

Statement of Consistency

Longview Large Scale Residential
Development (LRD)

Prepared for:

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1.0 INTRODUCTION

Tom Phillips + Associates¹, Town Planning Consultants, is instructed by Longview Estates Ltd.² (referred to from hereon as the 'Applicant') to submit this application in respect of the proposed Large-Scale Residential Development (LRD) on a site of c. 7.62 ha located in the townlands of Lahardane and Ballincolly, Ballyvolane, to provide 262 no. residential units in a mix of 2, 3 and 4 bed houses and 1 and 2 bed apartments.

The proposal will connect to the Distributor Road constructed under the existing permitted Strategic Housing Development (SHD) (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863) for 753 no. residential units across six neighbourhoods.

This permitted development is currently under construction with three of the six neighbourhoods (Neighbourhood 1, 2 and 5) constructed or as with Neighbourhood 5, part constructed / ongoing.

The subject site is zoned ZO2 New Residential Neighbourhoods, in the Cork City Development Plan. The aim of this zoning is *"To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure"*. The subject site is located in Ballyvolane, the Plan states this is an area for growth consolidation and enhancement. This highlights the appropriateness of accelerating and optimising the delivery of residential development on this site.

This *Statement of Consistency* has been compiled in a hierarchy according to the national, regional, and local policy documents considered. This statement seeks to demonstrate that the proposed development is consistent with the relevant policies.

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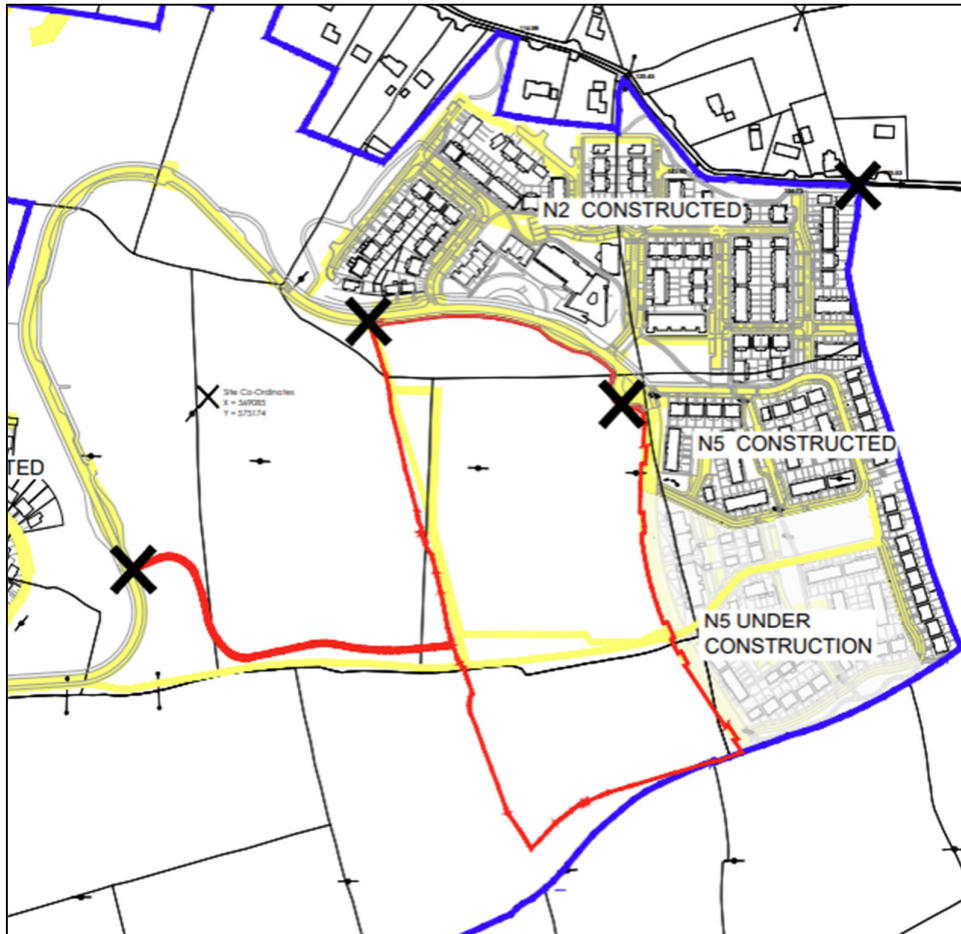


Fig 1.1: Extract of site location plan prepared by Wilson Architecture (Dwg. No. 236-051)

1.1 Outline of this Report

This *Statement of Consistency* provides a description of the proposed development followed by a list of the various statutory and strategic policy documents considered. The Report demonstrates full consistency with National and Regional planning policies, the *Cork City Development Plan 2022-2028*, and the relevant Section 28 National Guidelines as required.

1.2 Policy Documents Considered

The following policy documents have informed this *Statement of Consistency*:

- *National Planning Framework, First Revision April 2025 (NPF)*
- *Southern Regional Assembly Regional Spatial & Economic Strategy 2020-2032*
- *Cork Metropolitan Area Transport Strategy 2024 (CMATS) (2020)*
- *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)*
- *Urban Design Manual: A Best Practice Guide (2009)*
- *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)*
- *Childcare Facilities Guidelines (2001)*



- *Part V of the Planning and Development Act 2000: Guidelines (2017)*
- *Design Manual for Urban Roads and Streets (DMURS) (2019)*
- *The Planning System and Flood Risk Management (2009)*
- *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2009)*
- *Delivering Homes, Building Communities 2025-2030: Housing Action Plan (2025)*
- *Climate Action Plan (2025)*
- *Cork City Development Plan, 2022-2028*

2.0 DESCRIPTION OF PROPOSAL

2.1 Site Location

The subject site, measuring c. 7.62 ha, is located approximately 4.5 km north of Cork city centre in the townlands of Lahardane and Ballycoolin, Ballyvolane. The lands are principally bound by agricultural land / park land to the south, and the permitted SHD scheme to the north, east and west (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863) which is itself bounded by the R614 Ballyhooly Road to the west, and Lahardane Lane to the north. Access is provided via the internal road from the Ballyhooly Road constructed under the SHD scheme.



Figure 2.1: Aerial Imagery of the existing site (Source: Apple Maps)



The site is c. 4.5km from the city centre, c. 3.5km from Mayfield district centre, c. 2.3km from Blackpool district centre and c. 1.5km from Ballyvolane district centre. A proposal for a Primary Care Centre (PCC) on lands to the west along with an LRD Apartment scheme have recently been permitted by Cork City Council and ACP.

Ballyvolane District Centre

Ballyvolane is served by the 207 bus route providing public transport access to Donnybrook in the south of the city and contains two supermarkets in Lidl and Dunnes Stores, and two pharmacies in Ballyhooly Road Pharmacy and Wallace's Pharmacy.

The 248 Route also serves the Ballyhooly Rd but that is a less frequent service than the 30 min 207 route.

The new Cork Network under Bus Connects will provide new more frequent services including the 21 to UCC, 10 to the CUH and 54 to Upper Glanmire. Of these the 21 and 10 will pass the Ballyvolane District Centre. Route 39 of the current Bus Connects proposals access the Longview lands via the constructed Distributor Rd and terminates immediately adjacent to the northern boundary of this application site.

Schools

Scoil Oilibhéir Primary School and St. Aidan's Community College are located nearby.

Schools in the wider area include Cara Junior School in Banduff, St. Mark's Boys National School, St. Patrick's Infants National School, St. Patrick's Girls National School, St. Patrick's Boys National School, St. Patrick's College, Gaelscoil An Ghoirt Álainn, Mayfield Community College, New Inn National School and St. Killian's Special School.

The Department of Education has been constantly apprised of the site/ areas progress and school's provision. Department of Education (DE) "Forward Planning" (FP) section regularly review census trends, child benefit information and more latterly planning lists towards predicting "hot-spots" and possible local need for new schools. Correspondence from the DE Forward Planning Section is attached as Appendix D.

Community Infrastructure

In addition to the green infrastructure under construction on the adjacent site, the proposed development is close to Kempton Park which features a playground, tennis courts, and soccer pitch. St. Oliver's Catholic Church is located in Ballyvolane.

Other community infrastructure in the catchment area includes Frank O'Connor Library Mayfield, Blackpool Library, Mayfield Health Centre, Mayfield Sports Complex, The Glen Resource & Sports Centre, Glen Rovers GAA, Leeds AFC, Brian Dillons GAA, St. Brendan's Catholic Church, St. Joseph's Catholic Church, and Church of Our Lady Crowned Mayfield.

Future Infrastructure

The proposed Cork Northern Distributer Multi Modal Road (CNDMR), to be delivered to the south of the site, will provide access to the higher frequency public transport network proposed under the Cork Metropolitan Area Transport Strategy including BusConnects and train stations at Blackpool/Kilbarry and Tivoli.

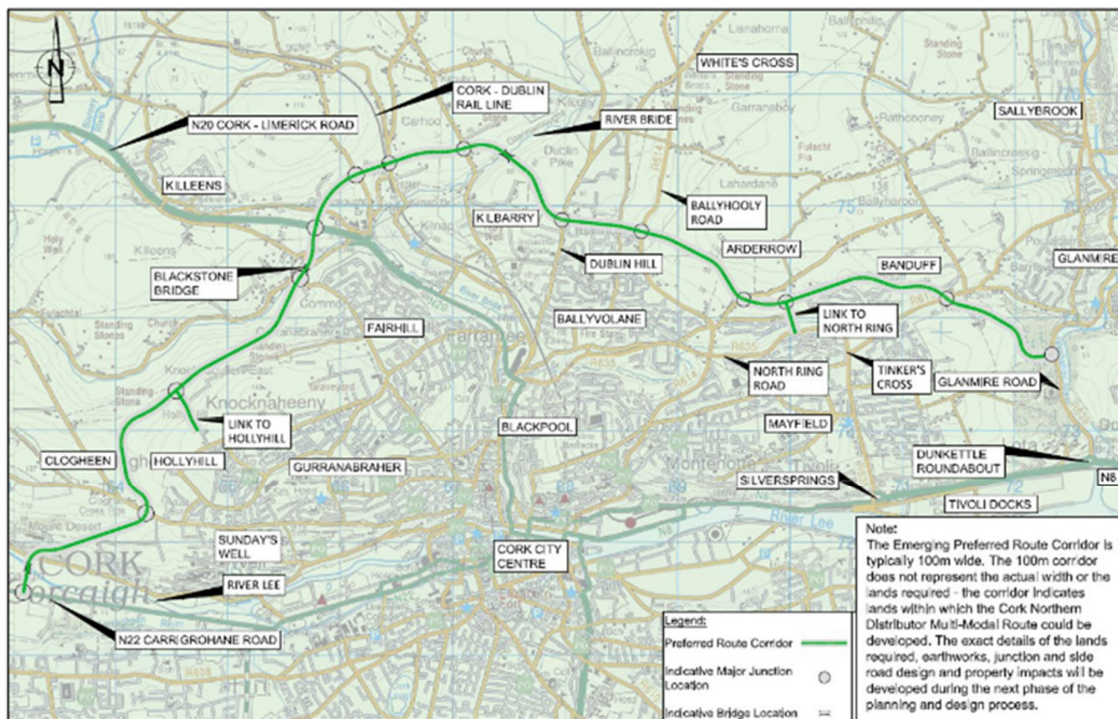


Figure 2.2: Emerging CMMDR [Source: Cork Metropolitan Area Transport Strategy CMATS 2040]

2.2 Proposed Development Description

The development description as per the statutory notices is as follows:

“Longview Estates Ltd. intend to apply for planning permission for a Large Scale Residential Development (LRD) at a site of c. 7.62ha located at Laherdane and Ballincolly, Ballyhooley Road, Cork City.

The development will provide for the construction of 262 no residential units (total GFA c. 25,427.7 sqm), comprising:

- i. *2 no. 4 storey apartment buildings (Blocks A & B) comprising 54 no. apartments (33 no. 1 bedroom & 21 no. 2 bedroom);*
- ii. *3 no. 2-storey apartment buildings (Blocks C, D & E) comprising 14 no. 2-bedroom duplex apartments;*
- iii. *194 no. houses in a mixture of 2-storey terraced, semi detached and mews end of terrace units (34 no. 4-bedroom, 136 no. 3-bedroom, 24 no. 2-bedroom); and*
- iv. *A proposed creche (c. 452.7m²)*

The development will also include: vehicular access points to the east and north of the proposed site connecting to the constructed distributor road to the adjoining Longview Estates (permitted under ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863); a pedestrian link to the west; all associated car parking, cycle parking and bin storage facilities; associated internal roads, pedestrian and cycle paths; public lighting; public open space (c. 14,362 sqm); communal amenity space; landscaping and boundary treatments; connection to public utilities; drainage and surface water management works including attenuation and swales; all ancillary site infrastructure; ESB sub stations and site development and excavation works above

and below ground. The proposed development will be constructed in a series of phases, or one continuous phase in accordance with the phasing plans and construction management plans.”



Figure 2.3: Proposed Site Layout prepared by Wilson Architecture

3.0 NATIONAL AND REGIONAL POLICY COMPLIANCE

3.1 National Planning Framework First Revision, April 2025

The *National Planning Framework First Revision April 2025 (NPF)* reflects changes to Government policy that have taken place since the NPFs initial publication in 2018, such as climate transition, regional development, demographics, digitalisation and investment and prioritisation.

The *NPF First Revision* retains the original NPF focus on a more balanced distribution of growth across all of Ireland's regions. There is a clear emphasis on the need to plan for housing to meet additional population growth targets.

National Policy Objective 8 states that:

"Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth."

National Policy Objective 16 states that:

"To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1"

City	Population 2022	2018 NPF	Population Growth to 2040		Minimum Target Population 2040
		% Range 2016 – 2040	% Range 2022 – 2040	People	
Dublin – City and Suburbs	1,263,000	20-25%	20-25%	296,000	1,560,000
Cork – City and Suburbs	223,000	50-60%	40%	96,000	320,000
Limerick – City and Suburbs	102,000	50-60%	40%	44,000	150,000
Galway – City and Suburbs	86,000		40%	36,000	122,000
Waterford – City and Suburbs	60,000		40%	28,000	88,000

Table 4.1: Ireland 2040: Targeted Pattern of City Population Growth. (Source: Table 4.1, NPF First Revision, April 2025.)

Additionally, the *NPF First Revision* has revised the housing targets for the period 2025-2040, aiming to deliver 50,000 homes per year, an increase from the 30,000 per annum figure stated in the original NPF to

cater for this projected growth in population. The proposed construction of c. 262 homes on these under-utilised lands will contribute towards achieving these increased population targets.

National Policy Objective 12

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

National Policy Objective 13

“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.”

National Policy Objective 22

“In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth.”

National Policy Objective 42

“To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.”

National Policy Objective 45

“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, increased building height and more compact forms of development.”

The proposal is compliant with the above objectives and policies set at a national level and will positively contribute to aims of the NPF by providing c. 262 homes. The proposal is fully consistent with the aims of compact development and implements the principle of the 15-minute city.

3.2 Southern Regional and Economic Strategy (RSES) (2020)

The RSES is a strategic plan and investment framework to shape future development and to better manage regional planning and economic development throughout the Southern Region. The RSES identifies regional assets, opportunities and pressures and provides policy responses in the form of Regional Policy Objectives.

The RSES Vision is to:

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

The main statutory purpose of the Strategy is to support the implementation of the NPF. The strategy contains the Cork Metropolitan Area Strategic Plan (MASP) which provides a guide for investment and sustainable development across the Cork Metropolitan Area up to 2031. The MASP, which includes the subject site, reinforces Cork City's role as an international centre of scale to complement Dublin, targeting 50-60% population growth by 2040.

The RSES identifies the North Environs-Kilbarry-Blackpool area as a Strategic Residential and Regeneration Area. The permitted development and proposed development are consistent with the RSES which states that "the north environs will be reinvigorated through sustainable development of mixed-use development in Ballyvolane." The overall development at Lahardane makes a substantial contribution to the stated residential yield of 3,600 units for the Ballyvolane Urban Expansion Area. The development is aligned with key guiding principles of the Cork MASP as follows:

- It will contribute to the delivery of a living city and suburbs – a city and suburbs offering a mosaic of quarters, comprising of residential suburbs.
- It will form part of the metropolitan engine which combines the city and suburbs as a well-functioning, socially inclusive and energising place providing residential, employment, health, business, political, educational, and commercial and transport functions driving the region.
- The proposal continues the activation of a strategic residential area to accelerate housing delivery.

The proposed development continues to enable the delivery of a number of the infrastructure priorities associated with the permitted SHD/LRD development (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863) that the RSES identifies for the North Environs-Kilbarry-Blackpool area including:

- Access infrastructure to open the area and services infrastructure to service the area.
- The masterplan provides and facilitates infrastructure such as Road Widening, New Distributor Roads internally within the site, and Uisce Éireann (UE) Pump Station and public transport infrastructure.
- The masterplan provides the Pump Station to service the area will be connected to the UE foul services network.
- Uisce Éireann has confirmed that the masterplan can be connected to the UE network. Longview Estates Ltd is part to a PWSA (Project Works Services Agreement) with Irish Water. The applicant will develop on behalf of, or facilitate Uisce Éireann in delivering, a pump station as part of the servicing strategy for the permitted development. This pumping station will also serve future development lands and other consents issued in the area, such as the subject proposed development.
- Local Road enhancements are provided for as part of the masterplan including the widening of the Ballyhooly Road and junction enhancements at the Lower Dublin Hill/Ballyhooly Rd junction.

3.3 Cork Metropolitan Area Transport Strategy 2040 (CMATS) (2020)

A review of the Cork Metropolitan Area Transport Strategy (CMATS) was undertaken, the car parking standards in the strategy are outlined in further detail below. The CMATS was published in February 2020, prior to the publication of the *Cork City Development Plan 2022-2028*. The Development Plan had regard to same during the Plan formulation. The Strategy applies a minimisation approach to car parking standards, and it is a default policy that parking should be minimised, where possible. The Strategy outlines several

future provisions to increase the availability of sustainable transport and reduce the need for the use of private cars in the period up to 2040.

Future Public Transport

In the CMATS, Ballyvolane is identified on the Core Bus Corridor of Cork City to Glanmire (see Figure 3.1). The Strategy's proposed infrastructure updates include improved cycle infrastructure and improved bus routes. The site will be in close proximity to this core bus corridor and will be more connected to both the bus corridor and the planned train station at Blackpool/Kilbarry following the development of the Northern Distributor Road proposed to the south of the site.

As part of CMATs, the development of BusConnects Cork is ongoing. Under the most recent iteration of the proposed network, many areas of the city will become accessible from the site within a 60-minute journey (see Figure 3.2).

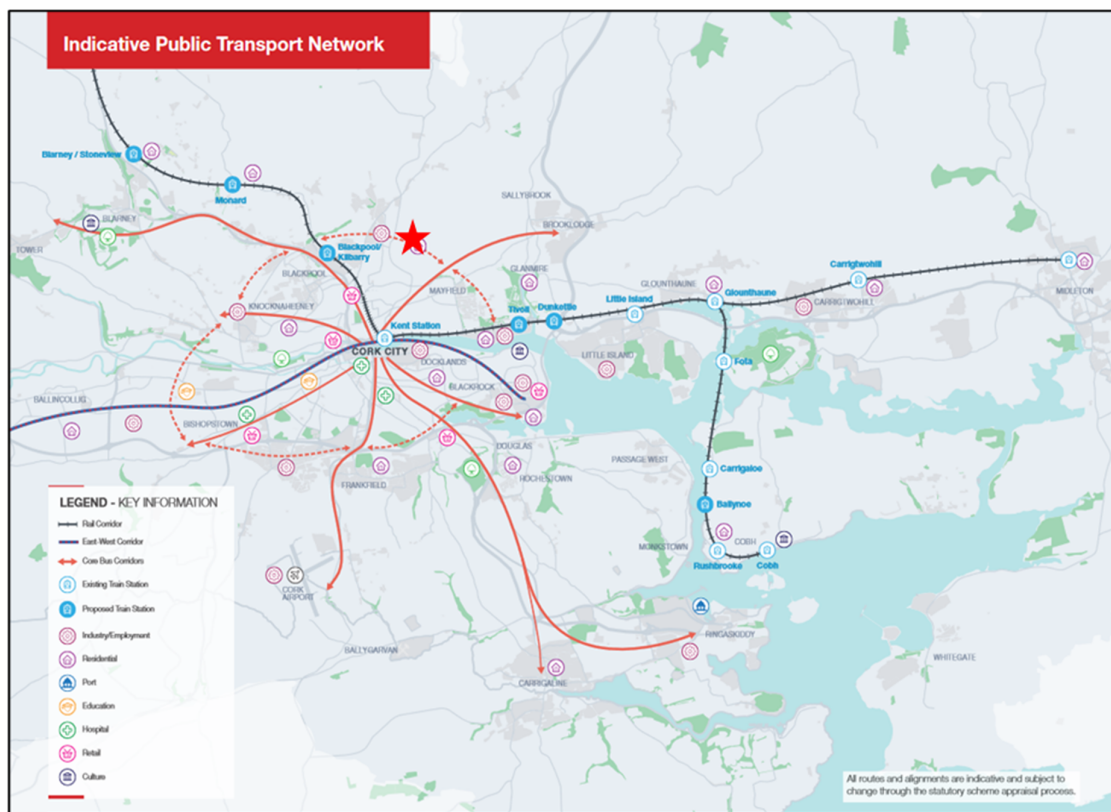


Figure 3.1: Indicative Public Transport Network. Subject site is indicated by red star. [Source: Cork Metropolitan Area Transport Strategy CMATS 2040]

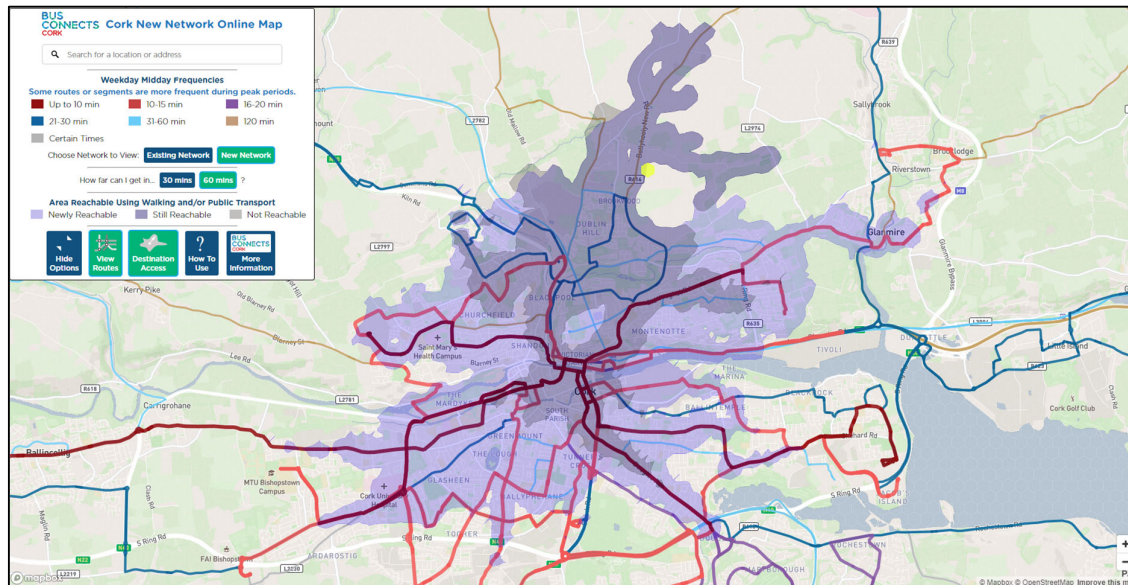


Figure 3.2: Areas proposed to be accessible within 60 minutes from the subject site, with already accessible areas in dark purple and newly accessible areas in light purple. [Source: Busconnects]

CMATS outlines no maximum or minimum figures regarding car parking provision, however, it states that a maximum parking requirement should be implemented to help reduce the parking provision in new residential developments. The Strategy places a strong emphasis on ensuring new residential developments are well located to enable residents to avail of public transport and reduce car journeys.

The strategy encourages new developments to reduce the amount of on-site parking and provide alternative methods, to move away from car-orientated settlements.

The proposed development is fully supported by the policies and objectives outlined in the CMATS, which promote the alignment of population and employment growth in the metropolitan area with public transport investment. This is discussed further in Section 4.1.6, as the Cork City Development Plan has had regard to the CMATS in its formulation. Refer to the enclosed documentation prepared by MHL in relation to car, cycle and EV parking provision.

3.4 Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024* set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. These Guidelines replace the *Sustainable Residential Developments in Urban Areas Guidelines for Planning Authorities, 2009*.

The proposed development has had regard to the *Sustainable and Compact Settlements Guidelines for Planning Authorities*. There is a renewed focus in the Guidelines on the regeneration and consolidation of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

The Guidelines are set out in five Chapters as follows:

Chapter 1 'Introduction and Context' - describes the key characteristics of sustainable and compact growth and sets out a summary of Government policy in the areas of spatial planning and housing, climate and sustainable mobility that inform the policy approach.

Chapter 2 'Implementation' - addresses the interaction of these Guidelines with the plan making and development management processes and with other relevant Section 28 Guidelines.

Chapter 3 'Settlement, Place and Density' - sets out policy and guidance in relation to the key growth priorities for settlements at each tier in the national settlement hierarchy and in relation to residential density.

The lands can be described as a *City – Suburban/Urban Extension* which is described as:

"Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development⁸. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations."

Chapter 4 'Quality Design and Place Making' - sets out policy and guidance in relation to quality design and placemaking to be applied in the plan making process and in the assessment of individual planning applications.

Chapter 5 'Development Standards' - sets out specific planning policy requirements (SPPRs) in relation to housing standards to be applied in support of greater innovation within the housing sector and to facilitate more compact forms of residential development.

The proposed development complies with the 5 Specific Planning Policy Requirements as outlined below:

SPPR 1 - Separation Distances

The SPPR states:

"When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms 16 at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy."

SPPR 2 - Minimum Private Open Space Standards for Houses

The SPPR sets out minimum private open space standards for houses as the following: 1 bed house -20 sq m, 2 bed house- 30 sq m, 3 bed house - 40 sq m and 4 bed + house - 50 sq m

SPPR 3 - Car Parking

The SPPR sets out that:

“In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.”

SPPR 4 - Cycle Parking and Storage

The SPPR states:

“It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

- (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.*
- (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.”*

The proposal has had regard to the above mentioned SPPRs and is considered to be fully aligned with the aims of the Guidelines. The proposal achieves an appropriate density for the site in line with Policy Objective 3.1. Refer to the enclosed HQA prepared by Wilson Architecture for full details of compliance with relevant housing standards. Further to this, Wilson Architecture have prepared the enclosed *Urban Design Statement* setting out compliance with the Design Checklist contained within the Compact Settlement Guidelines.

3.5 Urban Design Manual: A Best Practice Guide (2009)

It is understood that the intention is to prepare a replacement Urban Design Guidance document to reflect the Compact Settlement Guidelines 2024. However, that document has not been published to date and as inter alia the Development Plan refers to the Urban Design Manual 2009, it is assessed here and in the enclosed *Architectural Design Report* prepared by Wilson Architecture.

The Urban Design Manual presents 12 no. criteria that should be used to facilitate assessment of planning applications and should therefore be used as a guide to steer best design practice for residential proposals. The figure below illustrates how the 12 no. criteria have been sequenced in a logical order and the order of the criteria reflects the prioritisation and processes that should be adopted: i.e. not moving onto matters of detail until the important structural decisions have been taken.

The 12 no. criteria are subdivided into three groups: Neighbourhood; Site; and Home, respectively, reflecting the sequence of spatial scales and order of priorities that is followed in a good design process.



Figure 4.2: Urban Design Criteria. (Source: Urban Design Manual, 2009; p. 9)

In short, the proposal's response to the various criteria set out by the Guidelines is summarised as follows. Please refer to the enclosed *Architectural Design Report* prepared by Wilson Architecture for further details.

Context

The proposed development has been designed to positively respond to the neighbouring properties of the site, the natural topography and the provisions of the *Cork City Development Plan (2022-2028)*. Please refer to enclosed *Architectural Design Statement*, and *Landscape Design Statement*. Both reports outline in detail how the surrounding, existing context was considered during the iterative design approach to the proposed scheme. Key considerations were the existing hedgerows and the requirement for public open space.

Connections

The proposal benefits from the adjacent development currently under construction. There are two bus stops located on the new access road. There is also substantial bike infrastructure proposed with this



development which will make cycling to the city centre a convenient option. In addition to this there are ample road connections to the city or surrounding areas.

Inclusivity

The proposed development provides a range of residential unit types which will cater for a range household types and tenures to meet the needs and requirements of all sectors of the community. The proposed development's Part V Provision is subject to engagement with the Local Authority. All elements of the scheme fully comply with Part M of the Building Regulations. There is a range of communal and private amenity spaces and facilities for children and people of different ages. Own-door, ground floor units have been provided in the development. Disabled car parking provision is also provided in the development. High-quality, functional public open space is provided for at strategic locations throughout the development.

Variety

As previously outlined, the proposed mix of housing types and sizes is to cater for a variety of accommodation needs and create a mixed sustainable community. The scheme meets the requirement for both smaller rented accommodation such as the apartments, starter homes and terraced or smaller semi-detached units while also providing family house types such as larger semi-detached homes. The overall site strategy delivers a strong mix of activities within the scheme. The public and private realms are clear, and streets are considered an integral part of the place and of the spatial experience. Landscaping, boundary treatments, pathways and building enclosure all contribute to delineating between public and semi-private spaces. Activities are easily accessible by vehicle but are principally arranged to be accessible by foot and bicycle. A creche facility is also included in the proposed development and is designed to provide for 76 no. child places and 15 no. creche staff with associated play areas and carparking.

Efficiency

The proposed development has ensured to utilise the land available as efficiently as possible. The layout of the scheme was done so to maximise the land available and provide a high-density scheme on underutilised land. Therefore, we are of the opinion that the proposed development is in line with national and regional guidelines to provide much needed housing on underutilised lands. Efficient heating systems are proposed through the use of heat pumps, and adequate locations for recycling facilities are provided. Electric Vehicle (EV) parking spaces with power charging points are proposed for on curtilage car parking with ducting to be put in place to allow for additional future EV spaces. Sustainable surface water drainage systems are employed throughout the scheme, including a high percentage of soft landscaping, and permeable paving for exterior parking spaces. Individual buildings have been designed to achieve efficiencies where possible to ensure maintenance costs faced by residents into the future are kept at reasonable levels.

Distinctiveness

The design of the scheme was developed with respect to the established residential neighbourhoods to the west and the specific topography of the site. An underlying objective, and key factor in the layout and design of the scheme, was the provision of open space. The proposed architectural design seeks to reflect this as noted in the enclosed *Architectural Design Statement*. The proposed landscaping scheme, as prepared by CSR, will ensure that the proposal assimilates well into its surroundings, as outlined above, the application also seeks to provide to increase pedestrian and cyclist permeability within the new development. It is considered that the overall scheme development can be a positive addition to the identity of the locality and enhance the sense of place through the quality architecture, landscaping and

urban design in addition to the development's amenity offering and spaces for residents and the broader community to meet and socialise.

Layout

The layout has evolved to create an interconnected pair of Character Areas through open spaces and cycle and pedestrian routes. In accordance with the *Design Manual for Urban Streets and Roads*, the design has a clear hierarchy of roads within the scheme. The proposed routes through the site follow the principles of DMURS ensuring that traffic speeds are minimised and that the pedestrian is favoured. The design scheme focuses activity on the streets through the use of active frontages with the majority of accommodations accessed via front doors directly serving the street. Road junctions and building corners are generally articulated by units with the ability to provide overlooking in both directions. The scheme is largely designed as a series of quiet streets linking outward to the local road network and wider community.

Public Realm

High quality public realm design and public open space has been appropriately located in the scheme and is fully accessible for all residents and visitors. All open space areas are overlooked to provide natural surveillance. Play areas are sited where they will be overlooked safe and contribute to the amenities of the neighbourhoods proposed within this design. Public, semiprivate and private space is clearly defined throughout the design.

Adaptability

It is considered that all apartment types proposed in this application are designed to be adaptable and capable of catering for cross-generational use. House and duplex designs are in line with the principles of whole life-cycle homes, with inclusive layouts suitable for a wide range of people in terms of age and abilities. The layouts have built-in flexibility to allow for homes to be adaptable over the lifetime of the residents- extending to the rear, converting attic space, or reconfiguring floor plans for ground level bedrooms, accessible bathrooms and circulation.

Privacy & Amenity

The location of the development next to the new Longview development allows for access to a multitude of sporting and leisure facilities, and pedestrian connectivity and cycle lanes promote walking and cycling as healthy outdoor exercise and activities. The outdoor amenity spaces provide landscaped shared exterior space appropriate for a variety of activities and gatherings. Privacy strips of planting are providing a screened buffer for the street level units. Boundaries and screening have been carefully designed with sufficient privacy for the occupants. All units enjoy dedicated and generous private open space provision (balconies, gardens and terraces etc.), which are not unduly overlooked. Each dwelling unit has been designed to minimise sound transmission between units by using the appropriate acoustic insulation as part of the party wall construction.

Parking

It is proposed to provide 383 no. car parking spaces for the 262 no. proposed residential units and other uses on site (314 no. spaces allocated to houses, 69 no. spaces allocated to apartments and duplexes and 8 no. spaces allocated to the creche).

Section 4.1.11 of this Statement of Consistency outlines the proposed development's compliance with the *Cork City Development Plan*. The plan encourages residential developments to minimise the car parking provision with no minimum requirement.



Detailed Design

The design of the proposal has been a collaborative effort from its inception, with the various opportunities and constraints assessed by the multidisciplinary design team (incorporating architectural, landscaping, engineering, environmental, conservation, heritage and planning expertise) in an iterative manner. The proposal has also been informed by the expert inputs of the various personnel to ensure that appropriate alleviation and avoidance measures are ‘designed into’ the scheme from the outset.

The layout has been expressly informed by the need to maximise amenity for future residents, whilst also protecting the amenity of the surrounding existing dwellings. Following the S247 and S32B Meetings the design team have implemented the comments from the various departments in Cork City Council into the design.

Universal Design

In addition, it should be noted that the proposed scheme has been designed in line with the principles of universal design to encourage access and use of the development regardless of age, size, ability or disability, as outlined in the National Disability Authority’s “*Universal Design Guidelines for Homes in Ireland.*”

The scheme will be further evaluated and tested against these requirements during Detail Design Stage. In due course an Application for a Disability Access Certificate to demonstrate compliance with *Part M of the Building Regulations*, will be made to the Local Authority in tandem with the lodgement of the *Fire Safety Certificate Application*.

This Manual, along with the Development Plan standards for housing have informed the design of the 262 no. units proposed in the scheme.

Wilson Architecture have enclosed a *Housing Quality Assessment* in relation to the proposed development, setting out key statistics including public and private open space provision for each residential unit type, unit sizes, aspect, etc. This confirms that the proposals are compliant with the above Manual and Development Plan standards, as relevant.

3.6 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)

The *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* (2025) (hereinafter referred to as the ‘Apartment Guidelines’) seek to promote high density apartment development on appropriately zoned land in appropriate locations in line with the above referenced NPF overarching policies in relation to encouraging residential development within existing urban settlements.

The specific planning policy requirements (SPPRs) of the Apartment Guidelines aim to support more sustainable development densities in recognition of the relationship between densification, sustainable communities, increased public transport and lower energy demands.

The Guidelines also provide apartment design standards in the form of SPPRs relating to the following:

Specific Planning Policy Requirement	Response
SPPR1 – Unit Mix	



(A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms. (B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.	The proposed development provides for unit mix of housing and apartments with a total of 33 no. 1 bed, 59 no. 2 beds, 136 no. 3 beds and 34 no. 4 beds. In terms of the apartment element, which is relevant to this SPPR, of the total outlined above, 34 no. units are 1 bed apartment, 21 no. units are 2 bed apartments and 14 no. units are 2 bed duplexes.
SPPR2 – Minimum space standards	
The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below: • Studio apartment (1 person) 32sq.m • 1-bedroom apartment (2 persons) 45 sq.m • 2 bedroom apartment (3 persons) 63 sq.m • 2-bedroom apartment (4 persons) 73 sq.m • 3-bedroom apartment (4 persons) 76 sq. m • 3-bedroom apartment (5 persons) 90 sq.m The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.	Additionally, the Guidelines also require “at least 25% of units within a development shall exceed the minimum sizes set out in SPPR2 by 10%, with the potential for more than 25% of units to exceed the sizes set out in SPPR2 to be provided as required on a scheme-by-scheme basis in apartment schemes in more suburban locations, social housing developments, social and affordable housing delivered under Part V10 and schemes to provide housing for older persons and/or persons with disabilities” All apartments meet or exceed the minimum floor areas detailed in SPPR2. Refer to the enclosed Housing Quality Assessment Report for further information. The scheme is thus consistent with SPPR3.
SPPR3 – Dual Aspect	
In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply: (i) A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum	Across the site, more than 90% of units are dual aspect which is consistent with guidelines, as the site is located in a more central and accessible urban location. 50% of the apartment units will be dual aspect in line with SPPR3.

(ii) requirements that exceed the requirements of this Specific Planning Policy Requirement. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.	
SPPR4 – Floor to ceiling height	
Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may	Ground level apartments achieve at least 2.7m floor to ceiling height. Thus, the scheme is consistent with SPPR4.
SPPR5 – Lift and stair cores	
There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.	The floor plans have been designed to have no more than 12 units per core. Cores are generally placed to limit travel distances to each of the residential units. The scheme is consistent with SPPR6.
SPPR6 – Communal, community and cultural facilities	
The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes	The site is not in a specified location where communal, community or cultural facilities are required. Notwithstanding this, a creche is proposed with capacity for c. 76 child spaces and 15 no. staff.

The enclosed *Housing Quality Assessment Report* prepared by Wilson Architecture details these design standard as they apply for each type of apartment unit and demonstrates the scheme is consistent with these design standards.

In conclusion, we confirm that the proposed development is largely compliant with the SPPR's and the various numerical standards contained within the Apartment Guidelines. Refer to the *Housing Quality Assessment Report* (HQA).



3.7 Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2026)

In June 2026, an updated version of the Apartment Guidelines was published in draft and is currently out to public consultation. The content of these draft Guidelines broadly aligns with the 2025 Apartment Guidelines and we would therefore refer the reader to the above section which illustrates compliance with these national policies.

3.8 Part V of the Planning and Development Act 2000: Guidelines (2017)

This Guidance document advocates consideration of Part V issues at the earliest point possible. The subject proposal is entirely consistent with the 2017 Guidelines, which states:

“The acquisition of units on the site of the development is the recommended option in order to advance the aim of achieving a social mix in new developments. This option should be pursued by the local authority from its earliest engagement with the developer, with a view to acquiring houses which meet its social housing requirements for that area/site.” (Source: Part V of the Planning and Development Act 2000: Guidelines (2017), p. 10.)

The Applicant intends to provide the required Part V units within the proposed development and will engage with CCC Housing Department prior to lodgement of the Application on this basis.

3.9 Childcare Facilities Guidelines (2001)

The Childcare Facilities Guidelines (2001), generally recommend the provision of childcare facilities for residential development with 75 No. units or more, having regard to the existing geographical distribution of such facilities in the area and the emerging demographic profile of the area.

The *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)* note that 1-bed or studio type units should not generally be considered to contribute to a requirement for childcare provision, and subject to location this may also apply in part or whole, to units with two or more bedrooms.

In this case, a residential development of 262 No. units is proposed; 229 No. of those units are 2-bed/4-person units or larger units (i.e., this number excludes the 1-beds; 2-bed/3-person units). The proposed development includes a childcare facility of 452.7 sq m, facilitating c. 76 no. childcare places.

The preliminary *Childcare Demand Assessment* enclosed within the *Social Infrastructure Audit*, which has regard to the capacity within the existing local childcare network, identifies that the proposed development is expected to generate demand for c. 54 no. childcare spaces. The proposed facility will therefore provide additional childcare spaces for the wider community.

We therefore confirm that the scale of the proposed childcare facility is adequate for the proposed development, having regard to the findings of the *Childcare Demand Assessment*.

3.10 Design Manual for Urban Roads and Streets (DMURS) (2019)

A key objective of DMURS is to achieve safe, attractive and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys.



The Manual advocates a design-led approach, which takes account of both the physical and social dimensions of place and movement. The subject proposal is fully consistent with this recommended approach and achieves a sense of place and residential amenity whilst also facilitating efficient and secure internal movement.

The *DMURS Compatibility Statement* has informed the proposed development and the Application will be accompanied by a DMURS compatibility statement to confirm it is consistent with the principles and guidance of DMURS.

3.11 The Planning System and Flood Risk Management (2009)

The Office of Public Works (OPW) and the Department of Environment, Heritage and Local Government (DEHLG) published *The Planning System and Flood Risk Management: Guidelines for Planning Authorities* (2009). These Guidelines introduce the principle of a risk-based sequential approach to managing flood risk.

The enclosed *Flood Risk Assessment* has been prepared by MHL Engineering in accordance with the OPW Guidance, this confirms the proposed development has been classified as being located within Flood Zone C with no identified risk of fluvial or pluvial flooding and there is no requirements for a Justification Test.

3.12 Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities (2009)

The *Appropriate Assessment Guidance* was published to guide compliance with the Birds Directive, 1979 and the Habitats Directive, 1992 as implemented in Irish law by Part XAB of the *Planning and Development Act 2000 (as amended)*.

Greenleaf are the Project Ecologists who will carry out AA Screening in accordance with the Guidelines.

3.13 Delivering Homes, Building Communities 2025-2030: Housing Action Plan (2025)

The Housing Action Plan supersedes Housing for All 2021.

The Housing Action Plan aims to speed up the delivery of new homes with a target of 300,000 homes, including 72,000 social homes and 90,000 affordable housing supports.

The Action Plan intends to activate supply by ensuring a strong pipeline of zoned and serviced land, attracting investment, increasing skills and adopt Modern Methods of Construction, work towards ending dereliction and vacancy, focus on ending homelessness, deliver 12,000 new social homes every year, promote home ownership and invest in the built environment.

The proposed development will provide 262 no. residential units, including the provision of Part V units. This fully aligns with and supports the government's aim to achieve a more sustainable housing system as set out in the Housing for All Plan.

3.14 Climate Action Plan (2025)

The Climate Action Plan 2025 (CAP25) (to be read in conjunction with CAP24) provides a further annual update to Ireland's Climate Action Plan 2019. This Plan sets out how Ireland can accelerate the actions that are required to respond to the climate crisis, putting climate solutions at the centre of Ireland's social and economic development. The Plan provides a roadmap for taking decisive action to halve Ireland's emissions by 2030 and reach net zero by no later than 2050, as committed to in the Climate Action and Low Carbon Development (Amendment) Act 2021.

Climate, sustainable development and energy efficiency considerations have been a key consideration of the proposed development throughout the design process.

Refer to the enclosed *Climate Action Energy Statement* prepared by Longview which sets out the approach taken in respect of passive energy reduction; adaptive reuse; heating, ventilation and energy strategy; water usage. The proposed development will comply with residential Building Regulations: Technical Guidance Document L 2022- Conservation of Fuel and Energy- Dwellings. (Part L 2022 (Dwellings)) and provides a carefully considered energy strategy.

4.0 LOCAL POLICY COMPLIANCE

4.1 Cork City Council Development Plan 2022-2028

The *Cork City Development Plan 2022-2028* (hereinafter referred to as the 'Development Plan'), is the statutory plan for the area and will guide all future development relating to the subject lands.

4.1.1 Strategic Objectives

Chapter 1 of the *Development Plan* outlines 9 no. Strategic Objectives (SO's), these are utilised as a baseline to guide development within the city. The objectives are aligned with the United Nation's *Sustainable Development Goals* and the National Strategic Outcomes in the *National Planning Framework*.

The proposed development has had regard to several of these Strategic Objectives. This is outlined in further detail below.

SO1 – Compact Liveable Growth

The proposal comprises the development of an underutilised greenfield infill site in the suburbs of Cork City. The development will help to deliver the concept of a 15-minute city through the provision of a new residential development, that has ease of access to existing community services, facilities, and places of employment on foot or using public transport.

SO2 – Delivering Homes and Communities

The density proposed is c. 41.3 dph. The subject site is identified to be within the 'Outer Suburbs' (supports 40-60 dph). The proposed density is thought to be appropriate having regard to the site's characteristics. The development includes a mix of unit types and sizes. The site is well served by existing and future public transport proposals. Residents will have access to a range of community facilities and services nearby. In addition, it is proposed to include the provision of a childcare facility within the development. This provides an active use aiding the development's integration within an emerging urban neighbourhood.

SO3 – Transport and Mobility

The proposed development is served by existing bus routes high-frequency, public transport infrastructure. Several bus lines provide access to the City Centre and surrounding urban centres within a 15- minute walking distance of the subject site. The site has ease of access to the 207 and 248 bus routes. In addition, the new Cork Network under Bus Connects will provide new more frequent services including the 21 to UCC, 10 to the CUH and 54 to Upper Glanmire. Of these, the 21 and 10 will pass the Ballyvolane District Centre.

The sustainable location of the site with convenient access to walking, cycling, and public transport infrastructure will encourage more sustainable transport choices amongst future residents.



SO4 – Climate & Environment

The subject site is currently greenfield. The proposed development will result in a more efficient use of zoned, serviced urban land. The sustainable location of the site, within an emerging residential neighbourhood, will encourage sustainable travel patterns amongst residents. The site is c. 4.5km from the city centre, c. 3.5km from Mayfield district centre, c. 2.3km from Blackpool district centre and c. 1.5km from Ballyvolane district centre. There are bus stops within walking distance of the subject site. There are further improvements to bus routes serving the Ballyvolane area under BusConnects.

The dwellings have been designed to be energy efficient to meet the standards of the current legislation. Please refer to the accompanying documentation for further information regarding this.

SO5 – Green and Blue Infrastructure, Open Space and Biodiversity

The site is not located within or adjacent to any Special Areas of Conservation, Special Protection Areas, Natural Heritage Areas or proposed Natural Heritage Areas. A total of c. 14,362 sqm (22.94%) of open space is proposed throughout the site. The proposal aims to maximise green infrastructure throughout the site through the provision of biodiversity-rich planting including native hedgerows, street trees and wildflower planting. Further to this, it is the intention to retain the majority of the existing hedgerows. The open space strategy proposes a series of high-quality landscaped amenity area, linked together by the existing hedgerow corridors, creating routes and encouraging connection through the site. The proposed development includes the following SuDS measures – green roof, permeable paving, green swales and bioretention area.

The *Landscape Design Strategy* prepared by Cunnane Stratton Reynolds (CSR) proposed both green and blue infrastructure elements. Please refer to the enclosed documentation for further information.

SO7 – Heritage, Arts and Culture

We would highlight that the development is not located within an Architectural Conservation Area, nor does it include any Protected Structures or structures on the NIAH. The proposed development has been designed to offer interaction with the parkland to the west for pedestrians and cyclists to avail of. The new development aims to incorporate a currently disused site into the surrounding urban environment to create a vibrant new neighbourhood.

SO8 – Environmental Infrastructure

The proposed development has been designed to respond to and prepare for the impact of climate change. The planning application outlines several mitigation and adaptation measures that have been incorporated into the scheme's design. Please refer to the enclosed *Climate Action Energy Statement*. In addition, the accompanying architectural pack prepared by Wilson Architecture outlines the rationale underpinning the design of the proposed development.

SO9 – Placemaking & Managing Development

Placemaking has been central to the layout and design of the proposed development. The proposal comprises a walkable neighbourhood that promotes healthy living, wellbeing, and active lifestyles. The development includes a variety of public open spaces and public realm for residents of all ages. Refer to the accompanying documentation for further information.

4.1.2 Core Strategy and Key Development Area

Ballyvolane is designated as a City Consolidation and Expansion Area in *the Cork City Development Plan 2022-2028*.

Chapter 10 designates Ballyvolane as a key development area. It is stated that there are significant areas of land on either side of the Ballyhooly Road to the northeast of Ballyvolane identified for future growth including residential, employment, local services and open space.

Objective 10.75 Ballyvolane East and West Expansion Areas of the Plan states

“To support the compact growth and development of Ballyvolane East and West Expansion Areas as strategic City consolidation and expansion areas, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.”

This Objective looks at expansion areas and asks for all development to be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area.

The scheme as proposed in this instance seeks to coordinate with the permitted development under construction on terms of connectivity and built form. Additional pedestrian connectivity has been introduced on foot of the consultations with Cork City Council to provide for improved linkages and integration without compromising the longer term delivery of park zoned lands by / for Cork City Council. The scheme in this respect, is in essence, an infill site (of scale).

In many respects, it seeks to operate off permitted / under construction roads and linkages. In that regard the Council should also have regard to Section 1.14 of the City Plan (adopted as a CE Report variation 1.15) that states that *“Where framework plans are indicated for an area, this does not imply that no development proposals will be considered prior to the framework plan being prepared”*.

The proposed development is fully consistent with the Development Plan which states that this land in Ballyvolane will require associated infrastructure, social and community services and facilities including education, community centre, sustainable and active travel, retail, community sports grounds and public open space. The proposed development will assist in reaching Development Plan targets through the provision of an additional 262 no. units within the wider Expansion Area.

While this proposal is a fully standalone application, it will represent an expansion of the permitted Longview Development adjacent the site (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-313904-24 and CCC Reg Ref 25/43863). This permitted development is currently under construction and will provide 753 no. residential units across six neighbourhoods once completed. The permitted development also includes a neighbourhood centre which will benefit the wider area and future residents of the subject proposal will have access to.

The subject proposal will connect to the Distributor Road constructed under the existing permitted Strategic Housing Development (SHD). Further to this, the subject proposal promotes permeability and connectivity through the site to promote a sense of co-ordination and cohesion between the separate sites.

The permitted development and proposed amendments align with a number of the Objectives outlined in Chapter 2 of the Development Plan as set out below.



Relevant Policy Objective	Response
Objective 2.2 <i>Cork City Council will align with the National Planning Framework (NPF) to achieve the ambitious growth targets set out for Cork City and Metropolitan Area up to 2040. The Council will apply local planning policy approaches in combination with active land management measures to help achieve these targets.</i>	As demonstrated above, the proposed development aligns with the NPF growth targets for Cork City and Metropolitan Area up to 2040.
Objective 2.4 <i>To develop Cork City in a manner that strengthens the role of the Cork Metropolitan Area as an international location of scale and a primary growth in the Southern Region.</i>	This large-scale residential development will assist in driving population growth in the southern region.
Objective 2.8 <i>Prioritise the development of areas in accordance with the 9 Strategic Objectives (SOs) of the Core Strategy as set out in Table 2.1, including areas which are experiencing and/or are likely to experience within the plan period.</i>	The development is consistent with a number of the SOs as illustrated above. The proposed development subject of this planning application should therefore be supported.
Objective 2.10 <i>To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walking neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.</i>	The development will create a vibrant local community that can access all necessary amenities within a 10-minute walk/cycle and access workplaces with a 15-minute public transport journey. As noted, the site is approximately 3km from Cork City Centre and within 1.5km of Ballyvolane District Centre. The permitted infrastructure upgrades including the provision of footpaths that will better connect the site to Ballyvolane and bus stops within the site and on the Ballyhooley Road will ensure that the site is accessible to employment areas, local amenities and services and served by public transport. Additionally, the adjoining development includes a local centre with retail, crèche, doctor's surgery, and a community centre as well as a variety of attractive open spaces and amenity area.
Objective 2.16 <i>Promote high quality neighbourhoods by increasing the range of community, recreational, local enterprise, cultural and leisure related facilities</i>	As stated throughout the application documentation, the proposal is an extension of the emerging Longview development and future residents will benefit from the provision of the adjacent neighbourhood centre and planned Primary Care Centre (currently subject to a live planning application). Notwithstanding this, the proposal also includes a creche with the capacity for 74 no. child spaces. In addition, connectivity has been a key driver in the design with routes connecting the site to adjacent park lands and neighbourhoods prioritised throughout the site.
Objective 2.30 <i>To implement and support the delivery of the Core Strategy in accordance with the Core Strategy Map and Table, the Growth</i>	As a City Consolidation and Expansion Area development at Ballyvolane will assist in the implementation of the Core Strategy.



<i>Strategy Map and Table, and the Objectives for City Growth Table set out in this plan.</i>	
Objective 2.32 <i>Support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.</i>	The development will increase the supply of new housing in the city. It will help to rebalance the growth of the city as the northern environs has lagged behind in terms of housing delivery. There are a range of house types, tenures and sizes to accommodate varying household needs and affordability.

4.1.3 Land Use Zoning

The majority of the site is zoned *ZO2 New Residential Neighbourhoods* with the zoning objective stating:

“To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure.”

ZO 2.1 states that:

“Lands in this zone are designated as Tier 1 or Tier 2 zoned lands in the Core Strategy. Any development proposals must satisfy the requirements for developing on Tier 1 or Tier 2 lands set out in Chapter 2 Core Strategy.”

ZO 2.2 goes on to state:

“This zone covers primarily greenfield, undeveloped lands for new sustainable residential areas. Development in this zone, while primarily residential, must provide an appropriate mix of housing types and tenures along with the amenity, social, community and physical infrastructure required to promote compact growth, balanced communities and sustainable, liveable communities.”

ZO 2.3 states the following:

“Uses set out under ZO 1 Sustainable Residential Neighbourhoods are appropriate under this zone subject to such uses supporting the creation of sustainable communities and not conflicting with the primary objective of this zoning.”

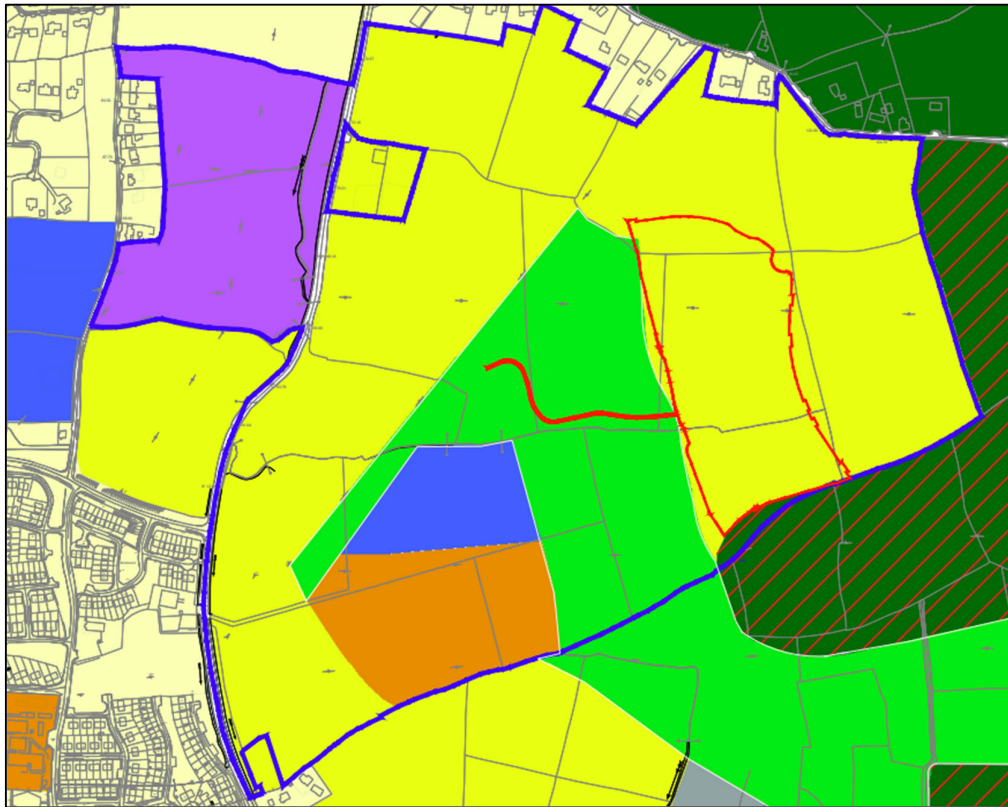


Fig. 4.1 Extract from the Cork City Development Plan Zoning Map

The proposal is fully compliant with the zoning of the lands in that it is providing a new residential neighbourhood. Further to this, a creche is provided and links are maintained to neighbouring green spaces. This proposal represents an addition to the emerging residential quarter that is currently under construction (ABP-306325-20 as amended by CCC Reg Ref 23/42409 / ABP-318904-24 and CCC Reg Ref 25/43863).

4.1.4 Cork City and County Joint Housing Strategy and Demand Assessment (HNDA)

As part of the *Cork City Development Plan*, the Joint Housing Strategy and Demand Assessment has been prepared by KPMG Future Analytics and Lisney on behalf of Cork County Council and Cork City Council. The HNDA aimed to distil national and regional guidance into the *Development Plan's* objections and policies.

The strategy also takes into account the boundary changes between the City and the County in recent years and addresses the housing needs and markets accordingly.

The basis for the HNDA is based on demographics, affordability, and wider economic trends to build a housing stock profile, identify pressures, and needs.

This allows the Local Authorities to estimate future housing needs. The strategy outlines a six-year plan to produce c. 16,238 houses, estimating an output c. 2,706 per annum is needed to reach this target.

Ballyvolane is identified as being within the North-East Suburbs. The North-East Suburbs are identified as playing a significant role in ensuring housing growth in Cork with an appropriate mix of housing types and tenures.



The development will contribute towards the targeted population growth of 9,197 (proportionate growth rate of 34.3%) for the northeast suburbs of the city where the site is located. This represents a substantial amount of the overall targeted population growth of 50,948 persons over the Development Plan period to 2028. The site is identified as Tier 2 residential zoning, which has a potential yield of 2,813 units in the North East Suburb. This, too, represents a substantial amount of the overall potential Tier 2 yield of 10,013 units.

The proposed development will assist with the aim to increase housing through the provision of an additional 262 no. residential units in an emerging neighbourhood in the city. The proposed development comprises 34 no. 1-bed units, 59 no. 2-bed units, 136 no. 3-bed units, and 34 no. 4-bed units in a mixture of apartments, duplexes and housing.

The unit mix is broadly compliant with the Development Plan requirements. Note, the proposed provision of 1 and 2 beds is marginally below the minimum requirement and the provision of 3-bed units is above the maximum requirement. We are of the view that given the site's location and unit mix across the overall masterplan, a higher proportion of family sized dwellings is appropriate at this location. The proposed mix is borne out by the market demand for the permitted phases under construction. It should also be noted that 58 no. of the 3 Beds are actually of a smaller format at 95 sq m. (<100 sq m.). These smaller format homes provide more immediate flexibility than a 2 Bed home for family growth over time.

4.1.5 Delivering Homes and Communities

Chapter 3 of the *Development Plan* includes objectives aimed at creating and maintaining sustainable neighbourhoods to ensure the community infrastructure needed is delivered. The Chapter states the significance of the "15 Minute City" as a key concept underpinning Cork City Council's planning policy framework. The basis of a 15-Minute City is the ability to walk and cycle to access resources and facilities within their neighbourhood.

The supporting documentation submitted with this planning application demonstrates that the subject site is within 15 minutes of local commercial services, childcare, primary schools, and other community services, a high-quality bus network, and open spaces.

Refer to the *Community Infrastructure Assessment* prepared by Tom Philips + Associates. In addition, the documentation prepared by MHL Engineers outlines the surrounding transport infrastructure available to current and future residents.

Relevant Policy Objective	Response
Objective 3.1 <i>Cork City Council will seek to:</i> <i>a. Utilise the Urban Towns, Hinterland Villages and City Neighbourhoods as spatial units to develop sustainable neighbourhoods, employing the 15-minute City concept;</i> <i>b. Require development proposals to put placemaking at the heart of their design concept and clearly demonstrate how neighbourhood integration, health and wellbeing and enhancement is central to this;</i> <i>c. Plan for communities in accordance with the aims, objectives and principles of 'Sustainable Residential Development in Urban Areas' and the</i>	The proposed development employs the 15-minute city concept, with the development being a short distance to Ballyvolane district centre and benefitting from the neighbourhood centre on the adjoining development. The development is thus in close proximity to childcare, medical clinics, pharmacies, schools, groceries, retail, bars and restaurants. A full analysis of the nearby amenities is provided in the enclosed <i>Social Infrastructure Audit</i>.



<i>accompanying 'Urban Design Manual – Best Practices Guide', Universal Design principles and any updates;</i> <i>d. Ensure that an appropriate level of supporting neighbourhood infrastructure is provided in conjunction with, and as an integral component of, residential development in New Sustainable Neighbourhoods;</i> <i>e. Undertake a Cork City Neighbourhoods Strategy during the lifetime of the Plan to identify strategic gaps in the provision of services / infrastructure / resources within existing and proposed neighbourhoods;</i> <i>f. Create healthy and attractive places to live consistent with NPO 4 of the NPF and Goal 3: Sustainable Place Framework of the RSES.</i>	The proposed development was designed to be consistent with the Compact Settlements Guidelines and Urban Design principles. The development will be a healthy and attractive place to live with its variety of public open spaces and amenity areas and availability of walking and cycle routes connecting the site to Ballyvolane and public transport that services the City centre.
Objective 3.3 <i>Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by:</i> <i>a. Zoning sufficient lands for residential or a mix of residential and other uses to facilitate the delivery of housing;</i> <i>b. Designating Transformational sites capable of delivering new homes;</i> <i>c. Utilising the Cork City Capacity Study prepared as an input into this Plan to identify the residential development potential of sites;</i> <i>d. Active land management utilising the provisions of the Derelict Sites Act 1990 and Urban Regeneration and Housing Act 2015;</i> <i>e. Optimising the potential of brownfield sites (see Objective 3.4);</i> <i>f. Actively encouraging the re-use of vacant space within existing buildings (especially built heritage assets and those in the City Centre) and vacant homes by utilising all instruments at Cork City Council's disposal;</i> <i>g. Ensuring that all new housing developments contribute to the creation and/or maintenance of successful neighbourhoods and are designed to the highest standards (see Chapter 11: Placemaking and Managing Development).</i>	The development makes a positive contribution to the minimum requirement for 17,118 new homes over the Development Plan period. The development is consistent with the land use zoning for the site – ZO2 New Residential Neighbourhood. The site is within a designated city consolidation and expansion area that is capable of delivering significant housing. The development aligns with the City growth strategy to 2028. The development has been designed to a high quality standard.
Objective 3.4 <i>Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork. Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by:</i>	The proposal provides 262 no. residential units in an emerging neighbourhood which has been earmarked for expansion. The subject site is surrounded by existing and proposed residential development and the proposal will further add to this emerging area.



- a. Cork City Council acting as a development agency to kickstart regeneration of sites and buildings, utilising acquisition as required;*
- b. Progress housing and employment delivery in urban centres and strategic regeneration sites;*
- c. Active land management utilising the range of tools available (including the Derelict Sites Act 1990 and the Urban Regeneration and Housing Act 2015);*
- d. The redevelopment of surplus utility and public sector owned sites;*
- e. The development of small and infill sites and the re-use of existing designated and undesignated built heritage assets including those on development sites;*
- f. The utilisation of planning and urban design tools to provide a framework for the development of sites (e.g. masterplanning, framework plans, neighbourhood strategies, historic area regeneration strategies, site specific briefs);*
- g. Optimising the use of land (see Objective 3.5: Residential Density);*
- h. Establishing ambitious and achievable buildout rates at the planning stage to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value;*
- i. Influencing Government to update the legislative, guidance, fiscal and financial framework to the benefit of housing delivery on brownfield sites;*
- j. Combining its role as planning authority and housing authority to bring about residential development to meet demand and need;*
- k. Where new sustainable transport infrastructure is planned, land use designations will be reviewed and updated where appropriate to provide for housing or mixed use development (including housing);*
- l. Unlocking the development potential of brownfield sites to be used as an evidence base and business case for intervention;*
- m. Ensuring that all new housing developments contribute to the creation and / or maintenance of successful neighbourhoods;*
- n. Identifying and promoting the development potential of brownfield, small sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets;*



<i>o. Encouraging the retrofitting and reuse of existing buildings, rather than their demolition and reconstruction.</i>	
Objective 3.5 <i>Cork City Council will seek to:</i> <i>a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and</i> <i>b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;</i> <i>c. Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;</i> <i>d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.</i>	The proposed development includes a density of 41.3 units per hectare which is in line with the minimum density requirements as per Table 11.2 of the Development Plan. The proposed density has been achieved through an efficient layout and having regard to other Development Plan requirements such as the need to provide open space.
Objective 3.6 <i>Cork City Council will seek to:</i> <i>a. Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City;</i> <i>b. Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in “Density Done Well” in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments;</i> <i>c. Within all new residential developments it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family-sized units and smaller dwellings tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);</i> <i>d. Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</i> <i>e. Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including</i>	As addressed under Section 4.1.4 of this <i>Statement of Consistency</i>, the development will contribute towards the targeted population growth of 9,197 (proportionate growth rate of 34.3%) for the northeast suburbs of the city where the site is located. This represents a substantial amount of the overall targeted population growth of 50,948 persons over the Development Plan period to 2028. The site is identified as Tier 2 residential zoning, which has a potential yield of 2,813 units in the North East Suburb. This, too, represents a substantial amount of the overall potential Tier 2 yield of 10,013 units. The proposed development will assist with the aim to increase housing through the provision of an additional 262 no. residential units in an emerging neighbourhood in the city. The proposed development comprises 33 no. 1-bed units, 59 no. 2-bed units, 136 no. 3-bed units, and 34 no. 4-bed units in a mixture of apartments, duplexes and housing. The unit mix is broadly compliant with the Development Plan requirements. Note, the proposed provision of 1 and 2 beds is marginally



<i>providing for downsizing to release family housing units;</i> <i>f. Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards</i>	below the minimum requirement and the provision of 3-bed units is above the maximum requirement. We are of the view that given the site's location and unit mix across the overall masterplan, a higher proportion of family sized dwellings is appropriate at this location. The proposed mix is borne out by the market demand for the permitted phases under construction. It should also be noted that 58 no. of the 3 Beds are actually of a smaller format at 95 sq m. (<100 sq m.). These smaller format homes provide more immediate flexibility than a 2 Bed home for family growth over time.
Objective 3.21 <i>To support the provision and expansion of high-quality childcare facilities throughout the city. The Council will:</i> <i>a. Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered; b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed;</i> <i>c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.</i>	The proposed development will provide a creche (c. 452.7 sqm) with the capacity for 76 no. childcare spaces, fully providing for the potential need generated by the proposal.

4.1.6 Transport and Mobility

Chapter 4 sets out the Council's policies relating to transport having regard to CMATS. The Chapter places an emphasis on active travel, permeability and improvements to transport infrastructure throughout the city.

The proposed Cork Northern Distributer Multi Modal Road (CNDMR), to be delivered to the south of the site, will provide access to the higher frequency public transport network proposed under the Cork Metropolitan Area Transport Strategy including BusConnects and train stations at Blackpool/Kilbarry and Tivoli.

The site is located in Car Parking Zone 3.

Relevant Policy Objective	Response
Objective 4.3 <i>To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.</i>	The proposed development is served by existing bus routes high-frequency, public transport infrastructure. Several bus lines provide access to the City Centre and surrounding urban centres within a 15- minute walking distance of the subject site. The site has ease of access to the 207 and 248

	bus routes. In addition, the new Cork Network under Bus Connects will provide new more frequent services including the 21 to UCC, 10 to the CUH and 54 to Upper Glanmire. Of these the 21 and 10 will pass the Ballyvolane District Centre. Route 39 of the current Bus Connects proposals access the Longview lands via the constructed Distributor Rd and terminates immediately adjacent to the northern boundary of this application site.
Objective 4.4 <i>To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city. To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands). To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.</i>	The proposed layout supports permeability which will promote walking, cycling and other active modes of transport. In line with the 15-minute city concept, the location of the proposal is in close proximity to district centres such as Ballyvolane, Blackpool and Mayfield. The proximity of the proposed development to the Ballyhooly Road BusConnects Corridor places the majority of the homes within a 400-500m radius of the future high-frequency bus service further supporting a modal shift to more sustainable modes of transport.
Objective 4.5 <i>a. All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.</i> <i>b. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed. c. Prepare a permeability strategy for areas throughout the city</i>	The proposal is designed to support permeability with safe access through the site for pedestrians and cyclists. Connections through the site create links to the adjoining emerging residential neighbourhood, open space and the distributor road. All roads and shared surfaces are designed in line with DMURS and with regard to universal design standards to ensure accessibility for all users.

4.1.7 Climate Change and the Environment

Chapter 5 sets out priorities in terms of climate adaptation including energy efficiency, waste management, urban drainage and green and blue infrastructure, renewable and low carbon energy.

Relevant Policy Objective	Response
Objective 5.11 <i>New development proposals are expected to maximise energy efficiency through</i>	The enclosed <i>Climate Action Energy Statement</i> outlines the measure taken with regards to



location, siting, orientation, layout, design, stormwater drainage and landscaping. This includes seeking to optimise energy efficiency through thermal insulation, passive ventilation and cooling and passive solar design.	energy conservation and sustainability, in particular in relation to energy reduction measures, air permeability, thermal bridging, ventilation and the use of renewable energy.
Objective 5.13 All development proposals should minimise waste and maximise the recycling and re-use opportunities during the construction and operation phases.	The enclosed <i>Operational Waste Management Plan (OWMP)</i> outlines the waste strategy for the operational stages of the proposal in line with the EU Waste Framework Directive (2008/98/EC). A <i>Preliminary Construction and Demolition Resource Waste Management Plan</i> is enclosed with the <i>Outline Construction Environmental Management Plan</i> . The purpose of the <i>Preliminary Construction and Demolition Waste Management Plan</i> is to provide a framework for the development of the full Construction and Waste Management Plan to ensure that optimum levels of waste reduction, reuse and recycling are achieved throughout the duration of the project.
Objective 5.14 To encourage the incorporation of adaptable design into all new all developments to facilitate their adaptation to alternative use, layout or user requirements in the future if required	The scheme is designed with regard to Part M of the Building Regulations. The proposed residential units can be adapted to suit the needs of future residents if required.

4.1.8 Green and Blue Infrastructure, Open Space and Biodiversity

Chapter 6 promotes the use of green and blue spaces in a development in line with *the Cork City Green and Blue Infrastructure Strategy 2022-2028*. The Chapter highlights views and landscape protection zones as well as prioritising the provision of public open space. The Development Plan seeks to protect biodiversity and green infrastructure.

Relevant Policy Objective	Response
Objective 6.18 <i>a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned Public Open Space for alternative purposes;</i> <i>b. There will be presumption against development on all open space in residential estates in the city, including any green area / public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation / amenity open space, and also including land which has been habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes;</i>	There is c. 14,362 sqm (c. 22.94%) of green space proposed throughout the site. It should also be noted that future residents would also be able to avail of the permitted public open space that will be developed in the adjacent zoned park lands.



<i>c. The development of open spaces should “aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community;</i> <i>d. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities, including good practices of inclusive design;</i> <i>e. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role).</i> <i>f. Support measures to green the city, including re-grassing of appropriate hard-surfaced areas in locations throughout the City.</i>	
Objective 6.19 <i>Cork City Council will seek to:</i> <i>a. Ensure that all residents have access to a hierarchy of parks and open spaces close to their home to provide recreational need and access to nature;</i> <i>b. Provide for recreational amenity needs by protecting, retaining, and improving parks and open spaces within Cork City. There will be a presumption against development of land zoned for public open space for alternative purposes;</i> <i>c. Ensure that developments of all land use types provide appropriate open space to meet the needs of residents, workers and visitors;</i> <i>d. Deliver projects to provide and improve the network of City Parks.</i>	A range of private and public outdoor amenity spaces are provided throughout the site. Further to this, the proposal ensures connections to neighbouring parklands and green space. Refer to the enclosed landscaping drawings for full details.
Objective 6.22 <i>a. To protect, promote and enhance Cork City’s natural heritage and biodiversity;</i> <i>b. To support the implementation of the National Biodiversity Plan and the All-Ireland Pollinator Plan and successor publications in Cork City;</i> <i>c. To support and implement the biodiversity actions from the Cork City Heritage and Biodiversity Plan (2021-2026) in partnership with all relevant stakeholders;</i> <i>d. Cork City Council will seek to establish and use a City biodiversity database, accessible across all council departments for consideration in land management decision-making;</i> <i>e. Cork City Council will work with communities to enhance existing, and the delivery of new, biodiversity-rich areas throughout the City including individual buildings, streets, public and private</i>	The proposal aims to maximise green infrastructure throughout the site through the provision of biodiversity-rich planting including native hedgerows, street trees and wildflower. Further to this, it is the intention to retain the majority of the existing hedgerows. The open space strategy proposes a series of high quality landscaped amenity area, linked together by the existing hedgerow corridors, creating routes and encouraging connection through the site.



<i>spaces by supporting the provision of green roofs and walls, rain gardens, biodiversity-rich parklets, rainwater harvesting, natural banks and naturalised SUDS;</i> <i>f. Cork City Council will seek, where appropriate, to enhance the linear habitat connectivity, including the interconnection and enhancement of:</i> • <i>Woodlands, gardens, open spaces, fields and hedgerows.</i> • <i>Coastal habitats, river catchments, lakes, streams, ponds.</i> • <i>Aquatic, marginal and bank side habitats.</i> • <i>Parks, playing fields and recreational areas.</i> • <i>Upstream of mapped flood zones.</i> • <i>City transport routes.</i>	
Objective 6.23 <i>To protect and enhance designated sites and areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated, and to protect, enhance and conserve designated species.</i>	As set out in the enclosed AA Screening prepared by Greenleaf Ecology, “The proposed Neighbourhood 7 Longview, Ballyvolane, Cork, either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.”

4.1.9 Environmental Infrastructure

Chapter 9 outlines the Development Plan’s aims to ensure the efficient and sustainable use of water infrastructure, enhance water quality, support the circular economy and protect against environmental impacts such as noise pollution and air quality.

Relevant Policy Objective	Response
Objective 9.1 <i>a. To work with Irish Water to ensure the efficient and sustainable use and development of water resources and water services infrastructure in the City.</i> <i>b. To work with Irish Water to identify and facilitate the timely delivery of water and wastewater projects in order to facilitate development in accordance with the Core Strategy.</i> <i>c. To work with Irish Water in promoting water conservation and demand management measures among users and support the implementation of measures such as leakage reduction and network improvements.</i> <i>d. To support Irish Water in the development and implementation of the National Water Resources Plan and Drinking Water Safety Plans.</i>	A Confirmation of Feasibility (COF) from Uisce Éireann is enclosed with this application indicating the proposal is feasible.



<i>e. To support Irish Water in the promotion of effective management of trade discharges to sewers in order to maximise the capacity of existing sewer networks and minimise detrimental impacts on sewage treatment works.</i>	
Objective 9.2 <i>a. To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.</i> <i>b. As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.</i>	Refer to the enclosed <i>Drainage Impact Assessment</i> which details in full measures relating to SUDs, foul and surface water drainage.
Objective 9.4 <i>a. To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality.</i> <i>b. To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible.</i> <i>c. To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim The Department of Housing, Local Government and Heritage document: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, will provide guidance in this regard.</i>	SuDS features will be utilised throughout the site where possible. This will include the use of permeable paving, green roof, bioretention areas and green swales. Refer to the enclosed engineering drawings and report prepared by MHL & Associates for full details of the proposed drainage measures.
Objective 9.10 <i>a. To restrict development in identified flood risk areas, in particular flood plains. All new development proposals should comply with the requirements of the Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and Department of Environment, Community and Local Government Circular PL2/2014, in particular through the application of the sequential approach and the Development Management Justification Test.</i> <i>b. All significant proposals for development identified as being vulnerable to flooding will be required to provide a site specific Flood Risk Assessment to</i>	Refer to the enclosed <i>Engineering Report</i> and <i>Site-Specific Flood Risk Assessment</i> prepared by MHL & Associates which confirms that the site is location within Flood Zone C with no identified fluvial or pluvial risk and a Justification Test is not required.



<i>identify potential loss of floodplain storage and proposals for the storage or attenuation (e.g. SUDS) of run-off discharges (including foul drains) to ensure development does not increase the flood risk in the relevant catchment.</i> <i>c. Adopt a river catchment approach to rivers entering the City, practicing natural flood management wherever practical and appropriate.</i>	
Objective 9.12 <i>a. To support the sustainable management of waste in line with the objectives of the Southern Region Waste Management Plan 2015-2021 and the National Waste Management Plan for a Circular Economy (NWMPE) when published, which will replace the existing Regional Waste Management Plans.</i> <i>b. To facilitate the transition to a circular economy facilitating the value recovery and recirculation of resources in order to generate minimal waste.</i> <i>c. Continue to fulfil duties under the Waste Management (certification of historic unlicensed waste disposal and recovery activity) Regulations 2008 (S.I. No 524 of 2008), including those in relation to the identification and registration of closed landfills.</i> <i>d. To encourage the recycling of construction and demolition waste and the reuse of aggregate and other materials in future construction projects. Applications for large infrastructure projects shall be accompanied by a Construction and Environmental Management Plan that includes details of how construction and demolition waste generated is to be managed and, where reuse/recycling is not practicable, disposed of, in line with legislative requirements.</i>	The enclosed <i>Operational Waste Management Plan (OWMP)</i> outlines the waste strategy for the operational stages of the proposal in line with the EU Waste Framework Directive (2008/98/EC). A <i>Preliminary Construction and Demolition Resource Waste Management Plan</i> is enclosed with the <i>Outline Construction Environmental Management Plan</i>. The purpose of the <i>Preliminary Construction and Demolition Waste Management Plan</i> is to provide a framework for the development of the full Construction and Waste Management Plan to ensure that optimum levels of waste reduction, reuse and recycling are achieved throughout the duration of the project.
Objective 9.15 <i>a. To promote the increased use of renewable energy resources in Cork City such as solar, small or microscale wind, geothermal, heat pumps and district heating.</i> <i>b. To engage with the proposed revision of the SEAI's Methodology for Local Authority Renewable Energy Strategies (LARES), to provide a best practice approach to identifying and assessing renewable energy resources in spatial planning at local authority level. Following this process a LARES for the City with specific targets on renewable energy will be prepared.</i> <i>c. To encourage small-scale wind energy developments and support small community-based</i>	The enclosed <i>Climate Action Energy Statement</i> outlines the measure taken with regards to energy conservation and sustainability, in particular in relation to energy reduction measures, air permeability, thermal bridging, ventilation and the use of renewable energy.

proposals provided they do not negatively impact upon the environmental quality or amenity of the area.

4.1.10 Development Management

Chapter 11 of the *Development Plan* sets out the placemaking and development management standards for the city.

Relevant design standards outlined in Chapter 11, and elsewhere in the Plan, are outlined in further detail below.

Height

The proposal is located within the Outer Suburbs where there is a target height of 2 – 4 storey's as per Table 11.1 of the Development Plan.

Table 11.1: Cork City Building Height Standards.

	No. of Storeys			
	Prevailing		Target	
	Lower	Upper	Lower	Upper
City	2	5	4	8**
City Centre	2	5	4	6
North Docks	2	3	4	7
South Docks	2	4	5	10**
Fringe / Corridor / Centre	2	6	4	7
City Fringe / Corridor	3	6	5	7
Mahon	2	5	4	6
Blackpool	2	5	4	6
Wilton	2	4	3	5
Inner Urban Suburbs	2	4	3	5
1. The Urban North	2	3	3	4
2. Tivoli	2	4	3	5
3. Ballintemple & Blackrock	2	4	3	5
4. Douglas	2	3	3	4
5. South Link Road Corridor	2	3	3	4
6. South West Corridor	2	3	3	4
7. North West	2	2.5	2	4
8. North Blackpool	2	4	3	5
9. Central Ballincollig	2	4	3	5
10. Blarney	1	2	2	3
11. Stoneview	1	2	2	3
Outer Suburbs	2	3	2	4

Fig. 4.2: Target heights as per Table 11.1 of the Development Plan

In line with the Development Plan targets and in response to the existing low-rise nature of the surrounds, the proposed development largely consists of two storey houses.

The proposed apartment and duplex blocks are 3- 4 storeys in height in compliance with the above height guidelines.

Density

The proposed development is located in the Outer Suburbs area. Residential densities are set out in Table 11.2 of the Plan. Densities are expressed in terms of minimums and maximums for the constituent areas of the city (refer to Fig 3.1).

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target* Lower	Upper	Prevailing Lower	Upper	Target Lower	Upper
City	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
Fringe / Corridor / Centre	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
Inner Urban Suburbs	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Tivoli	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincollig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	35	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
Outer Suburbs	0 - 1.5	0.2 - 1.5	0 - 25	40	60	2	3	2	4

Figure 4.3: Cork City Density and Building Height Standards.

The development as proposed will provide an indicative net density of 41.3 dph which is in compliance with the Development Plan. While this is on the lower end of the target density for the area, we would highlight the need to balance other requirements on site, including the provision of open space, as well as design considerations to ensure the most efficient layout of the site.

As fully detailed in the enclosed *Urban Design Statement* prepared by Wilson Architecture, the approach to density and layout has had regard to the Design Checklist outlined in the Compact Settlement Guidelines.

Sustainable Residential Development

Objective 11.1 of the Development Plan states the following:

“Residential developments shall be sustainable and create high quality places which:

- Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces;*

- b. Prioritise walking, cycling and public transport, and minimise the need to use cars;*
- c. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;*
- d. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;*
- e. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;*
- f. Are easy to access for all and to find one's way around, with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling;*
- g. Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;*
- h. Provide a mix of land uses to minimise transport demand;*
- i. Promote social integration and provide accommodation for a diverse range of household types and age groups;*
- j. Enhance and protect green and blue infrastructure and biodiversity;*
- k. Enhance and protect the built and natural heritage."*

The proposed development employs the 15-minute city concept, with the development being a short distance to Ballyvolane district centre and benefitting from the neighbourhood centre on the adjoining development. The development is thus in close proximity to childcare, medical clinics, pharmacies, schools, groceries, retail, bars and restaurants.

The proposed layout supports permeability which will promote walking, cycling and other active modes of transport. The proximity of the proposed development to the Ballyhooly Road BusConnects Corridor places the majority of the homes within a 400-500m radius of the future high-frequency bus service further supporting a modal shift to more sustainable modes of transport.

The proposal contains a mix of unit sizes and unit types to accommodate a diverse range of households. The proposal has been designed with universal design principles in mind to promote accessibility and allow for homes to be adapted to future needs.

Urban greening has been prioritised throughout the site with existing hedgerows retained where possible, new tree planting, a generous quantum of open space provided and links to the adjacent parklands. All providing for increased biodiversity across the site while also contributing to the character and sense of place associated with this neighbourhood.

The proposal represents an efficient use of land and will support the council's objectives for compact growth.

Unit Mix

Table 11.8 of the Development sets out the unit mix requirements.

Section 11.2 of the plan states that

“Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.”

Unit Type	Min	Max	Target	Proposed Total
Studios	0%	15%	10%	0%
1-Bedroom	15%	25%	20%	12.6%
2-Bedroom	25%	40%	34%	22.5%
3-Bedroom	18%	38%	28%	51.9%
4-Bedroom	5%	15%	8%	13%

The proposed development comprises 33 no. 1-bed units, 59 no. 2-bed units, 136 no. 3-bed units, and 34 no. 4-bed units in a mixture of apartments, duplexes and housing as illustrated in the above table.

The unit mix is broadly compliant with the Development Plan requirements. Note, the proposed provision of 1 and 2 beds is marginally below the minimum requirement and the provision of 3-bed units is above the maximum requirement. We are of the view that given the site’s location and unit mix across the overall masterplan, a higher proportion of family sized dwellings is appropriate at this location. The proposed mix is borne out by the market demand for the permitted phases under construction. It should also be noted that 58 no. of the 3 Beds are actually of a smaller format at 95 sqm (<100 sqm). These smaller format homes provide more immediate flexibility than a 2 Bed home for family growth over time.

It is expected that housing will be sold on the open market for private sale as well as being made available for social and affordable (and potentially Cost Rental Housing through an AHB) housing for Part V and AHB needs; to date social and affordable housing in the adjacent scheme has been delivered in partnership between the applicant, Cork City Council and Clúid and it can be expected that similar will occur depending on AHB needs; these cannot be pre-determined at this stage.

Housing Design Standards

In terms of the quantitative standards for which housing quality is assessed, the proposal is in line with the guidance and SPPIs set out in the Compact Settlements Guidance. Refer to Section 3.5 for full details of compliance and to the enclosed *Urban Design Statement* prepared by Wilson Architecture.

With regard to the qualitative aspects of housing quality, Table 11.10 sets out standards to be addressed in housing developments as follows:

Layout Orientation and Form	Response
The built form, massing and height of the development should be appropriate for the surrounding context, and it should be shown that alternative arrangements to accommodate the	The height, form and massing are all fully appropriate for the surrounding context with maximum heights reaching 3-4 storeys. The design and layout of the site have been

same number of units or bed spaces with a different relationship to the surrounding context have been explored early in the design process, particularly where a proposal is above the applicable density indicated.	proposed to reach appropriate density targets as required by the Development Plan.
The layout of the scheme (including spaces between and around buildings) should: – form a coherent, legible and navigable pattern of streets and blocks – engender street-based activity and provide a sense of safety – maximise active frontages onto public facing sides of a development, where appropriate wrapping around inactive frontages	The proposed routes through the site follow the principles of DMURS ensuring that traffic speeds are minimised and that the pedestrian is favoured. The design scheme focuses activity on the streets through the use of active frontages with the majority of accommodations accessed via front doors directly serving the street. Road junctions and building corners are generally articulated by units with the ability to provide overlooking in both directions. The scheme is largely designed as a series of quiet streets linking outward to the local road network and wider community High quality public realm design and public open space has been appropriately located in the scheme and is fully accessible for all residents and visitors. All open space areas are overlooked to provide natural surveillance. Play areas are sited where they will be overlooked safe and contribute to the amenities of the neighbourhoods proposed within this design. Public, semiprivate and private space is clearly defined throughout the design.
The site layout, orientation and design of individual dwellings and, where applicable, common spaces should: – provide privacy and adequate daylight for residents – be orientated to optimise opportunities for visual interest through a range of immediate and longer range views, with the views from individual dwellings considered at an early design stage – provide clear and convenient routes with a feeling of safety – help reduce noise from common areas to individual dwellings – help meet the challenges of a changing climate by ensuring homes are suitable for warmer summers and wetter winters	All residential units are designed to the highest standards, in line with all relevant guidelines. Over 90% of the proposed units are dual aspect, demonstrating allowing for optimum daylight and sunlight. Adequate separation distances between units limiting the risk of overlooking or feelings of overbearing. All units make use of climate adaptation measures including the use of renewable technologies as set out in the <i>Climate Action Statement</i>.
Outside Space	Response

Communal outside amenity spaces should: – provide sufficient space to meet the requirements of the number of residents – be designed to be easily accessed from all related dwellings – be located to be appreciated from the inside – be positioned to allow overlooking – be designed to support an appropriate balance of informal social activity and play opportunities for various age groups – meet the changing and diverse needs of different occupiers	High quality public realm and public open space has been appropriately located in the scheme and is fully accessible for all residents and visitors. All open space areas are overlooked to provide natural surveillance. Play areas are sited where they will be overlooked safe and contribute to the amenities of the neighbourhoods proposed within this design. Public, semiprivate and private space is clearly defined throughout the design.
Private amenity space for each dwelling should be usable and have a balance of openness and protection, appropriate for its outlook and orientation	All units enjoy dedicated and generous private open space provision (balconies, gardens and terraces etc.), which are not unduly overlooked. Privacy strips of planting are providing a screened buffer for the street level units. Boundaries and screening have been carefully designed with sufficient privacy for the occupants.
Usability and Ongoing Maintenance	Response
The development should ensure that: – the experience of arrival, via footpaths, entrances and shared circulation spaces is comfortable, accessible and fit for purpose – features are designed to allow maintenance activities such as window cleaning, to be undertaken with ease – sufficient levels of secure, covered and conveniently located externally accessible storage is provided for deliveries and other bulky items	The proposed layout will be broken down into a network of hierarchal streets with local roads and homezones corresponding to DMURS best practise guidelines and allowing for ease of circulation. As the vast majority of the proposed units are houses, there is adequate space for maintenance and any necessary outdoor storage.

Apartment Design Standards

In terms of Apartment Design Standards, the Development Plan acknowledges the guidance and SPPRs set out in the Apartment Guidelines 2022. These Guidelines have now been superseded by the Apartment Guidelines 2025.

As set out under Section 3.7 of this *Statement of Consistency*, the proposal has been designed to comply with this guidance where relevant. Refer to the HQA prepared by Wilson Architecture for full details.

Daylight and Sunlight

Objective 11.4 states the following:

“All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement.



The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed.

Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites."

BPC Engineers have prepared the enclosed *Daylight and Sunlight Assessment* in line with the relevant BRE Guidelines. The Report demonstrates excellent compliance with 100% of the rooms meeting or exceeding the recommended levels of internal daylight and all communal open spaces receiving greater than two hours sunlight on March 21st.

Phasing

Section 11.115 of the Development Plan requires all large development proposals to be accompanied by a phasing schedule.

Section 11.116 states that

"developments over 100 residential units shall demonstrate that adequate provisions for specified physical and social infrastructural requirements, including roads, sewers, water mains, community, recreational and sporting facilities (indoor and outdoor), public transport, first and second level schools and shops are available at completion to support the development."

The proposed development will be delivered in three phases generally in line with the phasing plan submitted. The following is an indicative delivery plan. Delivery will seek to address the drainage catchment areas that are to be delivered and have regard to the delivery of sub phases where specialised construction / delivery solutions are needed and construction compounds already established are to be maintained.

Taken in Charge

Section 11.119 of the Development Plan states that

"Cork City Council will seek to take in charge all public areas within developments, including new streets and spaces in order to ensure that quality, publicly accessible space and public rights of way are maintained and provided."

Refer to the Proposed Taken in Charge Drawings (Dwg. No. 2326-103 and Dwg. No. 2326-104)

Community Infrastructure

Section 11.160 states the following:

"Development proposals for 100 or more homes will be required to prepare and submit a Community Infrastructure Assessment (CIA) in support of the planning application. It should assess the impacts of the development proposals on community infrastructure and where there is a deficit in community infrastructure having regard to existing or committed capacity improvements within the City Neighbourhood or larger catchment as the case may be depending on the type of



infrastructure, the development proposals will be encouraged to address the deficiency through on-site provision. Community facilities will be required to be provided in tandem with the development of large new residential areas."

The enclosed *Social Infrastructure Assessment*, prepared by Tom Phillips + Associates identifies a wide range of community facilities and services in the vicinity. In addition to the existing services provided, a range of community facilities including a neighbourhood centre and creche have been granted planning permission in the area and are likely to be constructed in the lifetime of this development. The subject proposal will add to the existing and emerging services through the provision of a creche. Therefore, a deficit in community infrastructure is not anticipated as a result of this proposal.

Childcare Facilities

Section 11.163 states the following:

"Purpose-built childcare facilities will generally be required as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered."

Section 11.165 states the following:

"In assessing individual planning applications for childcare facilities, the Planning Authority will have regard to the following (not an exhaustive list):

- 1. Contribution to placemaking and to the 15-minute city and walkable neighbourhood concepts;*
- 2. Suitability of the site, location and type of facility;*
- 3. Proximity to public transport;*
- 4. An audit by the applicant of existing facilities in the vicinity;*
- 5. Adequate traffic management, safe access and parking and drop-off;*
- 6. Impact on neighbouring amenity in terms of noise generation; storage of waste, etc;*
- 7. Adequate facilities and indoor and outdoor play space;*
- 8. Hours of operation;*
- 9. Proposed signage."*

The *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025)* note that 1-bed or studio type units should not generally be considered to contribute to a requirement for childcare provision, and subject to location this may also apply in part or whole, to units with two or more bedrooms.

In this case, a residential development of 262 No. units is proposed; 229 No. of those units are 2-bed/4-person units or larger units (i.e., this number excludes the 1-beds; 2-bed/3-person units). The proposed development includes a childcare facility of 452.7 sq m, facilitating c. 76 no. childcare places.

The preliminary *Childcare Demand Assessment* enclosed within the *Social Infrastructure Audit*, which has regard to the capacity within the existing local childcare network, identifies that the proposed development is expected to generate demand for c. 54 no. childcare spaces. The proposed facility will therefore provide additional childcare spaces for the wider community.

We therefore confirm that the scale of the proposed childcare facility is adequate for the proposed development, having regard to the findings of the Childcare Demand Assessment.

Car and Cycle Parking

Table 11.13 sets the maximum car parking standards of 1.25 spaces for 1–2-bedroom units and 2.25 for 3+ bedroom units.

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing / committed public transport)	City Suburbs and Urban Towns	Hinterland Villages and Hinterland
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated.				
RESIDENTIAL DEVELOPMENT				
Residential (1-2 Bedroom)	0.5	1.0	1.25	1.25
Residential (3 - 3+ Bedroom Unit)	1.0	2.0	2.25	2.25
Crèches	1 Per 6 Children	1 Per 6 Children	1 Per 6 Children	1 Per 6 Children

Fig. 4.4: Car parking standards as per Table 11.13

The proposed development provides a total of 314 no. car parking spaces within the curtilage of dwellings for the housing units and 69 no. car parking spaces are provided for the apartments and duplexes. A total of 8 no. car parking spaces are provided for the creche.

Table 11.14 sets out cycle parking requirements highlighted below:

Land Use	Cycle Parking Requirement
Residential	
Standard Apartments	1 Per Unit in City Centre / Inner Urban Areas
	0.50 Per Unit in Suburbs
Crèches	1 Per 25 Children

Figure 4.5: Cycle parking standards as per Table 11.14

The houses that are provided with rear gardens that are designed to accommodate space to secure and store bicycles for the residents. The proposed Duplex and Apartment units are provided with dedicated bicycle store facilities that are accessible by residents of these units only. In total, 2 no. bike stores have been provided and are located across from Block C to the north of the site and beside Block B to the northeast.

Public Open Space

Table 11.11 requires greenfield sites to provide 15% public open space.

Area	Public Open Space Provision
Greenfield Sites / Areas for which a local area plan is appropriate	15%
General Provision	10%

Figure 4.6: Open space requirements as per Table 11.11

There is c. 14,362 sqm (c. 22.94%) of green space proposed in line with this requirement.

It should also be noted that future residents would also be able to avail of the permitted public open space that will be developed in the adjacent zoned park lands.

SuDS

Section 11.261 of the Development states the following:

"All new developments (including amendments / extensions to existing developments) will generally be required to incorporate Sustainable Urban Drainage Systems (SUDS), which offers a total solution to rainwater management and is applicable in both urban and rural situations. SUDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakaways and green roofs. Development proposals will be required to be accompanied by a comprehensive SUDS assessment that addresses run-off quantity, run-off quality and its impact on the existing habitat and water quality."

SuDS features will be utilised throughout the site where possible. This will include the use of permeable paving, green roof, bioretention areas and green swales.

Refer to the enclosed engineering drawings and report prepared by MHL & Associates for full details of the proposed drainage measures.

Construction Management

Section 11.272 of the Development Plan requires a Construction Environmental Management Plan for any major planning permission.

MHL Engineers prepared the enclosed *Outline Construction Environmental Management Plan* (oCEMP). The Plan includes reference to roles and responsibilities, site logistics, environmental impacts and mitigation measures, waste management, outline construction traffic management and provisions for construction.



5.0 CONCLUSION

As described in detail above and within the enclosed *Planning Report*, the proposed mixed-use development is compliant with local, regional and national policy and guidance.

Further to the above, we provide some key points below which confirms the proposed development's compliance with the relevant policy and guidance and the proper planning and sustainable development of the surrounding area:

- The proposal is the next step in completing the wider emerging Longview residential development and provides for the comprehensive development of the lands whilst delivering public open space, permeability, and a creche to serve the future residents and existing communities.
- The proposed development will deliver 262 no. new residential units and therefore make a significant contribution to the delivery of housing in Cork City on underutilised serviced lands. The proposed development provides a good housing mix that are reflective of verified housing needs.
- The proposed development provides for appropriate residential density and height in accordance with local and national guidelines whilst achieving an excellent overall standard of accommodation for future residents.
- Permeability is provided across the site with links to neighbouring open space, the distributor road and the emerging Longview neighbourhood. The development will help to deliver the concept of a 15-minute city through the provision of a new residential development, that has ease of access to existing community services, facilities, and places of employment on foot or using public transport.
- The proposal provides for generous quantities of public green space for use in line with the requirements of the Development Plan.
- The proposed development is supported by a full environmental assessment which details predicted impacts upon the environment and appropriate mitigation measures.

We trust this Application is in order and look forward to positive engagement in due course. Please revert to the undersigned with any queries arising.

Yours sincerely,

Ciara Lester
Senior Planner
Tom Phillips + Associates