 2	✓ As above, item (a).
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 3-1: Wastewater Disposal	a) Ensure implementation of the South Western River Basin Management Plans and their associated programmes of measures.	N/A
		b) Require that development in all main settlements connect to public waste water treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate	✓ The foul drainage will be collected by a gravity foul system, which will discharge directly to the pumping station on the site. The network will consist of 150mm to 225mm diameter upvc pipes laid to falls ranging from 1 in 60 to 1 in 100 collecting the foul waste from the residential and commercial units on the site
		c) Ensure that proposals for development incorporating smaller treatment systems align with the Guidance manual on treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the EPA or other appropriate guidance.	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		d) Any new developments in the County disposing of effluent to ground will be required to comply with the groundwater protection plan and the Waste Water Discharge Regulations.	N/A
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 5-1: Surface Water and SuDS	a) Ensure that all new developments incorporate sustainable drainage systems (SuDS).	✓ In relation to surface water drainage, it is proposed that all surface water will be collected via 150mm to 375mm upvc pipes laid to falls ranging from 1 in 100 to 1 in 200 and discharging via gravity to the adjacent river. All drains will pass through a Class 1 Bypass separator before discharging to the river.
		b) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.	✓ Storm water infrastructure is appropriate for the site.
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 5-2: River Channel Protection	Ensure that where practical development is kept at 10m or other appropriate distance from stream and river banks and adequate protection measures put in place.	N/A
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 5-3: Surface Water Management	Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.	✓ As above, surface water is managed appropriately on site.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 11: Water Services, Surface Water and Waste</b></p>	<p>WS 6-2: Development in Flood Risk Areas</p>	<p>Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.</p> <p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective WS 6-1 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p> <p>Where the site specific flood risk assessment required under WS 6-1 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to,</p>	<p>✓ A Flood Risk Management Strategy Report by Arup is submitted with this application.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> <li>▪ The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans.</li> <li>▪ The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:               <ul style="list-style-type: none"> <li>○ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;</li> <li>○ Comprises significant previously developed and/or under-utilised lands;</li> <li>○ Is within or adjoining the core of an established or designated urban settlement;</li> <li>○ Will be essential in achieving compact and sustainable urban growth; and</li> <li>○ There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</li> </ul> </li> </ul> <p>The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.</p>	

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 7-1: Waste Management	a) Support the policy measures and actions outlined in 'A Resource Opportunity' 2012 – National Waste Policy	N/A
		b) Encourage the delivery of an effective and efficient waste management service in line with the Waste Management Acts and relevant Waste Management Plan for the County/Region.	N/A
		c) Normally require details and formal development proposals of onsite provisions for the management of waste materials that are likely to be generated from the proposed use. The Council will require Waste Management Assessment for projects which exceed thresholds outlined.	✓ A Construction and Environmental Management Plan by Enviroguide is submitted in support of the planning application. Any waste generated by the proposed development will be managed in accordance with best practice.
		d) Support the incorporation of the recommendation and policies of the National Hazardous Waste Management Plan 2008-12.	N/A
		e) Support the sustainable development of the Bottlehill facility for specialised and appropriate uses primarily associated with integrated waste management.	N/A
<b>Chapter 12: Heritage</b>	HE 2-3: Biodiversity outside Protected Areas	Retain areas of local biodiversity value, ecological corridors and habitats that are features of the County's ecological network, and to protect these from inappropriate development. This includes rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands as well as coastal and marine	✓ The existing hedgerows and trees along the site boundary are to be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and operation.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		habitats. It particularly includes habitats of special conservation significance in Cork as listed in Volume 2 Chapter 3 Nature Conservation Areas of the plan.	
<b>Chapter 12: Heritage</b>	HE 2-5: Trees and Woodlands	a) Protect trees the subject of Tree Preservation Orders.	N/A
		b) Preserve and enhance the general level of tree cover in both town and country. Ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting and where appropriate to make use of tree preservation orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value.	✓ As above, the existing trees on site are to be retained and protected, in recognition of their importance to the landscape setting of the area. Proposed landscape measures will enhance tree cover throughout the site where appropriate.
		c) Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.	✓ As above, existing trees and hedgerows are incorporated into the design of the proposed development.
<b>Chapter 12: Heritage</b>	HE 3-1: Protection of Archaeological Sites	<p><b>a)</b> Safeguard sites and settings, features and objects of archaeological interest generally.</p> <p><b>b)</b> Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments including the Sites and Monuments Record (SMR) (see <a href="http://www.archeology.ie">www.archeology.ie</a>) and the Record or Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994, as amended and</p>	✓ A desktop survey carried out to date has not identified any archaeological sites within the red line boundary of the site.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		of sites, features and objects of archaeological and historical interest generally.	
<b>Chapter 12: Heritage</b>	HE 3-4: Industrial and Post Medieval Archaeology	Protect and preserve the archaeological value of industrial and post medieval archaeology such as mills, limekilns, bridges, piers, harbours, penal chapels and dwellings. Proposals for refurbishment, works to or redevelopment/conversion of these sites should be subject to careful assessment	N/A
<b>Chapter 12: Heritage</b>	HE 4-2: Protection of Structures on the NIAH	Give regard to and consideration of all structures which are included in the NIAH for County Cork, which are not currently included in the Record of Protected Structures, in development management functions.	N/A
<b>Chapter 12: Heritage</b>	HE 4-3: Protection of Non-Structural Elements of Built Heritage	Protect important non-structural elements of the built heritage. These can include designed gardens/garden features, masonry walls, railings, follies, gates, bridges, and street furniture. The Council will promote awareness and best practice in relation to these elements.	N/A
<b>Chapter 12: Heritage</b>	HE 4-6: Design and Landscaping of New Buildings	a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape.	✓ The proposed design of the units and other non-residential buildings are based on a modern interpretation of traditional building forms and materials. These have been expressed in a contemporary way which respects the character of and is complementary to the existing built environment.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.</p>	<p>✓ The proposed development incorporates passive sustainable design measures, maximising orientation, shelter and solar gain. It will also incorporate active measures in line with the requirements of Technical Guidance Document I. of the Buildings Regulations.</p>
		<p>c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.</p>	<p>N/A</p>
		<p>d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows in rural areas.</p>	<p>✓ A landscape masterplan by Cunnane Stratton Reynolds is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.</p>
<p><b>Chapter 12: Heritage</b></p>	<p>HE 5-2: Naming of New Developments</p>	<p>Promote and preserve local place names, local heritage, and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permissions for new developments.</p>	<p>✓ It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork County Council through compliance.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 13:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 3-1: Green Infrastructure – New Developments</p>	<p>Require new developments to contribute to the protection, management and enhancement of the existing green infrastructure of the County and the delivery of new green infrastructure, where appropriate.</p>	<p>✓ The most significant element of green infrastructure on the site is the existing trees and hedgerows along the northern boundary. This area will be protected both during construction and operation, as well as supplemented with additional tree planting along the southern boundary. This area will preserve and enhance the existing habitats and be managed in a sustainable way.</p>
<p><b>Chapter 13:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 6-1: Landscape</p>	<ul style="list-style-type: none"> <li><b>a)</b> Protect the visual and scenic amenities of County Cork’s built and natural environment.</li> <li><b>b)</b> Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while maintaining respect for the environment and heritage generally in line with the principle of sustainability.</li> <li><b>c)</b> Ensure that new development meets high standards of siting and design.</li> <li><b>d)</b> Protect skylines and ridgelines from development.</li> <li><b>e)</b> Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments</li> </ul>	<p>✓ The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporating of appropriate landscaping and the protection of existing landscaping features including hedgerows and heritage features.</p>
<p><b>Chapter 13:</b> <b>Green Infrastructure</b></p>	<p>GI 7-1: General Views and Prospects</p>	<p>Preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural</p>	<p>✓ The visual impact of the proposed development is assessed as part of a Landscape and Visual Impact Assessment. Where any significant measures are identified mitigation measures will be employed to minimise the impact.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>and Environment</b>		significance (including buildings and townscapes) and views of natural beauty as recognized in the Draft Landscape Strategy.	
<b>Chapter 13: Green Infrastructure and Environment</b>	GI 7-4: Development on Approached to Towns and Villages	Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.	✓ The proposed development will provide appropriate landscape screening at all site boundaries, in order to protect and enhance the character and setting of the area.
<b>Chapter 14: Zoning and Land Use</b>	ZU 2-1: Development and Land Use Zoning	Ensure that development, during the lifetime of this plan, proceeds in accordance with the general land use objectives set out in this plan and any specific zoning objectives that apply to particular areas as set out in any relevant Local Area Plans and Special Local Area Plans.	✓ The proposed development is in full accordance with the general land use objectives of the CDP and the specific CL-T-01 objective under which the subject site is designated.
<b>Chapter 14: Zoning and Land Use</b>	ZU 2-2: Development Boundaries	For any settlement, it is a general objective to locate new development within the development boundary, identified in the relevant Local Area Plan that defines the extent to which the settlement may grow during the lifetime of the plan.	✓ The proposed development is located within the defined development boundary of Carrigaline, which will support the sustainable expansion of the Carrigaline area.
<b>Chapter 14: Zoning and Land Use</b>	ZU 3-2: Appropriate Uses in Residential Areas	<b>a)</b> 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.	✓ The non-residential uses on site are complimentary to the primarily residential nature of the site. The creche, play areas and open space amenity areas also support the future community of the development.

Reference	Policy Objective	Policy Provision		Statement of Consistency
		<b>b)</b> Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity.		
<b>Appendix B – Core Strategy Tables</b>	Table B.9: Housing Requirements for Ballincollig-Carrigaline Municipal District	Population of Carrigaline in 2011	9,917	✓ The proposed development will provide 224 additional housing units in Carrigaline which will support the sustainable expansion of the settlement and the achievement of the targets set out in Appendix B.
		Population Target for 2022	11,994	
		New Units Required 2011 – 2022	2,422	
<b>Appendix D – Parking and Cycling Standards</b>	Table 1a: Car Parking Requirements for New Development (Maximum per sqm)	Creches	1 space per 3 staff + 1 spaces per 10 children	✓ Car parking will be provided generally in accordance with the requirements of Appendix D (refer to Material Contravention Statement for further details).
		Residential	2 spaces per dwelling 1.25 spaces per apartment	
		Retail	1 space per 20 sqm + 1 Lorry space per 750 sqm	
<b>Appendix D – Parking and Cycling Standards</b>	Table 2 – Cycle Parking Requirements for New Development (Minimum per sqm)	Creches	1 per 4 staff	✓ Cycle parking will be provided in generally accordance with the requirements of Appendix D.
		Residential	0.5 spaces per unit (1-2 bed apartment)	

Reference	Policy Objective	Policy Provision		Statement of Consistency
			1 space per unit (3+ bed apartment)	
		Retail	1 per 250sq m	

### 3.2 Ballincollig – Carrigaline Municipal District Local Area Plan, 2017

Policy Objective	Policy Provision	Statement of Consistency
CL-GO-01	<p><b>Population and Housing</b></p> <p>Secure the development of 2,380 new dwellings in Carrigaline between 2017 and 2023 in order to facilitate the sustainable growth of the towns population from 14,775 to 17,870 people over the same period.</p>	<p>✓ The subject development will provide 224 no. dwelling units in the short to medium term to serve the planned development of 2,422 new dwellings in Carrigaline.</p>
CL-GO-02	<p><b>Development Boundary</b></p> <p>The boundary of Carrigaline overlaps with and is adjacent to the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the Birds Directive and with the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.</p>	<p>✓ Ecological Assessments and an Environmental Impact Assessment Report are submitted with the application.</p>
CL-GO-03	<p><b>Urban Expansion Area</b></p> <p>Implement the provisions of the Shannonpark Framework Master Plan.</p>	<p>N/A</p>
CL-GO-04	<p><b>Traffic and Transportation</b></p>	<p>N/A.</p>

Policy Objective	Policy Provision	Statement of Consistency
	Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development.	
CL-GO-05	<p><b>Traffic and Transportation</b></p> <p>Secure public transport improvements including increased frequencies and examine the possibility of introducing a localised bus services within the town.</p>	N/A
CL-GO-06	<p><b>Primary Health Care</b></p> <p>Secure the provision of Primary Health Care Centre for Carrigaline subject to a number of location factors which including the following:</p> <ul style="list-style-type: none"> <li>) In the first instance be a Town Centre Site.</li> <li>) Be accessible to pedestrians and accessible by public transport and private car, in order to maximize access for both urban and rural populations.</li> </ul> <p>Proposals will need to be made for parking but location will be a determining factor in the amount to be provided. In cases where accessible public parking is providing off site a reduced parking standard may be acceptable.</p> <p>All proposals must address parking as per a mobility management plan.</p>	N/A
CL-GO-07	<b>Town Centre Expansion</b>	✓ The proposed development will ensure the consolidation and expansion of the Town Centre.

Policy Objective	Policy Provision	Statement of Consistency
	Support consolidation and expansion of the Town Centre by promoting and prioritise key sites for regeneration which can fulfil appropriate town centre uses in line with the Public Realm Strategy.	
<b>CL-GO-08</b>	<p><b>Flood Risk</b></p> <p>All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management.’ In particular, a site specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.</p>	✓ A flood risk assessment by Arup is submitted with the application.
<b>CL-GO-09</b>	<p><b>Walking and Cycling Connectivity</b></p> <p>Further expand the network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas schools and the town centre.</p>	✓ The proposed development incorporates designated walking and cycling routes which will provide safe, convenient and pleasant routes between the town’s main residential areas schools and the town centre
<b>CL-GO-10</b>	<p><b>Western Relief Road</b></p> <p>Th provision of the proposed western Inner Relief Road (Objective CL-U-02) is key element in the future expansion of the town centre and its delivery will be advanced as soon as possible.</p>	N/A
<b>CL-T-01</b>	This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.	✓ The proposed development is in accordance with this zoning objective.

Policy Objective	Policy Provision	Statement of Consistency
	<p>It is desirable that the inner western relief road is delivered prior to any further development. However, in order to prevent any undue delays to development, future proposals (which will include a community element) that are submitted prior to the construction of this road should be for limited development and accompanied by a detailed traffic management and access proposals. Any such development proposals in the CL-T-01 area will provide only pedestrian access to the main street. Vehicular access to such developments will not be provided directly from the main street.</p> <p>Delivery of the inner relief road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are:</p> <ol style="list-style-type: none"> <li>1.The site of the existing car park adjoining the Main Street and River;</li> <li>2.Within the town centre expansion area west of the Main Street and should form part of a wider public realm strategy for the town.</li> </ol> <p>Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/multi-purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The scheme will give</p>	

Policy Objective	Policy Provision	Statement of Consistency
	<p>priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space area directly adjacent to the site (CL-O-02).</p> <p>The southern part of the site backing onto existing residential development on the Kilmoney Road may have a mix of residential development." *</p> <p>* (Flood Risk Assessment Required).</p>	

### 3.3 Draft Cork County Development Plan 2022-2028

The Draft Cork County Development Plan 2022-2028 does not come into effect until June 2022 i.e. after the decision is due for this SHD application, however the main objectives have been included in this assessment for the Board's consideration.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 2: Core Strategy</b></p>	<p>CS 2-3: County Metropolitan Cork Strategic Planning Area</p>	<p>a) Recognise the importance of the role to be played by the Cork Metropolitan Area in the development of the Cork 'MASP' as identified in the RSES for the Southern Region, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City.</p>	<p>The proposed development contributes to population and jobs growth in Cork and will contribute to the promotion of Carrigaline as a centre of employment and population with a high standard of access for all. The subject development will provide 224 no. dwellings in the short to medium term to serve the planned population growth.</p>
<p><b>Chapter 2: Core Strategy</b></p>	<p>CS 2-7: Cork County Metropolitan Towns</p>	<p>Growth in population and employment so that the Cork Metropolitan Area (CMA) can compete effectively for investment and jobs in line with the key enablers identified in the RSES for the Southern Region and the Cork MASP.</p> <p>Consolidate employment at existing employment locations with improved supporting infrastructure, and in particular public transport improvements including those identified in the CMATS (2020). Continue with the strategic</p>	<p>The proposed development supports the strategic aim of the town of Carrigaline in that it will contribute to the growth of Carrigaline. The proposed development will provide residential dwellings for people with an urban employment focus.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>rebalancing of the city and county through the development of the UEAs along the East Cork Corridor and the Monard SDZ. Critical population growth, service and employment centres within the Cork Metropolitan Area, providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus.</p>	
<p><b>Chapter 3: Settlements and Placemaking</b></p>	<p>PL 3-1: Building Design, Movement and Quality of the Public Realm</p>	<p>a) To achieve / reinforce a better sense of place and distinctiveness strengthening local character.</p>	<p>The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.</p>
		<p>b) Create a design that is sensitive to the history and heritage context of a town / village setting and provides for protection of heritage features and non structural heritage that are important and intrinsic part of the distinctiveness and character of the settlement such as historic boundaries (stone and earthen), pillars and gates, street furnishing, paving and kerbing, trees, hedgerows</p>	<p>As above.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		a) New buildings should provide for high quality, local material choice and the design shall draw on the local architectural language of place and reinterpret these in a contemporary manner..	As above.
		b) Promotes a shared use of space with a priority on pedestrian usage.	High quality amenities, footpaths and shared spaces have been provided throughout the development which will improve connectivity and encourage walking. These footpaths and shared spaces are overlooked by the proposed residential units, providing for an improved perception of safety throughout the development.
		c) Provide multi-functional spaces suitable for all age cohorts in the community and capable of accommodating cultural events.	<p>The proposed open spaces and amenities are dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.</p> <p>The proposed development provides multi-functional spaces for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>
		d) Develop and strengthen the use of the green and blue infrastructure in a town / village setting including the retention and enhancement of existing trees and	The existing hedgerows and trees along the site boundary will be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and operation.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		landscape features, the use of SUDs and permeable paving to achieve climate adaptable places.	The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.
		j) Achieve permeability and connectivity in town centre / village locations which contributes to the 10 Minute Town Concept and Sustainable Neighbourhood Infrastructure. The loss of existing laneways will not be permitted.	The proposed development will be well connected to the surrounding area, which will ensure permeability to the town centre of Carrigaline and ease of access to existing bus routes in the area and the town centre.
		l) Ensure universal design standards are achievable.	A Statement of Compliance with Principles of Universal Design by Henry J. Lyons is submitted with the application.
		m) Ensure that the aged community and the needs of all ages are facilitated.	The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.
		n) Consider the impacts of lighting within the public realm which performs an important safety function but also can be an aid to the legibility and distinctiveness of a place.	A public lighting proposal is submitted with the application.
<b>Chapter 3:</b>	PL 33: Delivering Quality and	a) to achieve / reinforce a better sense of place and distinctiveness therefore, strengthening local character.	The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Settlements and Placemaking</b>	Inclusive Places		expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		b) Prioritise walking, cycling and public transport, and minimise the need to use cars.	<p>A network of interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking, cycling and public transport use. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p> <p>It is proposed to enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.</p> <p>The proposed development will be well connected to the surrounding area, which will ensure permeability to the town centre of Carrigaline and ease of access to existing bus routes in the area and the town centre.</p>
		c) Deliver a quality of life which residents and visitors are entitled to expect. In terms of amenity, safety and convenience. .	The proposed development incorporates high quality open spaces and amenities dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>d) Provide a good range of community and support facilities, where and when they are needed.</p>	<p>The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p> <p>The proposed development incorporated approximately 24,526 sqm of active open space within the developable area. This active open space incorporates the provision of 1 no. local play area, 1 no. kick about areas, an activity trail/greenway along the river, a gathering area/amphitheatre with tired seating areas, a civic space/promenade and 2 no. courtyard areas.</p> <p>The proposed development includes a 184 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
		<p>e) Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm.</p>	<p>As above</p>
		<p>f) Easy to access and navigate through the delivery of a clear urban structure including landmarks and vistas.</p>	<p>The proposed development has a clear urban structure and is easy to navigate.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		g) Promote the efficient use of land and energy and minimise greenhouse gas emissions.	The development provides an appropriate density of development with an emphasis on and good options for sustainable travel.
		h) Provide a mix of land uses (where relevant) to minimise transport demand.	A mix of uses (residential, commercial and childcare) have been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.
		i) Promote social integration and provide accommodation for a diverse range of household types and age groups	A mix of dwelling types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council. 10% Part V Social and Affordable Housing is provided and is distributed across the site.
		j) Enhance and protect the built and natural heritage	The proposed development will enhance and protect the built and natural heritage of Carrigaline.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 4: Housing</b></p>	<p>HOU 4-2: Reserved Land for Social and Affordable Housing</p>	<p>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 10% of all new residential developments to be made available for social and affordable housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Needs Demand Assessment and Joint Housing Strategy.</p>	<p>It is proposed to transfer 23 no. units to meet this Part V obligation (site was acquired in February 2021). The manner in which the applicant proposes to do so is outlined in the Part V Report.</p>
<p><b>Chapter 4: Housing</b></p>	<p>HOU 4-3: Housing for Older People</p>	<p>a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more.</p> <p>b) Support the delivery of housing suitable for older people on infill, opportunity and regeneration sites within town and village centres.</p>	<p>A mix of dwelling types and sizes suitable for all ages has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 4: Housing</b></p>	<p>Hou 4-6: Housing Mix</p>	<p>a) Secure the development of a mix of house types and sizes throughout the County as awhole 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</p>	<p>A mix of dwelling types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.</p>
		<p>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.</p>	<p>A Housing Quality Assessment and Schedule of Accommodation by Henry J.Lyons is provided as part of the planning application documents.</p>

<p><b>Chapter 4: Housing</b></p>	<p>HOU 4-7 Housing Density on Residentially Zoned Land</p>	<p><b>High 50+</b></p> <ul style="list-style-type: none"> <li>) Applicable to town centres of the larger towns with a population &gt;1,500 throughout the county and in other areas identified in the Settlement Network normally in close proximity to existing or proposed high quality public transport corridors.</li> <li>) This will normally involve a mix of unit forms including terraced housing and/or apartment units.</li> <li>) May include the subdivision or larger dwellings proximate to existing or improved public transport corridors.</li> <li>) A minimum 10% open space provision will be required.</li> <li>) Subject to compliance with appropriate design / amenity standards and protecting the residential amenity of adjoining property and the heritage assets of the town centre.</li> </ul> <p><b>Medium A - 30-50</b></p> <ul style="list-style-type: none"> <li>) Applicable to suburban / greenfield lands of the larger settlements with a population &gt;5,000 and those planned to grow &gt;5,000 population.</li> <li>) In towns with an existing / planned high quality public transport service.</li> <li>) On former institutional lands which may require concentration of development in certain areas. A</li> </ul>	<p>Given the position of services and existing site constraints, the proposed density of the site has been calculated by omitting these 'undevelopable areas from the overall site area to give the net developable area. This is calculated as 1.9 ha.</p> <p>Using the developable areas, the overall density has been calculated at 118 units per hectare. This density falls within the threshold for Medium A density development.</p>
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		<p>minimum of 20% public open space is required at these locations.</p> <ul style="list-style-type: none"> <li>) This category would be the highest density category applicable to the smaller settlements (&lt;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.</li> <li>) Must include a broad range of unit typologies and normally involved a combination of unit formats including a higher proportion of terraced units and/or apartment type units.</li> </ul> <p><b>Medium B - 20-35</b></p> <ul style="list-style-type: none"> <li>) Normally applicable to lands in the suburban/greenfield lands of the smaller towns &lt;5,000 population and key villages as part of sequential development.</li> <li>) In large towns with a population of &gt;5,000 or planned to grow &gt;5,000 population, may be applicable in a limited instance (outside Metropolitan Cork) for edge of centre sites and sensitive sites with difficult topography, heritage constraints to allow for a broader typology within the urban envelope.</li> </ul> <p><b>Medium C - 5-20</b></p>	
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		<ul style="list-style-type: none"> <li data-bbox="645 229 1240 325">) A limited number of sites at the edges of the smaller towns (&lt;5,000 population) as an alternative to one off housing in the countryside.</li> <li data-bbox="645 325 1240 389">) The layout needs to include a strong urban edge, where appropriate</li> <li data-bbox="645 389 1240 485">) A lower standard of public open space provision will be considered where larger private gardens are provided.</li> <li data-bbox="645 485 1240 549">) Broad housing mix normally required including detached / serviced sites.</li> <li data-bbox="645 549 1240 612">) This category cannot exceed 20% of new housing requirements.</li> </ul>	
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Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 4: Housing</b></p>	<p>Hou 4-8: Building Height and Amenity</p>	<p>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).</p>	<p>Using the developable areas, the overall density has been calculated at 118 units per hectare. This is achieved by incorporating 7 storey apartment blocks within the proposed development.</p>
<p><b>Chapter 6: Social and Community</b></p>	<p>SC 6-1: Social and Community Infrastructure Provision</p>	<p>a) Support the provision of social and community facilities which meet the current and future needs of the entire population. b) Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations. Encourage the provision of community facilities, in accordance with the liveable town concept, in order to enhance easy of access to social and community facilities and services to all members within the community.</p>	<p>The proposed development incorporated approximately 24,526 sqm of active open space within the developable area. This active open space incorporates the provision of 1 no. local play area, 1 no. kick about areas, an activity trail/greenway along the river, a gathering area/amphitheatre with tired seating areas, a civic space/promenade and 2 no. courtyard areas. These facilities will be available to the entire community, both existing and future.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Chapter 6: Social and Community</b>	SC 6-3: Multi-Use Community Facilities	Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.	As above.
<b>Chapter 6: Social and Community</b>	SC 6-4: Childcare Facilities	Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Childcare Facilities Guidelines for Local Authorities 2001 and regard to the Universal Design Guidelines for Early Learning and Care Centres 2019.	The proposed development includes a 184 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.
<b>Chapter 6: Social and Community</b>	SC 6-5: Educational Facilities	Facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged.	A creche is proposed which is sufficient to cater for the needs of the development.
<b>Chapter 6: Social and Community</b>	SC 6-6: Provision of Educational Facilities in Large Residential Developments	<ul style="list-style-type: none"> <li>a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</li> <li>b) Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in</li> </ul>	As the site is within close proximity to Carrigaline Town there is adequate access to numerous schools within the vicinity of the site. A Social Infrastructure Audit which incorporates a School Demand Report is submitted with this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>school facilities, either in the form of new schools, or the expansion of existing schools, is provided.</p> <ul style="list-style-type: none"> <li>c) Work closely with the Department of Education &amp; Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education &amp; Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area.</li> <li>d) Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County.</li> <li>e) Encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations.</li> <li>f) Require that proposed new large scale residential developments, either as part of an individual development or a collective group of developments include an assessment of the demand for school places likely to be generated by the development and</li> </ul>	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		proposals to address any identified increase in demand which may arise.	
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 11-9: Wastewater Disposal	a) Require that development in all main settlements connect to public wastewater treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate wastewater infrastructure is provided..	The proposed development will connect to the existing public wastewater treatment system in the area. This has been discussed with Irish Water who have confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Irish Water Network can be facilitated.
		b) In assessing proposals for development, it is a requirement that adequate assimilative capacity in the receiving waterbody be retained so as to allow for the overall growth of the settlement.	N/A
		c) Development proposals incorporating proposals for management of wastewater through use of integrated Constructed Wetlands should be designed to comply with national guidelines.	N/A
		d) Development in and around Wastewater Treatment Plants will not generally be permitted within 100m of	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>a treatment works or 25m of a pumping station. This distance may be increased if significant environmental issues are likely to arise and will be judged on a site-by-site basis. The buffer area may be used to fulfil open space requirements.</p>	
<p><b>Chapter 11: Water Services, Surface Water and Waste</b></p>	<p>WS 11-16: Surface Water and SuDS</p>	<p>a) Require that all new developments incorporate sustainable drainage systems (SuDS). Efforts should be taken to limit the extent of hard surfacing and impermeable paving.</p>	<p>The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.</p>
		<p>b) Optimise and maximise the application of Sustainable Urban Drainage Systems (SuDS) to mitigate flood risk, enhance biodiversity, protect and enhance visual and recreational amenity, all in the most innovative and creative manner appropriate and in accordance with best practices. Proposals should demonstrate that due consideration has been given to nature-based solutions in the first instance in arriving at the preferred SuDS solution for any development.</p>	<p>As above.</p>
		<p>c) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.</p>	<p>Storm water infrastructure will be appropriate for the site. It is proposed that all surface water generated by the proposed development will be collected via 150mm to 375mm upvc pipes laid to falls ranging from 1 in 100 to 1 in 200 and discharging</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			via gravity to the adjacent river. All drains will pass through a Class 1 Bypass separator before discharging to the river.
		d) Where surface water from a development is discharging to a waterbody, appropriate pollution control measures (eg hydrocarbon interceptors, silt traps) should be implemented.	As above, surface water will be managed appropriately on site.
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 11-12: Surface Water Management	Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.	As above, surface water will be managed appropriately on site.
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 6-2: Development in Flood Risk Areas	Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.	A Flood Risk Assessment by Arup is submitted with this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective WS 6-1 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p> <p>Where the site specific flood risk assessment required under WS 6-1 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> <li>▪ The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans.</li> <li>▪ The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:</li> </ul>	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> <li>○ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;</li> <li>○ Comprises significant previously developed and/or under-utilised lands;</li> <li>○ Is within or adjoining the core of an established or designated urban settlement;</li> <li>○ Will be essential in achieving compact and sustainable urban growth; and</li> <li>○ There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</li> </ul> <p>The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.</p>	
<p><b>Chapter 12:</b> <b>Transport and Mobility</b></p>	<p>TM 12.2: Active Travel</p>	<p>a) New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these movements. See DMURS (2020 or later revision)</p>	<p>A network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.	
		b) All new developments are to be designed to latest DMURS standards, unless precluded by space or the constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility.	All routes are fully compliant with DMURS standards (the Engineering Flood Report by Panches Consulting Engineers deals with this in greater detail).
		c) Applications for all new development are to be accompanied by a statement of how enhanced and inclusive permeability will be achieved, to include a statement of compliance with DMURS (2020 or later revision) and a quality audit (as referred to in DMURS).	Please refer to Section 2.5 above for compliance with DMURS.
		d) Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips.	It is proposed to retain and enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.
		d) Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe	The shared walk/cycle paths throughout the site will provide a local facility for cycling in the area, with the potential to connect to external walk/cycle routes within Carrigaline.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>waling and cycle routes particularly in the approach to schools.</p>	
		<p>f) Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel</p>	<p>As above the proposed development places an emphasis on walking and cycling as a more appropriate mode of transport. Where appropriate, alternative routes have been introduced to ensure that every area of the development is accessible on foot and bike.</p>
<p><b>Chapter 12: Transport and Mobility</b></p>	<p>TM 12.5: Bus Transport</p>	<p>Large scale development proposals (over 100 residential units or employment related development likely to give rise to over 50 jobs) will be required to include a comprehensive public transport assessment to include:</p> <ul style="list-style-type: none"> <li>a) Assessment of how the proposal will ensure effective links to potential future bus transport.</li> <li>b) Demonstrate options for connection to existing and future transport facilities.</li> <li>c) Where appropriate, examine the potential for bus connectivity through the development.</li> <li>d) Determine where additional infrastructure e.g. lay-bys/bus stops may be required</li> </ul>	<p>The proposed development facilitates a connection to the existing footpath network. A footpath connection runs from the site directly into the town of Carrigaline where numerous bus stops are provided.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>TM12.5.2: Support and prioritise the following in relation to new development:</p> <p>a) Require that new developments are, as much as possible, well connected to their local bus networks; b) Secure the provision of appropriate bus infrastructure as an integral part of new development; c) Secure safe, attractive and convenient walking routes from all new development to the local bus network;</p>	<p>As above.</p>
<p><b>Chapter 12: Transport and Mobility</b></p>	<p>TM 12.8: Traffic / Mobility Management and Road Safety</p>	<p>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 a 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.</p>	<p>A TTA and RSA prepared by Martin Hanley Consulting Engineer are submitted in support of the subject planning application.</p>
		<p>b) Support demand management measures to reduce car travel and promote best practice mobility</p>	<p>The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		management and travel planning via sustainable transport modes	bus and rail. A Mobility Management Plan by Martin Hanley Consulting Engineer accompanies this application and encourages sustainable modes of transport.
		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.	A Mobility Management Plan by Martin Hanley Consulting Engineer accompanies this application and encourages sustainable modes of transport.
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users	1 no. vehicular access point is proposed. This has been 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.	The proposed public roadways have been designed to the highest standard.

<p><b>Chapter 12: Transport and Mobility</b></p>	<p>TM 12-9: Parking</p>	<p>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:</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.</p> <p>e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.</p>	<p>Residential parking is provided below podium level. There is no on-street parking provided.</p> <p>Cycle parking has been provided in accordance with the requirements set out in Appendix D. These parking areas have been provided at appropriate locations, i.e. at the creche and in close proximity to the entrance to the apartment blocks.</p>
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		<p>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.</p> <p>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.</p> <p>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</p> <p>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.</p>	
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Reference	Policy Objective	Policy Provision		Statement of Consistency
<p><b>Chapter 12: Transport and Mobility</b></p>	<p>TM 12-11: EV Charging</p>	<p>a) Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements</p>		<p>Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements</p>
		<p>a) New applications for non-residential development with more than 10 parking spaces are to provide for the installation of at least one EV recharging points (or as required by national policy should such requirement specify a higher provision).</p>		<p>N/A</p>
		<p>b) All residential development should be constructed to be capable of accommodating future charging points as required within the curtilage of the dwelling where possible</p>		<p>Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements</p>
<p><b>Chapter 12: Transport and Mobility</b></p>	<p>Table 12.6: Car Parking Requirements for New Development (Maximum per sqm)</p>	<p>Creches</p>	<p>1 space per 3 staff + 1 space per 10 children</p>	<p>An overall provision of 255 car parking spaces has been provided in accordance with the requirements of Appendix D. The forthcoming (2022) County Development Plan is based on maximum standards, so the proposed development is in accordance with this Section of the 2022 CDP.</p>
<p>Residential</p>	<p>2 spaces per dwelling 1.25 spaces per apartment</p>			

Reference	Policy Objective	Policy Provision		Statement of Consistency
<p><b>Chapter 12:</b> <b>Transport and Mobility</b></p>	<p>Table 12.6 – Cycle Parking Requirements for New Development (Minimum per sqm)</p>	<p>Creches</p>	<p>1 per 5 staff</p>	<p>Cycle parking has been provided in accordance with the requirements of Appendix D. 503 no. bike spaces have been placed near the apartments.</p>
		<p>Residential</p>	<p>1 per residential unit and 1 per bedroom for apartments.</p>	
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>14-3: Green Infrastructure and Development</p>	<p>a) Require new development and redevelopment proposals, where considered appropriate, 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.</p> <p>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. 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</p>		<p>The most significant element of green infrastructure on the site is the undeveloped/amenity area on the northern portion of the site and the trees along the southern boundary of the site. These areas will be protected both during construction and operation, as well as supplemented with additional tree planting along the southern boundary. This area will preserve and enhance the existing habitats and be managed in a sustainable way.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.</p> <p>c) Over the lifetime of the Plan the Council will consider the need to prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.</p>	
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-4: Recreation and Amenity</p>	<p>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.</p> <p>b) 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</p>	<p>The proposed open spaces and amenities are a prominent feature of the design and are accessible to the future population of the proposed development as well as the existing population of surrounding area.</p> <p>The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>Act 2000 to require development levies to achieve the enhancement of these facilities.</p> <p>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 Councils Recreation and Amenity Policy (Interim) and any successor policy and having regard to the Councils policy regarding the management of Green Infrastructure assets.</p>	
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-6: Public/private open space provision</p>	<p>a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in Cork County Councils Interim Recreation &amp; 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”.</p> <p>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.</p>	<p>The provision of public open space is consistent with the relevant planning policy documents.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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 Apartments will apply.</p>	
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-9: Landscape</p>	<p>a) Protect the visual and scenic amenities of County Cork's built and natural environment.</p> <p>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.</p> <p>C) Ensure that new development meets high standards of siting and design.</p> <p>d) Protect skylines and ridgelines from development.</p> <p>e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.</p>	<p>The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-10: Draft Landscape Strategy</p>	<p>Ensure that the management of development throughout the County will have regard for the value of the landscape, its character, distinctiveness and sensitivity as recognised in the Cork County Draft Landscape Strategy and its recommendations, in order to minimize the visual and environmental impact of development, particularly in areas designated as High Value Landscapes where higher development standards (layout, design, landscaping, materials used) will be required.</p>	<p>The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features.</p>
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-12: General Views and Prospects</p>	<p>Preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscape) and views of natural beauty as recognized in the Draft Landscape Strategy.</p>	<p>The visual impact of the proposed development has been assessed as part of the Landscape and Visual Impact Assessment. Where any significant measures are identified mitigation measures will be employed to minimise the impact.</p>
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-13: Scenic Routes</p>	<p>Protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects identified in this Plan. The scenic routes identified in this Plan are shown on the scenic amenity maps in the CDP Map Browser and are listed in Volume 2</p>	<p>N/A</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Heritage and Amenity Chapter 5 Scenic Routes of this Plan.	
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-14: Development on Scenic Routes</p>	<p>a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area.</p> <p>b) Encourage appropriate landscaping and screen planting of developments along scenic routes (See Chapter 16 Built and Cultural Heritage).</p>	<p>N/A</p>
<p><b>Chapter 14:</b> <b>Green Infrastructure and Environment</b></p>	<p>GI 14-14: Development on the Approached to Towns and Villages</p>	<p>Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.</p>	<p>The proposed development will provide appropriate landscape screening at all site boundaries, in order to protect and enhance the character and setting of the area.</p>

<p><b>Chapter 15: Biodiversity and environment</b></p>	<p>BE 15-6: Biodiversity and New Development</p>	<p>Ensure the protection of biodiversity in the development management process and when licensing or permitting other activities by:</p> <ul style="list-style-type: none"> <li>a) Providing ongoing support and guidance to developers on incorporating biodiversity considerations into new development through pre-planning communication and Council Guidelines: Biodiversity and the Planning Process and any updated versions of this advice;</li> <li>b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments;</li> <li>c) Encouraging the use of native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments.</li> <li>d) Fulfilling Appropriate Assessment and Environmental Impact Assessment obligations and carrying out Ecological Impact Assessment in relation to development and activities, as appropriate;</li> <li>e) Ensuring that an appropriate level of assessment is completed in relation to wetland habitats subject to proposals which would involve drainage or reclamation. This includes lakes and ponds, watercourses, springs and swamps, marshes, heath, peatlands, some woodlands as well as some coastal and marine habitats.</li> </ul>	<p>The existing hedgerows and trees along the site boundary will be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and operation.</p>
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Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 15: Biodiversity and environment</b></p>	<p>BE 15-8: Trees and Woodlands</p>	<p>a) Protect trees the subject of Tree Preservation Orders; b) Make use of Tree Preservation Orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value. c) Encourage the provision of trees for urban shading and cooling in developments in urban environments and as an integral part of the public realm.</p>	<p>As above, the existing trees on site will be retained and protected, in recognition of their importance to the landscape setting of the area. Proposed landscape measures will enhance tree cover throughout the site where appropriate.</p>
<p><b>Chapter 16: Built Heritage</b></p>	<p>HE 16-2: Protection of Archaeological Sites and Monuments</p>	<p>Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments and their setting included in the Sites and Monuments Record (SMR) (see <a href="http://www.archaeology.ie">www.archaeology.ie</a>) and the Record of Monuments and Places (RMP) and of sites, features and objects of archaeological and historical interest generally. In securing such preservation, the planning authority will have regard to the advice and recommendations of the Development Applications Unit of the Department of Housing, Local Government and Heritage as outlined in the Frameworks and Principles for the Protection of the Archaeological Heritage policy document or any changes to the policy within the lifetime of the Plan.</p>	<p>An Archaeological Assessment by John Cronin &amp; Associates is submitted with this application.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p><b>Chapter 16: Built Heritage</b></p>	<p>16-9: Archaeology and Infrastructure Schemes</p>	<p>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 Housing, Local Government and Heritage's codes of practice. It is recommended that the assessment is carried out in advance, 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 and also facilitating a viable development.</p>	<p>An Archaeological Assessment by John Cronin &amp; Associates is submitted with this application.</p>
<p><b>Chapter 16: Built Heritage</b></p>	<p>HE 16-18: Design and Landscaping of New Buildings</p>	<p>a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape. b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout. c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes</p>	<p>The proposed design of the buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.  The proposed development incorporates passive sustainable design measures, maximising orientation, shelter and solar gain. It will also incorporate active measures in line with the requirements of Technical Guidance Document I. of the Building Regulations.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>the added economic, amenity and environmental value of good design.</p> <p>d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows and historic boundaries in rural areas. Protection of historical/commemorative trees will also be provided for.</p>	<p>A landscape masterplan by Cunnane Stratton Reynolds is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.</p>
<p><b>Chapter 16: Built Heritage</b></p>	<p>HE 16-21: Naming of New Developments</p>	<p>Promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permissions for new developments.</p>	<p>It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork County Council through compliance.</p>
<p><b>Chapter 18: Zoning and Land Use</b></p>	<p>ZU18-2: Development and Land Use Zoning</p>	<p>Ensure that development, during the lifetime of this Plan, proceeds in accordance with the general land use objectives and any specific zoning objectives that apply to particular areas as set out in this Plan</p>	<p>The proposed development is generally consistent with the general land use objectives of the CDP.</p>
<p><b>Chapter 18: Zoning and Land Use</b></p>	<p>ZU 18-3: Development Boundaries</p>	<p>For any settlement, it is a general objective to locate new development within the development boundary,</p>	<p>The proposed development is located within the defined development boundary of Carrigaline, which will support the</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		identified in this Plan that defines the extent to which the settlement may grow during the lifetime of the Plan.	sustainable expansion of the town and protect the surrounding town greenbelt.
<b>Chapter 18: Zoning and Land Use</b>	ZU 18-4: land Use Zoning of Other Lands	Where lands have not been explicitly zoned, in the Plan the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an authorised use under the Planning Acts) or, if such use is unauthorised, that of the most recent authorised use of the lands.	N/A
Policy Objective	Policy Provision		Statement of Consistency
<b>CL-GO-01</b>	Population and Housing Secure the development of 1,944 new dwellings in Carrigaline from 2020 to 2028 in order to facilitate the sustainable growth of the town's population from 15,770 to 20,501 people over the same period.		The subject development will provide 224 no. dwelling units in the short to medium term to serve the planned growth of the settlement to 15,770 to 20,501 persons.
<b>CL-GO-02</b>	Development Boundary The green infrastructure, biodiversity and landscape assets of Carrigaline include its river corridors, mature trees, wetlands, woodlands, coastal habitats, the Cork Harbour SPA and the Owenboy River pNHA. New development should be sensitively designed and planned		Ecological Assessments will be submitted with the application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity. Provision for screening or buffering may be necessary where new development is proposed in areas adjoining the Cork Harbour SPA and adjacent to the Owenboy Estuary including lands within existing residential/mixed residential and other use areas and existing mixed business/general business/ industrial uses areas.	
<b>CL-GO-03</b>	Urban Expansion Area	Implement the provisions of the Shannonpark Framework Master Plan.	N/A
<b>CL-GO-04</b>	Traffic and Transportation	Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development	N/A – the development is not proposed on the M28 route corridor.
<b>CL-GO-05</b>	Transport and Public Realm	Secure public transport improvements including increased frequencies and examine the possibility of	The proposed development is consistent with the Carrigaline Transportation and Public Realm Enhancement Plan.

Reference	Policy Objective	Policy Provision	Statement of Consistency
	introducing a localised bus service within the town. Support and implement the provisions of the Carrigaline Transportation and Public Realm Enhancement Plan		
<b>CL-GO-06</b>	Town Centre Expansion Support consolidation and expansion of the Town Centre by promoting and prioritising key sites for regeneration which can fulfil appropriate town centre uses in line with the Public Realm Strategy		The proposed development will ensure the consolidation and expansion of the Town Centre
<b>CL-GO-07</b>	Flood Risk All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – ‘The Planning System and Flood Risk Management’. See		A flood risk assessment by Arup is submitted with the application.
<b>CL-GO-08</b>	Walking and Cycling Connectivity Further expand the network of designated walking and cycling routes to provide safe, convenient and pleasant routes between the town’s main residential areas, schools and the town centre.		The proposed development places an emphasis on walking and cycling as a more appropriate mode of transport and seeks to improve connectivity wherever possible. With regard to pedestrians, a network of interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking and cycling. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development. These routes aim to improve connectivity through the wider area of Carrigaline.

Reference	Policy Objective	Policy Provision	Statement of Consistency
CL-GO-09	Western Inner Relief Road	Support the provision of the Western Inner Relief Road (Objective CL-U-02) a key element in the future expansion of the town centre.	N/A
CL-GO-10	Fernhill Urban Expansion Area	Prepare a Framework Master Plan for the proposed Fernhill Urban Expansion Area to ensure the delivery of an integrated residential and employment community which links into and supports the development of Carrigaline Town. The development of Fernhill Urban Expansion Area is contingent on the completion of the M28 and the Framework Master Plan. The Framework Master Plan will include urban design principles, encourage mixed use development, provision of community facilities, use of sustainable travel modes, a traffic and transport assessment, flood risk assessment and archaeological impact assessment.	N/A
CL-GO-11	Transport and Transportation	Upgrade the N28 between Carrigaline and Cork City following the development of the M28 as an active travel route which will facilitate pedestrians, cyclists and other sustainable transport modes.	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
CL-GO-12	Western Outer Relief Road	Support the provision of the Western Outer Relief Road in accordance with the provisions of the Carrigaline Transportation and Public Realm Enhancement Plan.	N/A
CL-T-01	This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas. The western inner relief is due to commence construction in 2021 and the delivery of this road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are: • The site of the existing car park adjoining the Main Street and River; • Within the town centre expansion area west of the Main Street and should form part of a wider public realm strategy for the town. Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/multi purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The road scheme will give priority to pedestrians and		The proposed development is in accordance with this zoning objective.

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Reference	Policy Objective	Policy Provision	Statement of Consistency
	cyclists and will provide permeability to the rest of the town including the open space area directly adjacent to the site (CL-GR-02).*		