



## **Statement of Consistency**

Proposed Strategic Housing Development (SHD)

Ardarostig, Cork

**Ardstone Homes Limited**

April 2021

**Connecting people.**  
**Connecting places.**

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# Introduction

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## Purpose of Statement

This statement of consistency has been prepared in accordance with the provisions of Section 5(2) of the Planning and Development Acts and accompanies a Strategic Housing Development (SHD) application. The SHD legislation specifies that all SHD applications must be accompanied by a statement which demonstrates that they are consistent with the objectives of the relevant Development Plan, Local Area Plan, and any relevant guidelines issued by the Minister under section 28 of the Act of 2000:

The proposed development is located in the south western hinterland of Cork City, just south of the N40 South Ring Road and in close proximity to the suburbs of Bishopstown, Wilton and Doughcloyne.

The proposed development consists of the construction of a mixed use residential development of 276 no. residential units with ancillary single storey crèche (271 sq. m), café (147 sq. m), landscaping, road improvements, pedestrian / cycleway and associated site development works. The development includes:

- 137 houses comprising of 40 no. 2-storey 3-bedroom semi-detached, 12 no. 2-storey 3-bedroom detached, 56 no. 2-storey 3-bedroom terraced, 14 no. 2-storey 4-bedroom semi-detached and 15 no. 3-storey 4-bedroom terraced.
- 72 no. apartments to be provided in 5 apartment blocks.
  - » Block 1 - 11 no. 1-bedroom & 7 no. 2-bedroom over 4 storeys,
  - » Block 2 - 11 no. 1-bedroom & 7 no. 2-bedroom over 4-storeys
  - » Block 3 - 10 no. 1-bedroom & 8 no. 2-bedroom over 4-storeys
  - » Block 4 - 10 no. 1-bedroom & 8 no. 2-bedroom over 4-storeys
  - » Block 5 - 12 no. 1-bedroom & 15 no. 2-bedroom over 5 storeys
- 67 Duplex apartments to be provided in 5 no. duplex buildings.
  - » 4 no Type F Buildings fronting Waterfall Road and containing 16 no. 2-bedroom duplex apartments & 16 no. 3-bedroom duplex apartments over a 4-storey split level building.
  - » 1 no. Type G duplex building to the south of Apartment Block 4 containing 4 no. 2-bedroom duplex apartments and 4 no. 3-bedroom duplex apartments over 3 storeys.
- The road improvements, pedestrian / cycleway and associated site development works consist of

- » a two-way cycle track and pedestrian footpath along the site frontage to Waterfall Road which will continue via the site, and to the rear of properties fronting onto Waterfall Road, to link to an existing shared surface pathway south of the N40,
- » upgrades to this shared surface path to provide two-way cycle track and pedestrian footpath, upgrades to Waterfall Road to extend the existing pedestrian pathway to the subject lands,
- » pelican crossing on Waterfall Road opposite The Rise/Halldene Villas junction (approximately 445 metres north east of the main development site),
- » uncontrolled pedestrian crossing at the Audi Cork/Heiton Buckley entrance junction adjacent to N40 (approximately 370 metres north east of the main development site),
- » Infrastructure development works comprising the relocation/undergrounding of ESB powerlines, wastewater infrastructure upgrades, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substation, CCTV and all ancillary site development works.

BREAKDOWN OF TOTAL 139 NO. APARTMENTS.	1 Beds	2 Beds	3 Beds
	54	65	20
	39%	47%	14%

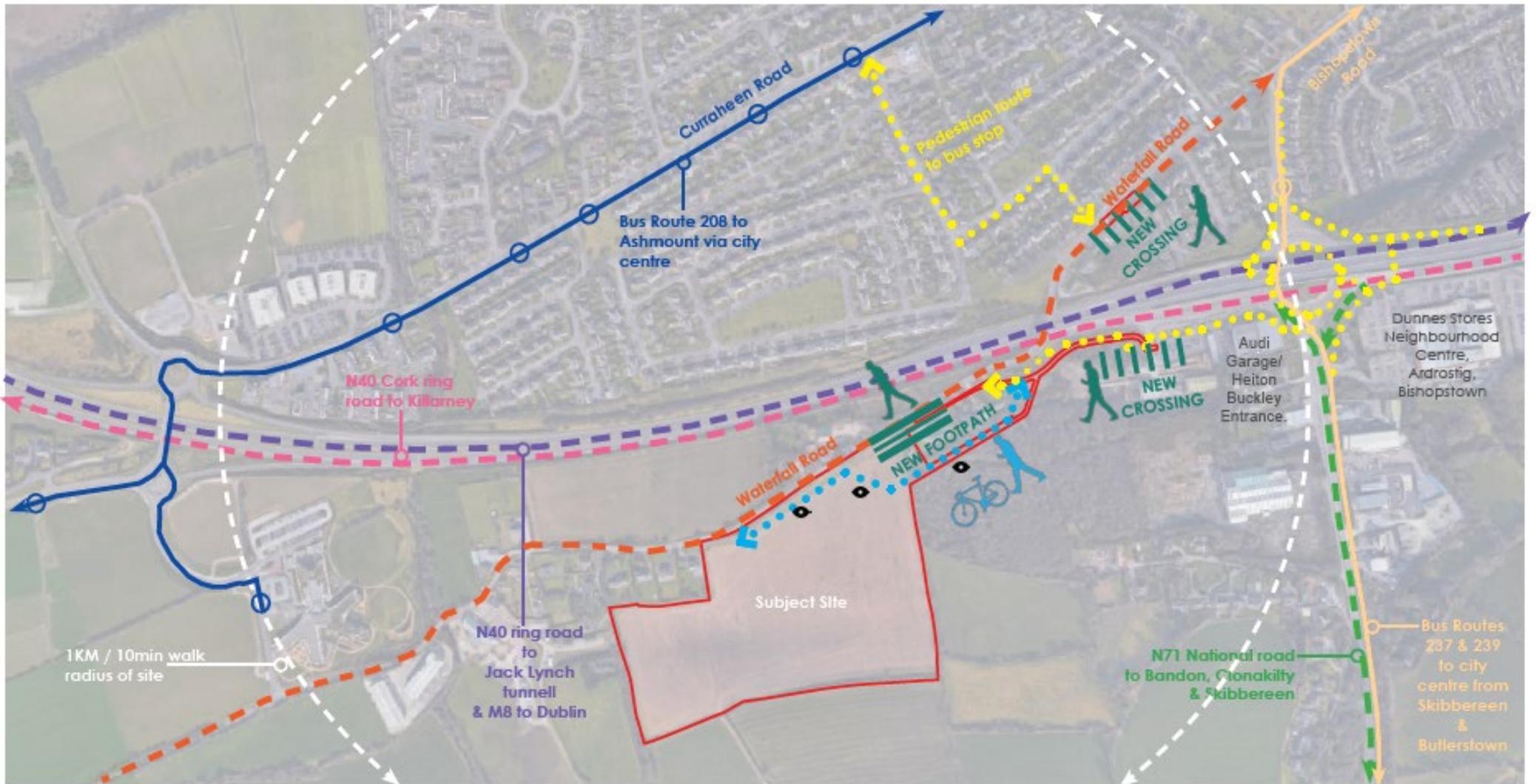
BREAKDOWN OF TOTAL 137 DWELLING HOUSES.	3 Bed	4 Bed
	108	29
	79%	21%

RESIDENTIAL DEVELOPMENT AREA	7.13 Ha / 17.62 Acres
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RESIDENTIAL DENSITY	UNITS / HA	38.7
	UNITS / ACRE	15.7

CAR PARKING SPACES	411
	Ratio 1.5 Spaces / Unit

BICYCLE SPACES	Secure storage	250	TOTAL	370
	Sheffield stands	120		



Aerial photo of site and surrounding urban context



- Site boundary
- New path will be fully lit and will provide CCTV security
- Proposed 2-metre wide footpath which will run along Waterfall Road long north western boundary of existing dwelling ("Valhalla") and link with existing pedestrian infrastructure which leads to bus stop on Curraheen Road
- ⦿ New Cycle and Pedestrian Route to improve links to surrounding area
- ⦿ New Pedestrian Crossing
- ⦿ Existing Cycle and Pedestrian Route
- ← Ring road East direction
- ← Ring road West direction
- ← N71 National Road
- ← Waterfall Road
- ⦿ Bus route's 237,239 & stops
- ⦿ Bus route 208 & stops

# National Policy

## Project Ireland 2040: National Planning Framework

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

### Policy

**National Policy Objective 2A** - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.

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

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

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

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

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

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

### Consistency of scheme

The proposed development is consistent with all strategic aims and objectives contained in the NPF. The development is in accordance with National Policy Objectives 2a, 3a, 3b and 8 which aim to focus the majority of future growth into existing settlements and to increase Cork City and suburbs to a minimum population of 314,000 by 2040, requiring a growth rate of 50-60%. The subject lands are located within the expanded Cork City Administrative area since the boundary change in 2019. The subject site is close to existing population centres, and local services with the District Centre at Wilton and Local and Neighbourhood centres identified in the current Cork City Development Plan 2015-2021.

The site will also be accessible to the Dunnes Stores Neighbourhood Centre, Ardarostig, Bishopstown where a recently permitted expansion will lead to an increase in services available.

The NPF emphasises the importance of providing homes in locations that can support sustainable development. The subject land is zoned, the development potential of which has been long recognised. The proposal will contribute directly to a positive increase in residential density in the area, whilst appropriately respecting the established built environment. It will contribute directly to the realisation of compact growth and provide a critical mass of population to underpin the viability of public

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

transport, promote sustainable mobility across the site and to other areas and deliver a new childcare facility. In accordance with NPO 4 the proposed development will create an attractive, liveable, well designed, high quality urban community offering a high quality of life.

The site is located at the interface between town and countryside in Cork City and its development will act as a stimulus for the development of other current and potentially future zoned lands in the southern environs and is therefore consistent with NPO 11.

The Plan outlines 10 national strategic outcomes which include.

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

The proposed development will achieve compact growth at a suitable density for the location through the delivery of a mix of housing and apartment type dwellings.

The development will be located in close proximity to existing population centres and services including retail centres at Bishopstown Court and Wilton, Cork Institute of Technology and Cork University Hospital.

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

The proposed residential density of the scheme exceeds the traditional pattern and height of suburban development in the southern environs of the city and represents a sustainable approach given the locational advantages of the area and connectivity to surrounding services.

## Rebuilding Ireland: Action Plan for Housing and Homelessness

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

Policy	Consistency of scheme
<p>The plan outlines a number of key steps that should be taken to deliver on the pillar three objective including:</p> <ul style="list-style-type: none"> <li>• Planning reforms</li> <li>• Putting in place a National Planning Framework and land management actions.</li> </ul>	<p>The location and suitability of the subject site, as well as proposed mix of dwellings, including social housing component, ensures that the subject proposal will contribute positively to meeting the pillar three objective of doubling the completion level of additional homes in the next four years to deliver over 25,000 homes on average per annum.</p>

- Efficient design and delivery methods to lower housing delivery costs
- Measures to support construction innovation and skills.

The proposed development falls under Strategic Housing Development planning process aimed at fast tracking the delivery of much needed housing. In addition, as we have outlined in the previous section, the proposal is consistent with the recently published NPF and its stated aim of consolidating new population and housing growth within the footprint of the main towns and cities. In terms of design, the scheme has been developed to provide the maximum level of residential amenity while achieving levels of density that are appropriate to the location.

# S. 28 Ministerial Guidelines

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

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

## Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities 2018 & 2020

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

Policy	Consistency
<p><b>2) Intermediate Urban Locations</b></p> <p>Such locations are generally suitable for smaller-scale (will vary subject to location), higher density development that may wholly comprise apartments, or alternatively, medium-high density residential development of any scale that includes apartments to some extent (will also vary, but broadly &gt;45 dwellings per hectare net) including:</p>	<p>As stated in the Guidelines, the range of locations is not exhaustive, but we consider that the proposed development site to be an intermediate urban area. As it is located within reasonable waling distance of a high frequency urban bus service.</p> <p>The density of the scheme is slightly below the broadly suggested 45 units / ha (at 38.7 units / ha), but this is an</p>

Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;

Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minute peak hour frequency) urban bus services or where such services can be provided.

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

The range of locations is not exhaustive and will require local assessment that further considers these and other relevant planning factors.

appropriate scale given the site specific topography and locational factors. The nearest bus stop for the 208 City service, which operates at 10-minute intervals during peak times, is approximately 1km to the north or 11 minutes walking distance. Equally, the Neighbourhood Centre at Dunnes Stores to the east is within 800 metres or 10 minute's walking distance.

### ***Specific Planning Policy Requirement 1 (SPPR1)***

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

The proposed development is in accordance with the identified policy requirements contained in the 2018 Apartment Guidelines. In total 139 no. apartment/duplex units are proposed as part of the proposed development. The proposed mix is consistent with standards identified in SPPR1:

- 1 bedroom apartment/duplex units – 54 no. units = 39%
- 2 bedroom apartment/duplex units – 65 no. units = 47%
- 3 bedroom apartment / duplex units – 20 no. units = 14%

### ***Safeguarding Higher Standards***

The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%.

As outlined in the Area and Schedules Report a total of 95 of the apartment units within the scheme exceed the minimum floorspace requirements by 10% or more. That represents 68% of the units within the development.

### ***Specific Planning Policy Requirement 3 (SPPR3)***

Minimum Apartment Floor Areas:

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

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

**Specific Planning Policy Requirement 4 (SPPR4)**

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

- i. A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.
- ii. In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- iii. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

The accompanying Areas and Schedules Report prepared by John Fleming Architects demonstrates that 74.8% of apartment units within the scheme have a dual aspect or orientation. The proposal is therefore compliant with SPPR4 which would require a minimum of 50% of units to have a dual aspect at a location of this type.

**Specific Planning Policy Requirement 5 (SPPR5)**

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

The accompanying drawings produced for John Fleming Architects demonstrate that all Ground Floor apartments in Blocks 1 – 4 meet the minimum requirement of 2.7 m floor to ceiling height. This height increases to 2.9 m in Block 5 to accommodate the proposed ground floor retail use in this building.

**Specific Planning Policy Requirement 6 (SPPR6)**

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

As demonstrated on the drawings prepared by John Fleming Architects all apartment buildings are consistent with SPPR 6 as outlined below.  
Block 1 – Max. 5 units per floor sharing a core.  
Block 2 – Max 5 units per floor sharing a core.  
Block 3 - Max 6 units per floor sharing a core.  
Block 4 - Max 6 units per floor sharing a core.  
Block 5 - Max 7 units per floor sharing a core

Planning applications for apartment development shall include a building lifecycle report which in turn includes an assessment of long term running and

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

maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.

The report outlines the required maintenance of each element and the proposed schedule and frequency of same.

Planning authorities should have regard to quantitative performance approaches to daylight provision outlined in guides like the BRE guide 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting' when undertaken by development proposers which offer the capability to satisfy minimum standards of daylight provision.

The application is accompanied by a Daylight and Sunlight Assessment Report prepared by 3D Design Bureau. The report finds that Average Daylight Factor values in 182 no. of the 186 no. assessed spaces was above the values as set out in the BRE Guidelines. It should be noted that all 4 no. spaces that did not meet their target value as set out in the BRE Guidelines can be classified as LKD spaces with an internal kitchen (i.e. a kitchen that does not have a window on an external facade). It should be considered that the kitchens of these LKD's are connected to a well-lit living room, which is a recommendation in the BRE Guidelines for galley-style kitchens.

## Urban Development and Building Height: Guidelines for Planning Authorities 2018

The Guidelines published in December 2018 in recognition that the ambitious targets contained within the NPF, particularly in relation to accommodating 50% of future growth within the existing footprint of our cities, will not be met unless developments of greater height and scale are supported by the Planning Authorities. The Guidelines refer to the traditional building heights in our urban areas which have been limited and generally low rise in terms of height.

### Policy

At the scale of the relevant city/town

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

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

### Consistency

The proposed development site is within a short walking distance of the nearest stops on the 208 City Bus Route. This is a frequent high capacity service that connects the area to the City Centre and the north eastern suburbs of the City.

The proposed development is located in an edge of centre location and architectural sensitivity is not a concern. The proposed site layout has been designed to integrate with the unique topography of the site.

As outlined in the accompanying Landscape and Visual Impact Assessment, while the proposed development will be visible from the surrounding area, the design considerations for the scheme, notably the retention of boundary vegetation, the introduction of mitigation tree

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

#### **At the scale of district/ neighbourhood/ street**

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

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

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

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

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

#### **At the scale of the site/building**

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

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight

planting and the retention of the higher southern portion of the site as a planted landscape resource all assist in minimising these impacts. The impact on views from the surrounding area can be classed as Moderate Neutral to Slight Neutral depending on distance.

The development will result in a significant initial change to the landscape and visual character of the application Site and its immediate surroundings. Overall, the proposed development will have a Moderate Neutral effect on this area of Cork City, but the baseline setting ensures this can be successfully absorbed without causing any unacceptable landscape effects.

As outlined in the Landscape and Visual Assessment that accompanies the application, the proposed development would introduce a built townscape character across the subject lands including buildings, landform changes and landscape works that change its context to a residential area.

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

The combination of the public plaza, pedestrian and cycle pathway and the duplex units with their own front door leading on to Waterfall Road will allow for passive surveillance and create an attractive urban edge along Waterfall Road.

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

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

The form and massing of the scheme has been chosen to respond to the topography and orientation of the site and to maximise availability of daylight and views. Taller elements are located along the northern edge and along the Road to create an active urban edge.

The Daylight and Sunlight Assessment prepared by 3D Design Bureau and accompanying the application

provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

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

### Specific Assessments

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

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

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

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

assesses the scheme in the context of the BRE guidance. Some of the key outcomes of the study are summarised below.

- The effect on VSC has been assessed for 12 no. windows across the surrounding properties, all of which would sustain an imperceptible level of effect.
- This study has assessed the level of sunlight on March 21st with in the proposed amenity areas. In total 9 no. spaces have been assessed, all of which comply with the BRE Guidelines.
- The ADF value in 182 no. of the 186 no. assessed spaces was above the values as set out in the BRE Guidelines. It should be noted that all 4 no. spaces that did not meet their target value as set out in the BRE Guidelines can be classified as LKD spaces with an internal kitchen (i.e., a kitchen that does not have a window on an external facade).

The structures in the proposed development reach a maximum of 5 storeys or less than 18 metres above ground level and are not considered to present any potential for micro climatic or downdraft effects.

The application has been accompanied by a Bat Assessment prepared by Kelleher Ecology Services. The assessment concludes that the potential suitability of trees due for removal to support roosting bats is primarily considered negligible/low here with just seven trees that may potentially be of low to moderate suitability for bat roosting due to the level of extensive heavy ivy cover, combined with branching that might be wide/large enough to support roosting opportunities.

It also indicates that the permanent loss of trees will be fully compensated through the relatively extensive planting of native tree species associated with the proposed development of native woodland planting, where a net gain of native tree/shrub species should be achieved with the appropriate implementation of the Landscape Masterplan that will also provide new commuting/feeding opportunities for bats as landscaping matures.

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

### Building height in suburban/edge locations (City and Town)

3.4 Newer housing developments outside city and town centres and inner suburbs, i.e. the suburban edges of towns and cities, typically now include town-houses (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards). Such developments deliver medium densities, in the range of 35-50 dwellings per hectare net. Such developments also address the need for more 1 and 2 bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation. These forms of developments set out above also benefit from using traditional construction methods, which can enhance viability as compared to larger apartment-only type projects.

The proposed development is consistent with the stated policy for edge of centre locations.

The proposal will deliver the mix of house types referred to and provides for a density of 38.7 units /ha within the accepted range.

The proposal also provides for an appropriate mix of unit sizes to cater for various demographics.

### SPPR 4

It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:

1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines;
2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and
3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

- 1) As outlined in the accompanying Material Contravention Statement, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas the subject site is defined to be located in an outer suburban area. In such areas the Guidelines indicate that net residential densities in the general range of 35-50 dwellings per hectare should be encouraged generally. With a density of 38.7 units per hectare the proposed development complies with the Guidelines.
- 2) The proposed development will provide a very wide range of unit types including 1 & 2 bedroom apartments, 2 & 3 bed duplexes and 3 & 4 bed housing all in a variety of designs. The houses are provided as terraced, semi-detached and detached ensuring suitable for the maximum range of household types.
- 3) See response above.

## Planning Systema and Flood Risk Management Guidelines 2009

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

Policy	Consistency
<p>Among the core objectives of the Guidelines are to:</p> <ul style="list-style-type: none"> <li>• Avoid inappropriate development in areas at risk of flooding.</li> <li>• Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;</li> </ul>	<p>As outlined in the accompanying site specific Flood Risk Assessment prepared by DOSA, the main hydrological features of the area are the Glasheen River, Curragheen River &amp; Twopot River. All of these rivers flow in a northerly direction. The flood extent of the three rivers does not extend to the proposed development site and demonstrates that the site lies outside of the 0.1% Fluvial AEP event and is therefore located within Flood Zone C.</p> <p>To prevent any increased flooding within the vicinity from the proposed development, it is proposed to implement SuDS measures as discussed in the Infrastructure Report in order to limit the discharge from the site to the current discharge rates. The implementation of these SuDS measures will not increase the risk of flooding elsewhere.</p>
<p><b>Zone C - Low probability of flooding.</b></p> <p>Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but would need to meet the normal range of other proper planning and sustainable development considerations.</p>	<p>See above. Proposal is in Flood Zone C and is therefore not required to meet a justification test.</p>

## Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities

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

Policy	Consistency
<p>Screening is the process that addresses and records the reasoning and conclusions in relation to the first two tests of Article 6(3):</p>	<p>The application is accompanied by an Appropriate Assessment Screening report prepared by Kelleher Ecology Services. The report indicates that the study site</p>

whether a plan or project is directly connected to or necessary for the management of the site, and whether a plan or project, alone or in combination with other plans and projects, is likely to have significant effects on a Natura 2000 site in view of its conservation objectives.

If the effects are deemed to be significant, potentially significant, or uncertain, or if the screening process becomes overly complicated, then the process must proceed to Stage 2 (AA).

is not part of or close to any Natura 2000 designated sites nor does it require any resources from them, thereby ruling out any direct habitat loss at such conservation sites. Cork Harbour SPA and Great Island Channel SAC are the only Natura 2000 sites within 15km of the study. Site.

The Assessment finds that it is deemed unlikely that the proposed development will significantly impact on the Natura 2000 sites: Cork Harbour SPA and Great Island Channel SAC.

### Childcare facilities: Guidelines for Planning Authorities 2001

The Guidelines for Planning Authorities on Childcare Facilities provide a framework to guide both local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals. Planning permission for premises for childcare had been identified as an area of concern for childcare service development. The Guidelines are intended to ensure a consistency of approach throughout the country to the treatment of applications for planning permission for childcare facilities.

Policy	Consistency
<p><b>New communities/Larger new housing developments.</b></p> <p>Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary for example, development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments. For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate.</p> <p>(If an assumption is made that 50% approximately of the housing area will require childcare then in a new housing area of 75 dwellings, approximately 35 will need childcare. One facility providing a minimum of 20 childcare places is therefore considered to be a reasonable starting point on this assumption</p>	<p>As per the guidance, one childcare facility providing a minimum of 20 childcare places is considered reasonable. On this basis, the need to provide for 40 childcare places would be triggered by reaching a threshold of 150 units, 60 places by a threshold of 225 units, 80 places by a threshold of 300 units etc. In accordance with section 4.7 of the 2018 Apartment Guidelines childcare provision is being made in full for the 157 no. 3 and 4 bedroom units in the proposed scheme. The minimum requirement for this number of dwellings would be a 42 space creche. The proposal to provide for a 60-place childcare facility is therefore in excess of and fully compliant with this standard.</p>
<p>The information which should be submitted (as a minimum) is as follows:</p> <ol style="list-style-type: none"> <li>Nature of the facility: <ul style="list-style-type: none"> <li>• Full day care</li> <li>• Sessional</li> </ul> </li> </ol>	<p>The proposed childcare facility is primarily intended to provide for Full day care.</p> <p>As stated above, the facility will cater for 60 child spaces.</p> <p>Suitable provision is made for supporting drop-off facilities, staff and visitor parking in accordance with guidelines. This will include 7 no. car parking spaces, an</p>

<ul style="list-style-type: none"> <li>• Drop In</li> <li>• After School Care</li> </ul> <ol style="list-style-type: none"> <li>2. Numbers of children being catered for.</li> <li>3. Parking provision for both customers and staff.</li> <li>4. Proposed hours of operation.</li> <li>5. Open space provision and measures for management of same</li> </ol>	<p>additional 2 set down spaces and 10 no. bicycle parking spaces.</p> <p>A total of 466.4m2 of outdoor play area is to be provided.</p>
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## Urban Design Manual: A Best Practice Guide

The Proposed Residential Development at Ardarostig has been designed in accordance with best practice as outlined in the 2009 Urban Design Manual. The Manual outlines 12 criteria that should guide urban residential development in the context of the individual homes, the site on which they are located and the wider neighbourhood. A detailed analysis of the proposed development is contained in the Architectural Design Statement prepared by John Fleming Architects. The consistency of the scheme with the 12 criteria can be summarised as follows.

Policy	Consistency
<p><b>Neighbourhood</b></p> <p><b>1 Context</b></p> <p>How does the development respond to its surroundings?</p>	<p>The site is located within the development boundary of Cork City South Environs as designated in the 2017 Ballincollig Carrigaline Municipal District LAP. The proposed development will act as a natural and planned extension to southern edge of Cork City on lands which have been zoned for residential development and are included in the expanded City Boundary since May 2019. The site is irregular in shape and greenfield in nature and located adjacent a number of existing homes as well as commercial properties to the west. It has been designed to respond to this context, with suitable setbacks to neighbouring properties incorporated, alongside the retention of boundary hedgerows and targeted landscape proposals. The proposed density of 38.71 units per hectare is an appropriate scale of development having regard to site constraints, the local grain of development and the policy requirement to make the most efficient use of zoned development lands. Foremost in terms of contextual considerations is the site's location within a high value landscape, coupled with the elevated nature of lands to the south. Development has been omitted from the latter, which will be retained as open space with minimal intervention to encourage biodiversity.</p>
<p><b>2 Connections</b></p>	<p>The proposed development makes provision for efficient and convenient connections and linkages throughout the</p>

How well connected is the new neighbourhood?

site promoting walkability and allowing a safe environment for cyclists.

The proposal will include for the upgrade of an existing footpath linking existing dwellings to the east of the site to the local centre at Bishopstown Court. The upgrade will widen this link and provide dedicated pedestrian and cyclist spaces. The link will be further extended to the proposed development site, providing direct pedestrian and cyclist access from the Ardarostig development to the Dunnes Stores Neighbourhood Centre, Ardarostig, Bishopstown and surrounding services. Connectivity to existing nearby areas will also be enhanced through provision of pedestrian and cyclist priority crossings at the Audi Garage/Heiton Buckley Entrance and on the Waterfall Road near The Rise estate in order to enhance connectivity and safety of future users as well as existing residents of the area.

The proposed development also provides for connectivity to lands to the north which are zoned for residential, local services and institutional uses in the Current City Development Plan. The connectivity provided by the proposed development will also assist in unlocking these lands for future development.

A Mobility Management Plan has been prepared by NRB Consulting Engineers and accompanies the application.

### **3** *Inclusivity*

How easily can people use and access the development?

The development proposes a range of useable public, communal and private amenity spaces which are in accordance with Part M of the Building Regulations. The variety of house types and quality of all public spaces will provide for an inclusive development that can be accessed and used to the greatest extent possible by residents of all demographic profiles. Part V units have been included throughout the site at various locations. This will ensure a cohesive and mixed community throughout the entire development.

### **4** *Variety*

How does the development promote a good mix of activities?

The proposed development includes a range of apartments of varying sizes, terraced, semi detached and detached housing. The wide array of unit types will cater to differing household sizes.

The proposed development will also include childcare facilities in the form of a 60 space creche, as well as ground floor commercial / retail space to accommodate small scale convenience retail or a suitable local service.

<p><b>Site</b></p> <p><b>5 Efficiency</b></p> <p>How does the development make appropriate use of resources, including land?</p>	<p>The subject scheme promotes sustainability as an efficient use of zoned development land at a location close to employment centres and with positive strategic links.</p>
<p><b>6 Distinctiveness</b></p> <p>How do the proposals create a sense of place?</p>	<p>Section 2 of the accompanying Design Statement prepared by John Fleming Architects provides an overview of the design rationale behind the scheme including building typologies, choice of materials and green spaces and the manner in which these elements combine to create a sense of place for the proposal.</p>
<p><b>7 Layout</b></p> <p>How does the proposal create people friendly streets and spaces?</p>	<p>Further detail on the evolution of the design approach for the proposed development are provided in the accompanying Design Statement prepared by John Fleming Architects which accompanies this application.</p>
<p><b>8 Public Realm</b></p> <p>How safe, secure and enjoyable are the public areas?</p>	<p>All public open spaces within the development will benefit from passive surveillance and will provide safe and welcoming places for future residents to avail of. The scheme will be design in accordance with the principles of DMURS which will prioritise the movements of pedestrians and cyclists. Full details of public realm treatments and landscape strategy are outlined in the accompanying design statement prepared by John Fleming Architects and Landscape Strategy Report prepared by Parkhood.</p>
<p><b>Home</b></p> <p><b>9 Adaptability</b></p> <p>How will the buildings cope with change?</p>	<p>The proposed dwellings have been designed to allow for adaptation in response to resident's requirements and market demands, such as rear extensions and attic conversions, as necessary. This will deliver life-long homes.</p>
<p><b>10 Privacy and Amenity</b></p> <p>How does the scheme provide a decent standard of amenity?</p>	<p>The proposed development provides 14% of the developable area as public open space. This calculation excludes the large green space to the south of the site which will be function as a visual landscaped area of biodiversity value.</p> <p>The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of privacy. This has been achieved by carefully locating, orientating and positioning each</p>

	<p>dwelling and also by providing generous separation distances between residential units in full accordance with standards.</p>
<p><b>11      <i>Parking</i></b>  How will the parking be secure and attractive?</p>	<p>Parking is provided in accordance with the relevant policy standards and is appropriate for a development of this scale and location. Parking for the houses has been provided in accordance with the standards in the Cork County Development Plan 2014 which requires a minimum of 2 spaces per unit. The scheme provides for 274 spaces for the housing within the scheme to</p> <p>The remaining 137 spaces will be shared between the proposed creche, duplex and apartment units. There are 7 no. car parking spaces associated with the creche facility.</p> <p>The remaining 130 spaces are allocated to the Apartments and duplexes within the scheme.</p> <p>All car parking spaces are overlooked and easily accessible from residences.</p> <p>Ample secure bicycle parking is to be provided to serve the apartments within the scheme, totalling 370 spaces or 2.66 spaces per unit.</p> <p>The development also includes proposals for charging of electric cars.</p>
<p><b>12      <i>Detailed Design</i></b>  How well thought through is the building and landscape design?</p>	<p>A comprehensive analysis of the design of the built and landscape elements of the scheme is outlined in the accompanying Design Statement prepared by John Fleming Architects and the Landscape Strategy prepared by Parkhood.</p>

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

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

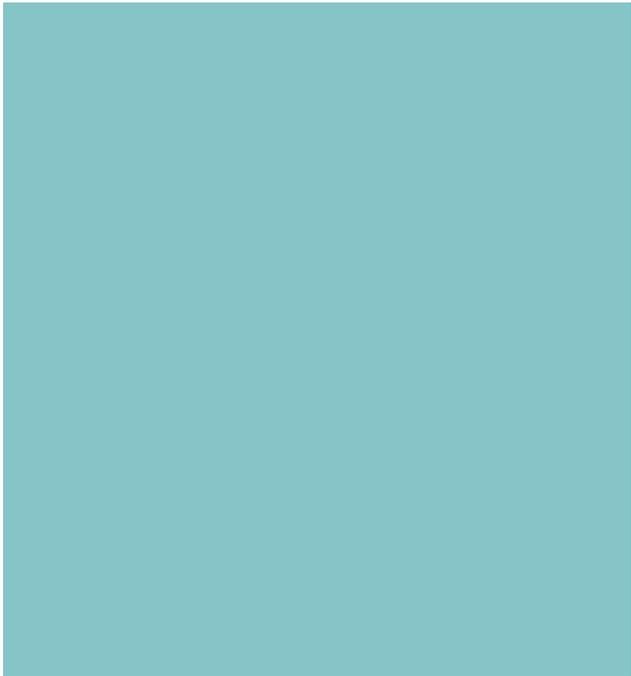
Policy	Consistency
<p>The subject site is defined to be located in an outer suburban area. In such areas the Guidelines indicate that net residential densities in the general range of 35-50 dwellings per hectare should be encouraged generally.</p> <p>The Guidelines also seek to promote the following within new residential developments;</p> <ul style="list-style-type: none"> <li>• Prioritise walking, cycling and public transport, and minimise the need to use cars.</li> <li>• Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience.</li> <li>• Provide a good range of community and support facilities, where and when they are needed and that are easily accessible.</li> <li>• Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained.</li> <li>• Are easy to access for all and to find one's way around.</li> <li>• Promote the efficient use of land and of energy and minimise greenhouse gas emissions.</li> <li>• Provide a mix of land uses to minimise transport demand.</li> <li>• Promote social integration and provide accommodation for a diverse range of household types and age groups.</li> <li>• Enhance and protect the green infrastructure and biodiversity; and</li> <li>• Enhance and protect the built and natural heritage.</li> </ul>	<p>With a density of 38.7 units per hectare the proposed development complies with the density recommendations contained in the Guidelines.</p> <p>By virtue of its location, the proposed development has the potential to deliver on the quality of life aims of the Sustainable Residential Development Guidelines.</p> <ul style="list-style-type: none"> <li>• The proposed development promotes walkability and sustainable transport patterns by way of its location and layout. The public amenity areas /open spaces have been designed in accordance with the highest Urban Design principles.</li> <li>• The design and layout of the proposed open spaces will contribute to an enhanced sense of place and will serve as nodes for communal activities.</li> <li>• The retention and supplementation of existing hedgerows and planting will contribute to the preservation of the existing character of the site and wider area of Ardarostig. The landscaping measures proposed will contribute to high quality public realm and provide new and improved opportunities for biodiversity and wildlife.</li> <li>• The provision of a 60 place creche in the eastern portion of the site will provide an important community facility within the development.</li> <li>• The proposed housing mix provides for a wide range of house types. The housing mix promotes social integration and cohesion and will add to diversity of the development.</li> <li>• The proposed open spaces associated with the scheme have been designed according to best proactive Urban Design principles.</li> </ul>

# Regional Planning Policy

## Southern Regional Assembly: Regional Spatial and Economic Strategy

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

Policy	Consistency
<p><b>RPO 5 - Increased population growth should be planned having regard to environmental criteria including:</b></p> <ul style="list-style-type: none"> <li>▪ The assimilative capacity of the receiving environment.</li> <li>▪ Proximity of Natura 2000 sites and potential for adverse effects on these sites, and their conservation objectives.</li> <li>▪ Areas with flood potential.</li> </ul>	<p>The proposed development site is located in the southern environs of the City and is zoned for residential development under the provisions of the 2017 Ballincollig Carrigaline Municipal District Local Area Plan (LAP).</p> <p>The subject site is not in close proximity to any designated Natura 2000 sites and the lands are not within any identified flood risk zones.</p>
<p><b>RPO 10 – Compact Growth in Metropolitan Areas</b></p> <p>a) Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.</p>	<p>The Ardarostig site is contiguous to the existing city footprint which stretches to Curraheen to the north of the N40 and the Bishopstown Court /Bandon Road / Doughcloyne areas to the east of the site. The proposed development includes for a dedicated walking and cycling link to the adjacent areas to the east where retail and other services are located at the Dunnes Stores Neighbourhood Centre, Ardarostig, Bishopstown (approximately 600 metres, 7.5 min walk).</p> <p>The proposal also provides for dedicated pedestrian crossings to improve the connectivity of the site with Bishopstown and promote sustainable travel. Local retail services are set to expand in the coming years, most notably due to the recently permitted development at the</p>



existing Dunnes Shopping centre which will see its built footprint and range of services expanded.

The general area is served by existing public transport services (City service 208), which operates at high frequency and stops at Curraheen with the nearest stop being accessible approximately 900 m or an 11 minute walk away.

Connections to this service will be enhanced in the future and Cork City Council have requested that the proposed development make provision for a potential future bus stop reflecting the significant level of growth envisaged in the area. Alongside this, the proposed development includes important cycle and walking infrastructure linking the site to/from local service centres and amenities.

**Cork  
Metropolitan  
Area Strategic  
Plan (MASP)**

The MASP refers to Cork as being an existing critical mass and an emerging international centre of scale driven by the State's second city of Cork at the core supported by a network of metropolitan towns and strategic employment locations. Metropolitan Cork is a national primary driver and engine of economic and population growth and the principle complementary location to Dublin. Strengthened regional connectivity will enhance integration of the Cork Metropolitan Area with the Atlantic Economic Corridor.

<b>Policy</b>	<b>Consistency</b>
Sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Sustainable higher densities must be delivered, especially at public transport nodal points.	As outlined in the response to the policies of the RSES, the proposed development represents an opportunity for sustainable growth at the existing contiguous built up edge of the City, where public transport services are already in existence and walking / cycling access can be provided to a range of retail and other local services.

**Cork  
Metropolitan  
Area Transport  
Strategy  
(CMATS)**

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

Policy	Consistency
<p><b>Key outcomes for walking in the Strategy include:</b></p> <ul style="list-style-type: none"> <li>• An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km).</li> <li>• Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork.</li> <li>• Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm.</li> <li>• Facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and</li> <li>• Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.</li> </ul>	<p>The proposal includes for a dedicated walking / cycle path to connect the proposed development to employment and local service areas nearby in the vicinity of Bishopstown Court and Bandon Road.</p> <p>The above referenced enhancements will also provide connectivity to the Bandon Road Roundabout and associated pedestrian crossing facilities, providing a safe and convenient connection to areas north of the N40 ring road, particularly Bishopstown, Curraheen and CIT campus.</p>
<p><b>Key priorities for development of the Cycle Network Plan are as follows:</b></p> <ul style="list-style-type: none"> <li>• Designating a coherent network of east-west and north-south cycle routes across the area which will provide access to all major trip generators.</li> <li>• The first priority in terms of access will be employment areas and third level education followed by schools. These priorities have been established to support proposed modal shift targets.</li> </ul>	<p>The CMATS cycling strategy includes for a series of primary, secondary and green routes in close proximity to the site that will improve cycle connectivity to surrounding areas, including Bishopstown, CIT &amp; Ballincollig. the proposed infrastructure will also encourage cycling as a sustainable mode of transport for future residents of the Ardarostig scheme.</p> <p>In addition, a number of greenways are proposed in the vicinity including objective SE-U-01 (Ballincollig Carrigaline MD LAP) which seeks to maintain pedestrian walk on route of the old Cork Bandon and South Coast railway line and BG-U-02 (Ballincollig Carrigaline MD LAP) which aims to provide a cycle way connecting to Ballincollig along the route of the</p>

<ul style="list-style-type: none"> <li>• Cycle links to new development areas have also been prioritised.</li> <li>• Providing the highest possible Level of Service on identified corridors of high demand.</li> <li>• Identifying and maximising opportunities for high quality greenways and quietways;</li> </ul>	<p>former Cork Macroom Railway. See accompanying Community Infrastructure Audit prepared by HW Planning.</p> <p>The proposed walking and cycle access improvements as included in the development will assist in achieving the wider connectivity objectives for the area.</p>
<p><b>Bus Priority</b></p> <p>Prioritising bus services above general traffic is critical to the delivery of an efficient, frequent and reliable bus system and is a major part of the overall Bus connects programme.</p>	<p>Among the identified bus priority routes in the CMATS document is a link between Bandon Road and the City Centre via Bishopstown. Future residents of the Ardarostig scheme would benefit from ready access to this priority bus route and associated high frequency services.</p>
<p>Park and Ride can deliver the following benefits to the Cork Metropolitan Area:</p> <ul style="list-style-type: none"> <li>• Support economic vitality by improving overall accessibility to the City Centre area.</li> <li>• Reduce road traffic congestion on radial routes.</li> <li>• Increase the attractiveness of the City Centre to visitors and shoppers.</li> <li>• Meet shortfalls in urban parking capacity.</li> <li>• Increase the effective catchment area of the public transport network.</li> <li>• Transfer commuting trips from private car to public transport.</li> <li>• Improve access for those living on the city edge and in low density suburbs; and</li> <li>• Maximise public transport patronage</li> </ul>	<p>The proposed dedicated pedestrian and cycle access improvements included with the Ardarostig development will provide strong connectivity to the adjacent Bandon Road area where it is proposed in CMATS to provide one of the strategic Park and Ride facilities.</p> <p>Access to such a facility would provide additional public transport capacity to future residents of the scheme and provide direct and efficient access to the City Centre.</p>

# Local Planning Policy

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## Local Policy Context

The Local Planning Policy context is currently in a transitional stage following the boundary extension of May 2019. In accordance with section 30 (1) of the Local Government Act 2019 which gave effect to the boundary extension:

*The development plan in force immediately before the transfer day in respect of the functional area of the county council shall, on and after that day, continue to apply in respect of the relevant area until the next making of a development plan by the city council in respect of the functional area of the city council in accordance with section 9 of the Act of 2000.*

As a new City Development Plan has yet to be made, the zoning and policy objectives for the site continue to be governed by the Cork County Development Plan 2014. Similarly, the lands are covered by the Ballincollig Carrigaline Municipal District Local Area Plan 017 – 2023 and as stated in section 30 (2) of the Local Government Act

*(2) Subject to paragraph (b) of subsection (4) of section 18 of the Act of 2000, any local area plan in force immediately before the transfer day in respect of an area within the relevant area shall, on and after that day, continue to apply to the first-mentioned area until the next making of a local area plan by the city council in respect of the first-mentioned area in accordance with the said section 18*

Ballincollig Carrigaline Municipal District Local Area Plan 2017 – 2023 remains in force for the area until such time as a new Local Area Plan is prepared by the City Council. Therefore, we have assessed the policy context from the County Development Plan & LAP. The lands are zoned for Medium B density residential development, as outlined in the LAP.

**Cork County  
Development  
Plan 2014**

The Cork County Development Plan (CDP) outlines objectives and parameters for housing development in the County up to the year 2020 and beyond. The Plan is underpinned by a number of key principles which include sustainability, social inclusion, high quality design and climate change adaptation. The Plan establishes a hierarchical network of settlements in the County, allocating related population and housing growth projections.

Chapter 2 of the Plan outlines the Core Strategy for the County over the lifetime of the Plan. The strategy identifies a hierarchy in the network of settlements and divides the County into different strategic areas to focus growth in appropriate locations and ensure a sustainable, plan-led future for Cork.

The site is situated within the 'City Environs' in the CDP's Network of Settlements, and the County Metropolitan Cork Strategic Planning Area' identified in the Core Strategy Plan.

Policy	Consistency
<p><b>Objective CS 3-1: Network of Settlements: Higher Order Settlements Gateway, Hub and Main Settlements</b></p> <p>City Environs (North and South) – Strategic Aim</p> <p>Growth in population and employment so that the Cork Gateway can compete effectively for investment and jobs. Develop to complement &amp; consolidate the development of the city as a whole and providing enhanced potential to rebalance the City through new development in the north.</p>	<p>The proposed development will contribute to the strategic aims of the City Environs. The South City Environs has been identified as an area which requires appropriate population growth to allow the Cork Gateway to compete for investment and jobs in the future. The site is situated in close proximity to major employment centres in Bishopstown, Wilton and Cork City and will promote sustainable commuting patterns enhancing the potential of the City as a whole.</p>
<p><b>Objective HOU 3:1: Sustainable Residential Communities</b></p> <p>a) Ensure that all new development within the County supports the achievement of sustainable residential communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, in development plan preparation and in assessing applications for development through the development management process.</p> <p>b) Promote development which prioritises and facilitates walking, cycling and public transport use, both within individual developments and in the wider context of linking developments together and providing connections to the wider area, existing facilities and public transport nodes such as bus and rail stops.</p>	<p>The proposed development has regard to the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, which have formed the basis of the design rationale for the proposed development. The development promotes sustainable methods of transport including walking and cycling and public transport. An existing footpath on the Waterfall Road from the north eastern corner of the site, which traverses the N40 Ring Road, via an overpass provides convenient pedestrian and bicycle access to the existing urban footprint of the city.</p> <p>The accompanying Connectivity Map, included at the introduction to this Statement, demonstrates the site's current and future connectivity with surrounding areas. The site is within walking distance i.e., up to 15 minutes of high frequency urban bus services, with the 208 route going from Marymount to Mayfield via the City Centre. The proposed development is also primed to benefit from</p>

c) Following the approach in chapter 10 of this Plan, ensure that urban footpaths and public lighting are provided connecting all residential developments to the existing network of footpaths in an area and that the works required to give effect to this objective are identified early in the planning process to ensure such infrastructure is delivered in tandem with the occupation.

a number of improvements to local connectivity including connection to the City South West Greenway (CSW-GW4). The CSW-GW4 currently comprises a section of segregated shared cycling and walking path, utilising an existing off-road path from Sarsfield Road to Bandon Road. However, a crossing at Bandon Road and segregated pathway westwards from Bandon Road is planned, the proposed route passes approximately 100m from the entrance to the site.

The extended CSW-GW4 will connect with the proposed Ballincollig Greenway (BC-GW2) at a Gateway location, approximately 400m from the site. At the same Gateway it will connect with the existing CU-GW1, Curragheen River Greenway, which is currently a segregated pedestrian/cycle path. Approximately 400m to the east of the site entrance is the CSW-U23, a proposed secondary route with a mixed street on-road environment. This will act as a link between CSW-GW4 and CSW-GW5B, the disused Kinsale Rail Line Greenway.

### **Objective HOU 3:2 Urban Design**

a) Ensure that all new urban development is of a high design quality and supports the achievement of successful urban spaces and sustainable communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas, the accompanying Urban Design Manual and the Council's Design Guide for Residential Estate Development in development plan preparation and in assessing applications for development through the development management process.

b) Provide additional guidance, including principles and policies, on urban design issues at a local level, responding to local circumstances and issues. Where appropriate Local Area Plans will consider the need for the provision of additional guidance in the form of design briefs for important, sensitive or large scale development sites.

c) Require the submission of design statements with all applications for residential development in order to facilitate the proper evaluation of the proposal relative to key objectives of the Development Plan with regard to the creation of sustainable residential communities.

A comprehensive Design Statement prepared by John Fleming Architects accompanies this submission. As identified previously the proposed development has had full regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual. Cork County Councils Design Guide for Residential Estate Development is based on the three documents identified so it is considered that the proposal complies with the Council's guidance. A Statement relating to compliance with DMURS, prepared by NRB Consulting Engineers, accompanies this submission.

d) Require developers to take account of the Design Manual for Urban Roads and Streets (DMURS).

Objective HOU 3-3: Housing Mix

a) Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.

b) Require the submission of a Statement of Housing Mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective.

The housing mix proposed provides for a variety of house types and sizes and is in accordance with guidance outlines in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas. Details on housing mix are included in the Architectural Design statement prepared by John Fleming Architects.

Objective HOU 4:1 Housing Density on Zoned Land

Medium B Density (min. 12 – max. 25 units per Ha)

- Max Net Density extended to 35 dwellings/ha in smaller towns outside Metropolitan Cork.
- Normally applicable in smaller towns (less the 5,000 population).
- Can be applied in larger towns through LAP's where there is a requirement to broaden the range of house types.
- Densities less than 12 dwellings/ha will be considered where an exceptional market requirement has been identified.
- Densities between 25 and 35 dwellings/ha will be considered where an exceptional market requirement has been identified.
- Consider a lower standard of public open space provision where larger private gardens are provided.
- Must connect to public water and waste-water services.
- Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.

While the zoning objective for the land and local policy would suggest a target density for the lands of 12-25 per hectare, the emerging evidence from the Strategic Housing Development (SHD) process suggests that An Bord Pleanála are applying national guidelines, in the form of the 2009 Planning Guidelines on Sustainable Residential Development in Urban Areas.

In relation to the previously proposed scheme at the site (An Bord Pleanála Reference ABP-303137-18), Cork City Council supported the then proposed net density of 35.1 units per hectare. The Board Inspector also confirmed their view that the site is located in an area where increased densities should be encouraged, with a minimum of 35 units per hectare on the developable area of the site an appropriate aspiration.

The subject site has some physical development constraints, most notably its topography. (The zoning objective for the site requires that development be kept off the steeper more elevated lands to the south). Notwithstanding this, the proposal of 276 no. units provides for a density of 38.7 units per hectare.

The issue of non-compliance with local housing density policy and objectives is outlined in greater detail in the Material Contravention Statement prepared by HW Planning.

Objective SC 3-1: Childcare Facilities

A 60 child place crèche has been provided at the eastern end of the site. It is considered that this is sufficient to

Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.

cater for childcare needs in the development. Please note accompanying Childcare Needs Assessment prepared by HW Planning and accompanying this submission.

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

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

b) Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network. See also Chapter 13 Green Infrastructure and Environment

The proposed development has been designed in accordance with the Council's Interim Recreation & Amenity Policy 2019 and all other planning policy documents.

As stated in the above policy, useable open space should amount to 12% - 18% of the site area. The percentage of open space provision should increase as the density of the development increases. Of the developable site area 14 % has been reserved for the provision of public open space in the form of 5 distinct formal public open spaces located throughout the site.

In response to the An Bord Pleanála Opinion on the pre-consultation application, the elevated lands to the south of the proposed housing scheme (2.1 hectares) are to be developed as a visual landscaped area with an amenity walkway. This is to ensure that this area will become a useable public or open space while continuing to serve as a biodiversity area as had been proposed at pre-consultation stage. As a result, the proposed development will provide for an overall area of 33% of usable open space.

Section 7 of the Council's policy relating to recreation and amenity space recommends that in any development of 100 units or more developers will be expected to make greater provision for on-site recreational facilities to cater for the needs of the development including play areas for young children and facilities for older age groups. As outlined in the accompanying Landscape Design Report prepared by Parkhood, the proposed development makes provision for 2 open spaces with active play and seating, 3 no. additional informal play areas with seating as well as a visual landscaped area with biodiversity elements and informal pedestrian walkways to the south.

### **Objective TM 2-1: Walking**

The proposed development promotes walkability and pedestrian movements within the site and within its wider context.

a) Encourage and facilitate a safe walking route network and a culture of walking where possible and practical.

b) Preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, workplaces, town and village centres.

c) Ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.

The proposal includes provision for a 2 way cycle and footpath along the site frontage.

An existing path running along the southern side of the N40 connects the adjacent residential dwellings to the east of the site with nearby services centred around Bishopstown court. The proposed development includes measures to upgrade this existing pathway and to provide for a dedicated cycle / pathway to connect from the proposed development into this existing infrastructure. This would provide direct cycle / walking access to future residents of the scheme to the Dunnes Stores Shopping Centre and various other retail services centred around Bandon Road.

The site is accessible on foot from the south of the city via an existing overpass and footpath traversing the N40 which is a short walk to the east of the site. An existing footpath terminates near the north east corner of the site. This pedestrian path is to be extended along the frontage of the neighbouring property (Valhalla), involving the re to provide direct pedestrian access to and from the site.

The resultant improvements to the walking and cycling network, including public lighting measures will provide safe and pleasant connectivity options for future residents,

### Objective TM 2-2: Cycling

a) Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.

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

c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.

A strong emphasis has been placed on the needs of cyclists within the development and in the site's overall context. The proposal will provide for cycling lane infrastructure to serve the development and upgrades to an existing footpath linking the area to the nearby Bishopstown Court Local Centre.

Secure bicycle parking facilities with space for 370 bicycles will also be provided to serve the apartment units. The streetscape design will ensure that requirements of cyclists and all sustainable modes of transport will be catered for in line with provisions outlined in DMURS.

The site is uniquely positioned to capitalise on a number of proposed cycle infrastructure upgrades in the coming years described in the Cork Cycle Network Plan. The strategy identifies a number of future greenways proposed in the vicinity of Ardarostig which will provide excellent cycling linkages to employment centres such as the proposed Science and Innovation Park at Curraheen

d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.

and leisure facilities in the area. See Transportation Assessment Report prepared by NRB Consulting Engineers.

#### Objective GI 6-1: Landscape

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

The subject site is situated within an area identified as a 'High Landscape Area' in the CDP. A Landscape & Visual Impact Assessment (LVIA), including photomontages has been prepared and accompanies the application. The application is accompanied by proposed viewpoints from which to assess the potential impact of the scheme.

The elevated and sloped areas to the south of the site are to be developed as a visual landscaped area with an amenity walkway. This is to ensure that this area will become a useable public open space while also supporting biodiversity.

The most appreciable change in landscape and visual terms will be the transition of the Application Site from rural fringe agricultural land to urban residential development. This will have an initial adverse impact on landscape character, but this impact will reduce significantly as the adjacent lands adverse impact which will be reduced over time both by site specific mitigation measures and as adjacent lands are developed in line with the zoning objectives of the locality and the extension of the Cork City urban area.

There will be a significant impact on the landscape character of Waterfall Road frontage itself with the scale and nature of the proposed development being clearly visible and roadside vegetation being replaced by urban streetscape. The impact can be classed as Substantial Adverse for 2 immediate views within this area, reducing to Substantial Neutral over time.

While the proposed development will be visible from the surrounding area, the design considerations for the scheme, notably the retention of boundary vegetation, the introduction of mitigation tree planting and the retention of the higher southern portion of the site as a planted landscape resource all assist in minimising these impacts. The impact on views from the surrounding area can be classed as Moderate Neutral to Slight Neutral depending on distance.

	<p>This development will result in a significant initial change to the landscape and visual character of the Application Site and its immediate surroundings. Overall, the proposed development will have a Moderate Neutral effect on this area of Cork City, but the baseline setting ensures this can be successfully absorbed without causing any unacceptable landscape effects.</p>
<p><b>Objective ZU 5-3: Proposed Development Adjacent to Existing Establishments</b></p> <p>a) The Health and Safety Authority have established consultation distances surrounding establishments designated as containing hazardous substances. Ensure in addition to normal planning criteria that development within these distances complies with the requirements of the Major Accidents Directive (Seveso II). The Council will consult with the Health and Safety Authority regarding any such proposals.</p> <p>b) In areas where Seveso sites exist in appropriate locations ensure that proposed uses in adjacent sites do not compromise the potential for expansion of the existing Seveso use and in particular the SE-GO-04 exclusion of developments with the potential to attract large numbers of the public.</p>	<p>The subject site is located within the established consultation distance for the Irish Oxygen lower tier Seveso site to the east. Preliminary engagement has taken place with the Health and Safety Authority.</p> <p>In their submission to An Bord Pleanála on the previous application (ABP 303137-18), the HSA confirmed there was no objection to a grant of planning permission in the context of Major Accident Hazards. The previous scheme included 27 no. dwellings within the inner and outer risk contours associated with the Seveso site.</p> <p>The current proposed site layout provides for a lesser number of dwellings within the middle and outer zones, at 11 No. in total. See accompanying Planning Statement and Response to ABP Opinion prepared by HW Planning which includes a section on the Seveso matter. In addition, JFA Architects have prepared drawing no. ARG - JFA - SP - 00 - DR - A - P1008 of the proposed scheme with the inner and outer contours of the Seveso site overlaid.</p> <p>The HSA have been contacted for comment in advance of making this application, but they have indicated that they will be unable to comment outside of the formal process.</p>
<p><b>Appendix D – Parking and Cycling Standards</b></p> <p><u>Table 1a: Car Parking Requirements for New Development (Maximum per sqm)</u></p> <p>Creches - 1 space per 3 staff + 1 space per 10 children</p> <p>Residential - 2 spaces per dwelling 1.25 spaces per apartment</p> <p><u>Table 2 – Cycle Parking Requirements for New Development (Minimum per sqm)</u></p> <p>Creches 1 per 4 staff</p>	<p>Car parking standards contained in the County Development Plan are provided as maximum allowable values. 2 parking spaces per dwelling house are to be provided in accordance with the Development Plan standards. (274 no. in total)</p> <p>Car parking relating to the creche has been allocated based on a capacity of 60 Children and an estimate of staffing numbers. (7 no. in total)</p> <p>The remaining car parking within the scheme, to serve the apartments is consistent with the provisions of the 2018 apartment guidelines. (130 in total).</p> <p>Car Parking allocation is below the County Development Plan minimum standard.</p>

Residential 0.5 spaces per unit (1-2 bed apartment) 1 space per unit (3+ bed apartment)

The issue of non-compliance with local housing density policy and objectives is outlined in greater detail in the Material Contravention Statement prepared by HW Planning.

Cycle parking for the proposed apartment units within the scheme has been provided in excess of the 2018 Apartment Standards at a rate of 1 space per bed space + 1 space per 2 units. (370 in total, minimum requirement of 314)

While staffing numbers for the proposed creche are as yet unknown, a cycle rack providing up to 10 spaces has been allocated and is expected to be sufficient to cater to the needs of the facility.

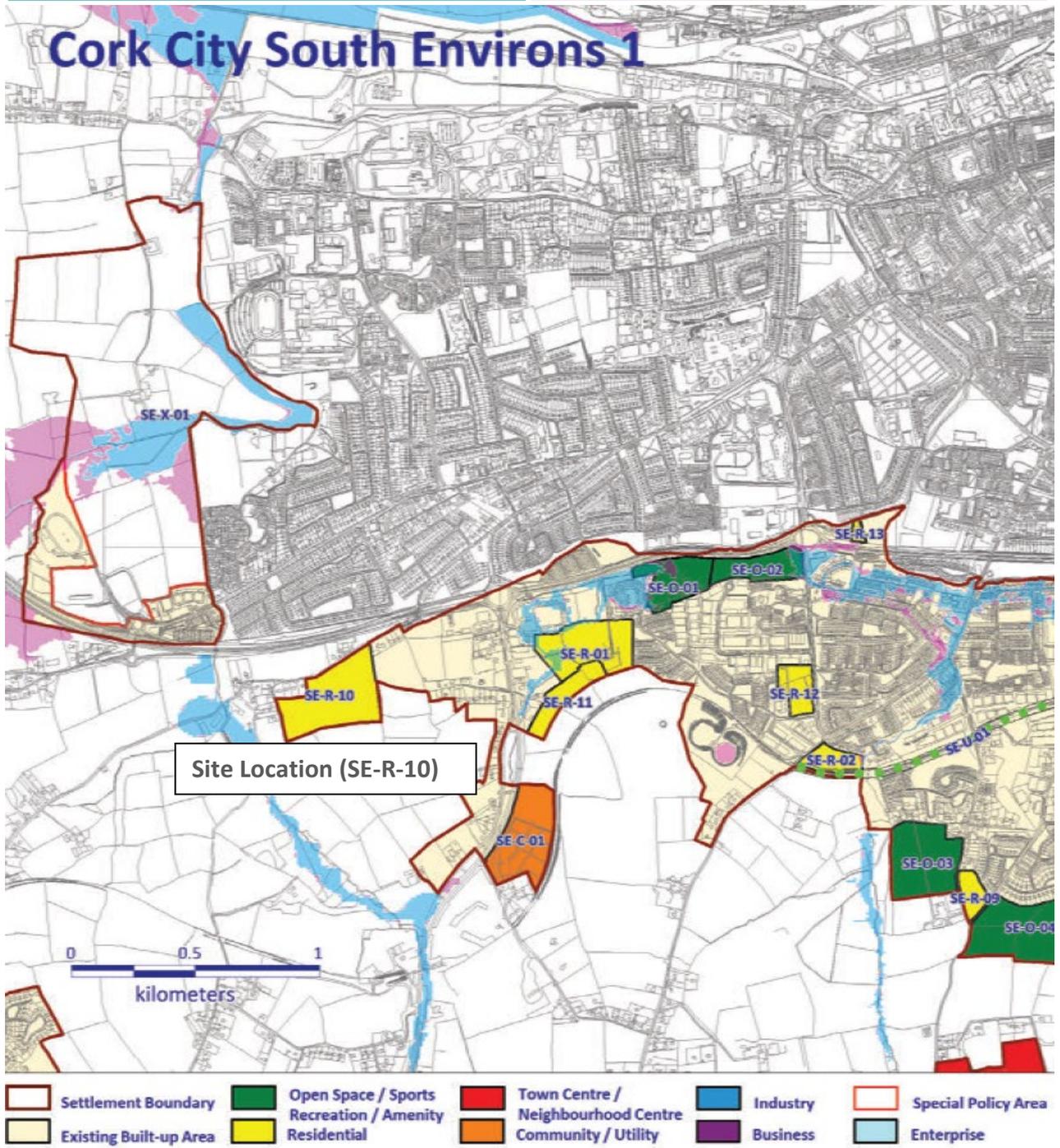
**Ballincollig  
Carrigaline  
Municipal  
District Local  
Area Plan 2017-  
2023**

The LAP states the vision and context for the Southern Environs of the City will be;

- The consolidation of the southern suburbs within the existing development boundary
- The promotion of the suburban centres as important locations for residential, community and recreational facilities.
- Ensure the clear demarcation of the inner metropolitan greenbelt.

Policy	Consistency
<p><b>Development Objective SE-GO-01: Population and Housing</b></p> <p>To secure the development of 1,285 new dwellings in the South Environs between 2017 and 2023.</p>	<p>The proposed development will contribute 276 no. dwelling houses towards the total number of dwellings to be built in the Southern Environs by 2023.</p>
<p><b>Zoning Objective SE-R-10</b></p> <p>Medium B density residential development which will be restricted to the low-lying northern portion of the site and will include appropriate improvements to the local road network. Development will be serviced by a single estate road access and there will be no access from individual properties on to the local road. The southern portion of the site should be landscaped and developed as a usable public or private open space.</p>	<p>The proposed development is consistent with the zoning objective for the site in that it provides for a residential development restricted to the lower northern portion of the site and makes provision for improvements to the local road network, which have been agreed with Cork City Council.</p> <p>The proposed development will be serviced by a single estate road access and there is no access proposed from individual properties on to the local road. The southern portion of the site has been designed to function as a Biodiversity Park, which will be accessible and usable public open space</p> <p>The density of the scheme is in excess of the Medium B Density objective and the issue of non-compliance with local housing density policy and objectives is outlined in</p>

greater detail in the Material Contravention Statement prepared by HW Planning.



Zoning Map from Ballincollig Carrigaline Municipal District Local Area Plan 2017 - 2023

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