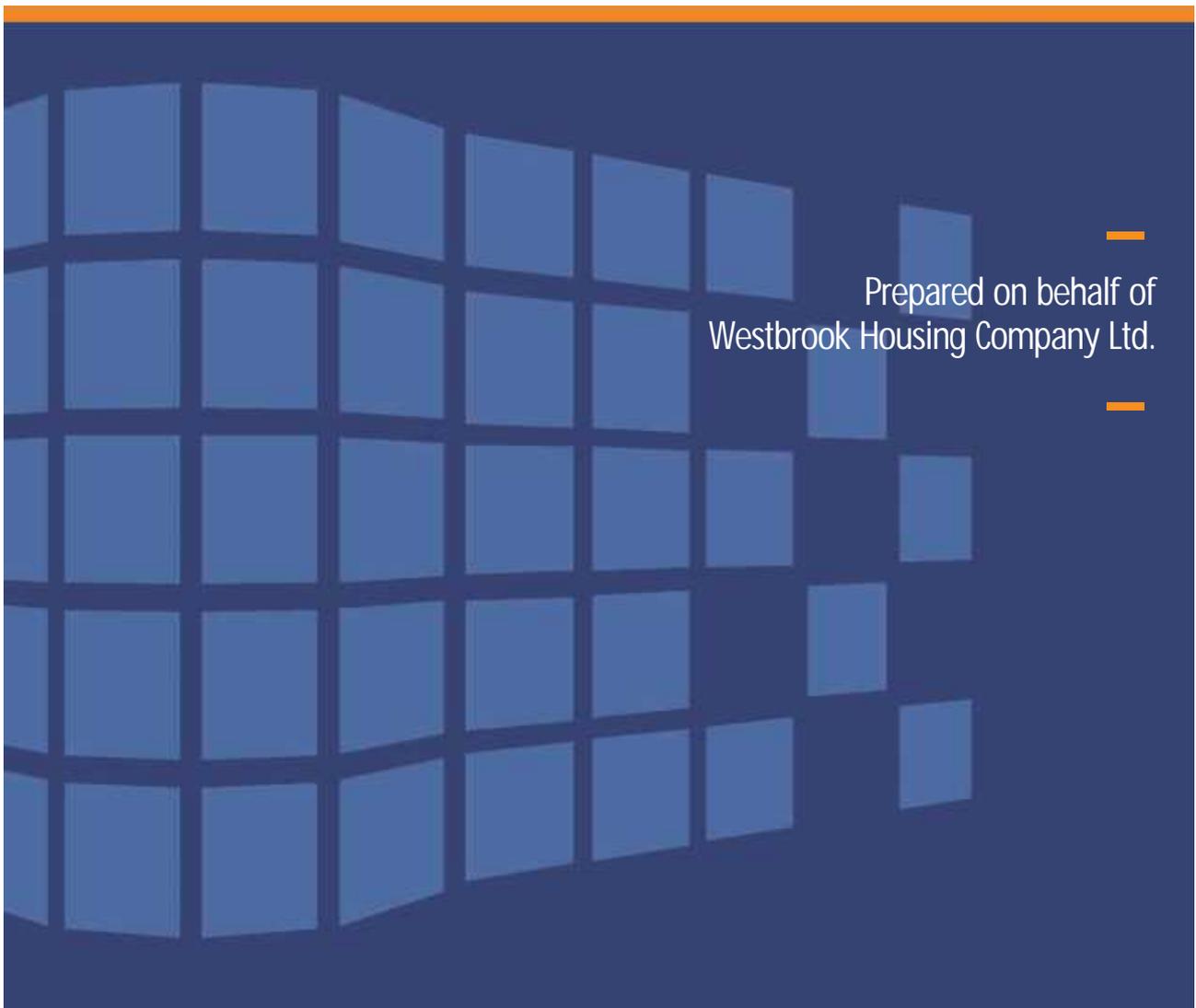


Statement of Consistency

Strategic Housing Development Application for a 5-year permission for the demolition of an existing dwelling, derelict coach house and farm buildings and the construction of 251 no. residential units, creche, play areas and all associated ancillary development works at Cooney's Lane, Graigue (townland), Grange, Co. Cork.



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1.0 Introduction

1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Geraldine Coughlan Architects, JHK Consultants, MHL Consulting Engineers and Isla Rutgers Architecture to accompany a planning application for the construction of 251 no. residential units, creche, play areas and all associated ancillary development works at Cooney's Lane, Graigue (townland), Grange, Co. Cork.

The proposed development comprises the development of:

- The demolition of an existing dwelling, 1 no. farm building and derelict coach house and the partial demolition of 1 no. farm building;
- The construction of 251 no. residential units to include 176 no. dwelling houses (comprising a mix of 2, 3, 4 & 5 bed, detached, semi-detached & terraced/town houses); 75 no. apartments/duplexes (comprising a mix of 1, 2 & 3 bed duplexes/apartments in 10 no. 2-3 storey blocks); and 1 no. creche;
- The provision of landscaping and amenity areas to include a kick about area, a basketball court, playgrounds, an amenity walkway along the southern and eastern boundaries of the proposed development, pocket parks, localised seating areas, garden parks and footpaths and cycle lanes;
- All associated ancillary development to include the re-alignment of Cooney's Lane to the west, traffic calming measures on Cooney's Lane and the Bellevue Road, lighting, drainage, boundary treatments, bicycle & car parking, bin storage and the proposed minor diversion of the 38kv overhead line currently traversing the site.

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

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

- 2.1 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* (May 2009), Department of Environment, Heritage and Local Government;
- 2.2 *Urban Design Manual – A Best Practice Guide* (UDM) 2009, Department of Environment, Heritage and Local Government;
- 2.3 *2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities*, 2018, Department of Housing, Planning and Local Government.
- 2.4 *Childcare Facilities Guidelines*, June 2001.

The site is not in an area of architectural heritage. Accordingly, the Architectural Heritage Guidelines, 2011 are not relevant in this instance.

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

- 3.1 Cork County Development Plan 2014;
- 3.2 Ballincollig Carrigaline Municipal District Local Area Plan 2017.

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Cooneys Lane, Graigue (townland), Grange, with reference to the relevant national and local planning policy documents, as detailed in section 1.1 above.

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

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

1.2.1 Context

The subject site is within the development boundary of the Cork City South Environs where it is zoned specifically for 'Medium A Density Residential' development. With regard to context, the proposed development is located in the townland of Graigue in the Cork City South Environs, approximately 1.8km to the south west of the Douglas Neighbourhood Centre and approximately 4.1km south of Cork City Centre. The site is adjacent to a number of residential developments including 'Ardfield' housing estate to the east and 'Bellvue' located to the west. The site is located approximately 400 metres from a bus route and stop, offering transport connections to the wider County. The total gross site area comprises 9.9 hectares (24.46 acres) and has extensive road frontage (i.e. approximately 350 metres) on to the Cooney's Lane local access road. There is a net developable area of 7.7 ha.

Access to the site is via Cooney's Lane which bounds the site to the west. A 50kph speed restriction applies to this area. The 206-bus route, which connects this area to Cork City Centre, is located approximately 400m to the north of the site with the nearest stop being 390m away. There are services to Cork City 58 times per day, every 15 minutes, each day Monday to Friday.

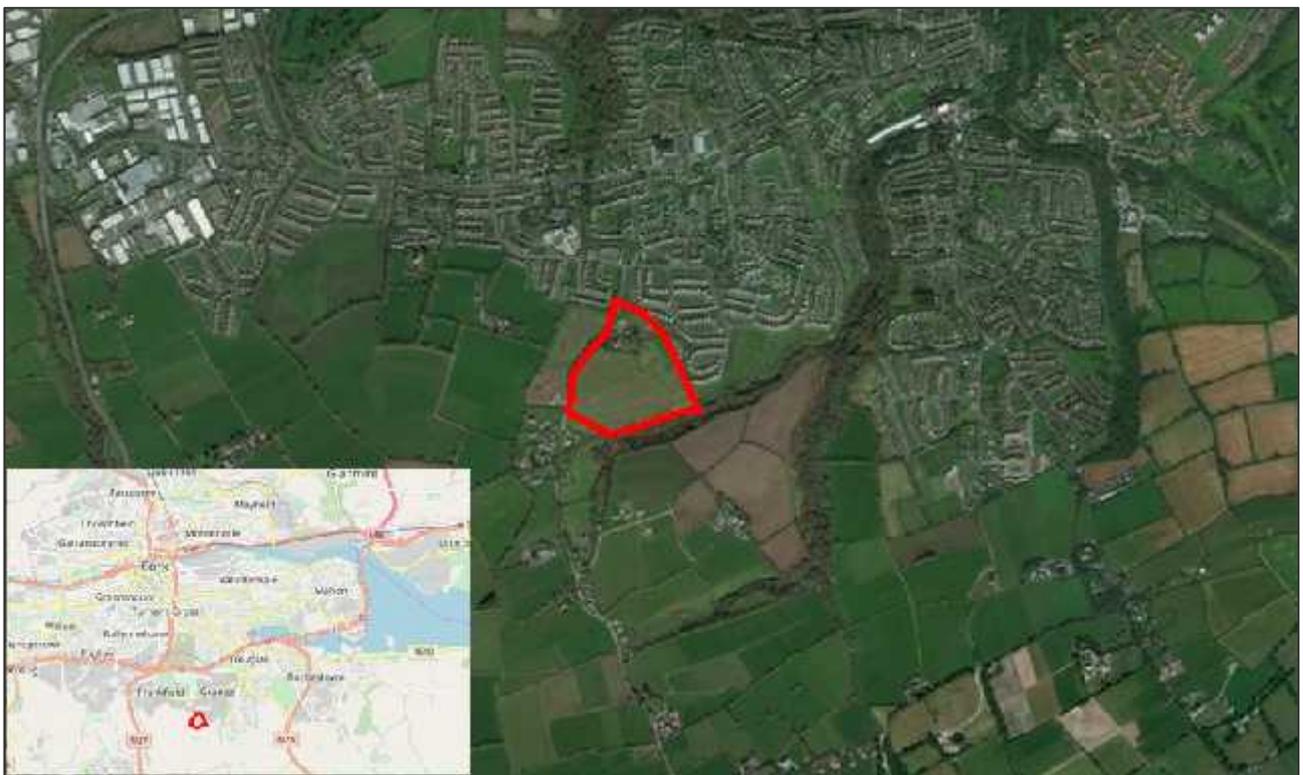


Fig. 1 Subject site in the context of the surrounding area.

1.2.2 Density & Housing Mix

Section 5.11 of the **2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)** states that for 'Outer Suburban / 'Greenfield sites' the greatest efficiency in land usage will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities should be encouraged generally and that net densities less than 30 dwellings per hectare should generally be discouraged. However, Section 6.11 of the Guidelines states that for 'Edge of Centre Sites' densities should be within the range of 20-35 dwellings per hectare.

The **2014 Cork County Development Plan (CDP)** includes policies for housing density that respects the Governments wish to deliver a sound return on infrastructure investment, particularly in relation to public transport, but also provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in the County's towns, especially in the County Metropolitan Area. Objective HOU 4-1 of the CDP provides an overview of the densities proposed on zoned residential land including 'Medium A' which has a density range of between 20-50 dwellings per hectare and is applicable in **city suburbs**, larger towns over 5,000 population and rail corridor locations.

In the **2017 LAP**, the site forms part of the SE-R-07 zoning, with the following specific objective:

SE-R-07: Medium A Residential Development. Any proposals for this site will include a detailed traffic impact assessment and will address the need for road and junction improvements in the vicinity.

Given the site constraints (wayleave, re-alignment of Cooney's Lane, traffic calming measures along Cooney's Lane and Bellevue Road and the steep embankment to the south), the proposed density of the site has been calculated by omitting these 'undevelopable areas' from the overall site area to give the net developable area, which is calculated at 7.7 ha. Using the net developable area, the overall density has been calculated at 32.6 units per hectare (please refer to section 3.0 of the Planning and Design statement for further details).

Statement of Consistency: DENSITY

An overall net residential density of 32.6 units per hectare has been achieved in accordance with Section 5.11 & 6.11 of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009*. This density is also in line with the LAP Objective SE-R-07 which seeks the development of Medium 'A' residential density on the proposed site.

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore, imperative that the market ensures the development of a greater mix of house types, and an increase in the delivery of smaller dwelling units in tandem with larger family homes. The proposed layout proposes 251 no. dwelling houses comprising 176 no. dwelling houses (70% of total mix) and 75 no. apartments/duplexes (30% of total mix). The dwelling houses are set in a variety of 2, 3, 4 & 5 bed configurations in 35 different unit types and sizes, that also includes variations within individual house types, that will appeal to a broad range of purchasers / tenants. The units consist of a range of detached, semi-detached and townhouse properties. The dwellings range in size from 80.4 sqm 2 bed semi-detached units (type F2) to 190 sqm 5 bed detached units (Type A1.1). The variety of dwelling sizes proposed focuses on providing choice, affordability and quality housing in accordance with the relevant policies.

Further to the provision of dwelling units, the layout also incorporates 75 no. apartments/duplexes set out throughout the site. The apartments/duplexes are set out in a variety of 1, 2 & 3 bed configurations and vary in size and arrangement depending on their location. (Please refer section 5.5 of the Planning and Design Statement for further information).

Statement of Consistency: HOUSING MIX

In accordance with Objective HOU 3-3 of the CDP, the proposed development provides a range and mix of 1-bed, (7.6%), 2-bed (19.5%), 3-bed (61.7%), 4-bed (9.2%) and 5-bed (2%) residential units and sizes to meet the needs of the area.

1.2.3 Layout

Connectivity

The proposed development is set around a wide network of streets, interlinked pedestrian and cyclist pathways and open space. The site is shaped by the central link road which runs through the site, linking the proposed entrances onto Cooneys Lane. The central link road is in turn fed by a series of shared surface streets, which offer direct access to each residential area. Pedestrian entry and egress to the subject site is through a number of points both from Cooneys Lane and from the neighbouring Ardfield Estate. The planned pedestrian routes tie into the existing paths. Given the existing estate and the possible future development land to the west, care has been taken to position pedestrian routes to allow for maximum permeability. Road widths and surfaces vary to prioritise movement through the development.

Inclusivity

The proposed dwelling's offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. Part V units have been included throughout the site at various locations. This will ensure a cohesive and mixed community throughout the entire development. The design and layout of the proposed development will meet the requirement of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. In this regard, the design of the proposed development is also guided by the principles of universal design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size, ability or desirability.

The amenity walkway along the southern and eastern boundary of the site will be accessible to all and will be hard surfaced with attractive signage where relevant. With regard to the amenity spaces, all have been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. All areas, whether public, private or communal, will be well defined and accessible to all, encouraging the use of the public realm by the community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces. (Please refer to section 5.4 of the Planning and Design Statement for further details).

Distinctiveness

The settlement of Grange was formed through incremental expansion of the area. The settlement was subject to significant residential growth in the later twentieth century. The development was low density, consisting mainly of detached and some semi-detached houses on large plots spread across the hillside. The most recent village expansion, mostly in the 21st century, has largely consisted of new housing estates of a higher density than earlier developments. These contain a mix of mainly semi-detached and detached houses, with some terraced units. The proposed design and layout of the development will create a series of individual neighbourhood clusters which will complement each other but be sufficiently individual to promote their own sense of place. (Please refer to section 5.7 of the Planning and Design Statement for further details).

Parking

Each dwelling house will have 2 no. car parking spaces, in close proximity to the front door, equating to a total of 352 no. parking spaces. Appendix D of the CDP requires the provision of a maximum of 1.25 spaces per apartment unit, which with consideration to the 75 no. apartments/duplexes proposed would suggest the

provision of 93 spaces. This requirement is a maximum requirement and therefore the proposed provision of 75 spaces to serve these units is in line with the recommendations contained in the CDP.

A total of 438 no. parking spaces are provided throughout the scheme, including 10 plus 4 no. drop off spaces for the creche. We consider the level of parking provided to be appropriate given the nature of the uses proposed, the location in close proximity to numerous bus stops and the provision of a Greenway which will link to the Ballybrack Greenway which is to be provided by Cork County Council. The close proximity to a bus route and the Greenway will provide an alternative to private car use. In addition to car parking, bicycle storage is provided in close proximity to the apartment/duplex units.

Detailed Design

The proposed dwellings are designed to complement the existing houses in the surrounding area while also including some vernacular details such as the stone from the former farmyard buildings. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting. Each house type has different variations for external finishes. (Please refer to section 5.13 of the Planning and Design Statement for further details).

The styles are grouped together to help define each neighbourhood / character area. The chosen palette of materials references materials used in the locality and uses a contemporary architectural interpretation of traditional building forms and materials. The chosen materials, including brick, stone, and smooth plaster are easily maintainable. The proposed modelling of the facades will allow for interest and variation within the locality.

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

The massing and scale of the proposed apartment/duplex buildings responds directly to its location on the site. The proposed blocks sit at the north of the site in a highly accessible location for both residents within the development and within the wider area. The building frames the large open space areas. The exterior of the building defines the adjacent streets and public spaces, with private open space provided in the form of balconies / terraces for each apartment. (please refer to section 5.13.2 of the Planning and Design statement for further details).

Statement of Consistency: LAYOUT

The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective HOU 3-2 of the CDP. Regard has also been had to Cork County Council's 'Design Guide for Residential Estate Development 2011'. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality layout and design has been achieved, based on the provision of a mix of high-quality homes in a quality neighbourhood clusters/character areas and through the creation of a sustainable extension to the settlement of Grange which prioritises pedestrians and cyclists.

1.2.4 Landscape & Amenity

Public Realm

The proposed development is set around a network of streets, pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential clusters are located near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including car parking, low planting/walls and semi-transparent boundary treatments such as railing.

Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Where possible, all dwellings benefit from the traditional separation distance of 22m. Where this separation distance is reduced, special design measures are incorporated to ensure that the amenity of future residents is not negatively impacted. Windows are not facing, sited to prevent direct overlooking into adjacent dwellings and private gardens.

Generous rear gardens are also provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and have been orientated to maximise solar exposure. Front gardens with ample parking and landscaping will also prevent direct views into the dwellings from the street. All homes will have adequate storage areas and areas for sorting of recyclables.

Statement of Consistency: LANDSCAPE AND AMENITY

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective HOU 3-2 of the CDP. Regard has also been had to Cork County Council's 'Design Guide for Residential Estate Development 2011'. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

Efficiency

Landscaped areas consist of the open spaces containing play areas and the more passive areas of open space including the wayleave to the east of the site. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible.

All houses and apartments are designed to maximise passive solar gain through the solar orientation. This is balanced with the requirements of good urban form and the provision of ample open space. All houses and apartments are dual aspect (at a minimum) which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

With regard to waste provision and collection, storage areas for bins are provided within the apartment block while bin storage areas may also be provided within the front garden spaces of each dwelling unit.

Adaptability

The houses have been designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. The semi-detached and detached units can be extended easily if required, there is sufficient space to the back of the property to allow for future rear extension. There is also the option to adapt attic space.

Statement of Consistency: SUSTAINABILITY

The sustainability of the proposed development is based on the principle criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective HOU 3-2 of the CDP. Regard has also been had to Cork County Council's 'Design Guide for Residential Estate Development 2011'. The proposed apartments have been designed having regard to and are consistent with the *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.

2.0 National Planning Policy

2.1 Sustainable Residential Development in Urban Areas, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 The Role of Design	Application of 12 Best-Practice Criteria	Compliance with each of the criteria is addressed in section 2.2.
	Have designers carried out a site appraisal prior to preparing a layout.	Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	Yes – The design complies with design guidance requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	Yes – The layout provides for a main link road through the site with distinct home zones with local level access roads and footpaths. Cycling is provided as a shared surface within the road network.
Chapter 4 Sustainable Neighbourhoods	Are lands in accordance with sequencing priorities of development plan / LAP?	Yes – The site is zoned for 'Medium A Residential' development in the Ballincollig Carrigaline Municipal District Local Area Plan.
	Assessment of the capacity of existing schools.	Yes – A School Demand Report by McCutcheon Halley is submitted with this application. the assessment of existing schools in the area has identified a current available capacity of 157 primary school places and 284 post primary school places.
	Input of other necessary agencies.	Yes – Irish Water and Cork County Council have been consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	Yes – A creche and amenity areas are provided for on-site. The site is close to existing facilities and amenities available in Grange and Douglas. There is an exiting football pitch located 500m to the east of the site. It is 800m / a 9-minute walk from the nearest shop and 1 km / a 12-minute walk from local services such as a doctor's surgery, dentist and community centre.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	Yes – The 206-bus route which connects the area to Cork City centre is located 400m / 5-6-minute walk to the north of the site with the nearest stop being 390m away. There are 58 services a day, every 15 minutes, Monday to Friday,
	Will the development:	
	- Priorities public transport, cycling and walking.	Yes – The environs provide a good network of footpaths and an existing bus route. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpath in the environs.
	- Ensure accessibility for everyone	Yes – The layout and unit design fully comply with the requirement of Part M of the Building Regulations and principles of Universal Design.
- Encourage more efficient use of energy	Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m ² /yr to achieve the expected 2020 NZED target rating.	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	- Include right quality & quantity of public open space.	Yes – There is a provision of 18.6% open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality.
	- Include measures for satisfactory standards of personal safety and traffic safety.	Yes – The road layout is compliant with DMURS requirements.
	- Present an attractive and well-maintained appearance.	Yes – The layout ensures an appropriate balance between private and public open space, public space will be easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
	- Promote social integration, provide for diverse range of household types, age groups and housing tenures.	Yes – The layout provides for a mix of unit types and sizes, as detailed in the Planning and Design Statement. Part V units are dispersed throughout the development and within each phase of the development.
	- Protect and where possible enhance the built and natural heritage.	Yes – New planting will increase the bio-diversity of the site and reinforce the existing boundary conditions. The footprint of the existing farmwayrd cluster will be retained and the existing buildings will be replaced with new builds of similar style. The stone which is removed from the existing buildings will be re-used where possible in the construction of the dwellings in the farmyard cluster.
	- Provide for Sustainable Drainage Systems.	Yes – SuDs principles are incorporated throughout the site.
Chapter 5 Cities and Larger Towns	- Are residential densities sufficiently high in location which are, or will be, served by public transport.	Yes – The density is 32.6 units per hectare. This exceeds the minimum density of 20 units per hectare required for the lands in the Ballincollig Carrigaline MD LAP and complies with the standards set out for Suburban / Greenfield Sites in larger towns.
	- Are higher densities accompanied by high qualitative standard of design and layout?	Yes – The design and layout provide for high qualitative standard of units and private and public open space.
	- Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking?	Yes – The site is a greenfield site and no units, including duplex / apartments, overlook any existing housing.
Chapter 7 The Home and Its Setting	- In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings.	Yes – The external finishes and landscape design have been designed to provide a high-quality environment.
	- Decent levels of amenity, privacy, security and energy efficiency.	Yes – All units have access to private space and public open space is well overlooked. Units are designed to comply with the expected 2020 NXEB standard in terms of energy efficiency.
	- Will orientation of dwelling and internal layout maximise levels of daylight and sunlight?	Yes – All dwellings are designed to maximise daylight and passive solar energy gains.
	- Has privacy been considered in design of the home.	Yes – The layout is designed to avoid overlooking by adjacent properties. All townhouses, semi-detached units, apartments and duplexes are designed to prevent acoustic transfer.
	- Has the design sought to create child and pedestrian friendly car-free areas?	Yes – Good pedestrian and cycling routes are provided throughout the development, with car free access to open spaces.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	- Do all houses have an area of private open space behind the building line?	Yes – All dwellings have a private rear garden.
	- Has the design been influenced by the principles of universal design?	Yes – The design complies with Part M of the Building Regulations and principles of Universal Design. See statement on compliance by Geraldine Coughlan Architects.
	- Has adequate provision been made for the storage and collection of waste materials?	Yes – All dwelling and apartments have areas for the storage and sorting of recyclables.

2.2 Urban Design Manual - A Best Practice Guide, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>1. Context: How does the development respond to its surroundings?</p>	<ul style="list-style-type: none"> ▪ The development seems to have evolved naturally as part of its surroundings. ▪ Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. ▪ Form, architecture, and landscaping have been informed by the development's place and time. ▪ The development positively contributes to the character and identity of the neighbourhood. ▪ Appropriate responses are made to the nature of specific boundary conditions. 	<p>The proposed development is located on the southern periphery of the Cork City South Environs. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</p> <p>The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments and the specific zoning objectives for the site.</p> <p>The form and design of the buildings has been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. The design has also utilised the existing farmyard on site and the footprint of this formed the basis for the design. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach will ensure that the scheme will act as an attractive and sustainable expansion in the settlement of Grange, while also positively contributing to the character and identity of Grange.</p> <p>With regard to boundary conditions, considerable effort has been made to respond positively to this wherever possible. A linear walk/cycle route framed by appropriate landscaping had been provided along the southern and eastern boundary. Existing boundary hedgerows are retained and supplemented where appropriate to minimise the impact on existing habitats as well as existing residents of the immediate surrounding area.</p>
<p>2. Connections: How well connected is the new neighbourhood?</p>	<ul style="list-style-type: none"> ▪ There are attractive routes in and out for pedestrians and cyclists. ▪ The development is located in or close to a mixed-use centre. ▪ The development's layout makes it easy for a bus to serve the scheme. 	<p>The proposed development is set around a wide network of streets, interlinked pedestrian and cyclist pathways and open spaces. The site is shaped by the central link road with 3 access points onto Cooney's Lane. This route is in turn fed by a number of shared surface routes, which offer direct access to each home zone area. These routes are designed to</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ The layout links to existing movement routes and the places people will want to get to. ▪ Appropriate density, dependent on location, helps support efficient public transport. 	<p>favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the creche are located in close proximity to the entrance to the development offering the community easy access to important local services.</p>
<p>3. Inclusivity: How easily can people use and access the development?</p>	<ul style="list-style-type: none"> ▪ New homes meet the aspirations of a range of people and households. ▪ Design and layout enable easy access by all. ▪ There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly. ▪ Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. ▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. 	<p>The proposed dwellings offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</p> <p>Public, private and communal amenity spaces have been developed to suit children of varying ages, teenager's adults and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.</p>
<p>4. Variety: How does the development promote a good mix of activities?</p>	<ul style="list-style-type: none"> ▪ Activities generated by the development contribute to the quality of life in its locality. ▪ Uses that attract the most people are in the most accessible places. ▪ Neighbouring uses and activities are compatible with each other. ▪ Housing types and tenure add to the choice available in the area. ▪ Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood. 	<p>A wide variety of uses have been provided to support the future residential community as well as the existing residents in the surrounding area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of Grange. These uses are located adjacent to the main entrance at highly accessible locations within the site.</p> <p>A wide variety of house types have also been provided with a choice of 1, 2, 3, 4 and 5-bedroom townhouse, semi-detached, detached, duplex and apartment variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Grange and throughout Metropolitan Cork.</p>
<p>5. Efficiency: How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> ▪ The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. ▪ Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. ▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation. ▪ The scheme brings a redundant building or derelict site back into productive use. ▪ Appropriate recycling facilities are provided. 	<p>An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. The proposed development will also ensure the long-term use of the disused farmyard currently on site.</p> <p>Landscaped areas consist of the open spaces containing play areas, the linear walk/cycle route along the southern and eastern boundary of the site, and the more passive areas throughout the site. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>6. Distinctiveness: How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> ▪ The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. ▪ The scheme is a positive addition to the identity of the locality. ▪ The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. ▪ The proposal successfully exploits views into and out of the site. ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<p>site. SuDs principles will also be incorporated wherever possible.</p> <p>The settlement of Grange was formed through incremental expansion. The settlement was subject to significant residential growth in the later twentieth century. The most recent expansion occurred in the 21st century and largely consisted of higher density housing estates. These contain a mix of mainly semi-detached and detached houses, with some terraced units.</p> <p>The proposed design and layout of the development will create a series of home zones which will complement each other but be sufficiently individual to promote their own sense of place.</p> <p>The buildings and residential units use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is given to the individual zones, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.</p> <p>Where appropriate, dwellings benefit from the attractive views both internal to the site as well as longer range views over the adjacent area.</p>
<p>7. Layout: How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> ▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. ▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. ▪ The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. ▪ Traffic speeds are controlled by design and layout rather than by speed humps. ▪ Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts. 	<p>The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site.</p> <p>The proposed layout provides for and ensures future connectivity to the lands to the west and east. A connection is also facilitated to the existing footpath network to the north. All routes are scaled appropriately to enhance legibility. In general speed will be controlled through passive measures including careful curvature of roads.</p> <p>The streets and pathways benefit from passive surveillance from the dwellings that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.</p>
<p>8. Public Realm: How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> ▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use. ▪ The public realm is considered as a usable integrated element in the design of the development. ▪ Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood. ▪ There is a clear definition between public, semi private, and private space. 	<p>The scheme is designed to balance the private and public open amenity needs of the community. The layout attempts to maximise the number of dwellings which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into dwellings.</p> <p>The open spaces and play areas have been designed to be overlooked where possible. Specific house types are being developed for corner sites in order to provide passive</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<p>surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.</p> <p>A clear definition is provided between public and private areas, particularly the front gardens of the dwellings. Changes in material and the use of landscaping within the street and gardens themselves mark the transition between the two zones, clearly defining the curtilage of each dwelling.</p>
<p>9. Adaptability: How will the buildings cope with change?</p>	<ul style="list-style-type: none"> ▪ Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. ▪ The homes are energy-efficient and equipped for challenges anticipated from a changing climate. ▪ Homes can be extended without ruining the character of the types, layout and outdoor space. ▪ The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office. ▪ Space in the roof or garage can be easily converted into living accommodation. 	<p>The dwellings are designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. The majority of dwellings are designed to provide the optional conversion of the attic space, which will increase the size of the dwellings to provide flexibility for families change where necessary. All houses are also designed to be extended easily if required, as the provision of surplus rear garden space would also facilitate a rear extension of the home should the owner require this in the future.</p>
<p>10. Privacy and Amenity: How does the scheme provide a decent standard of amenity?</p>	<ul style="list-style-type: none"> ▪ Each home has access to an area of useable private outdoor space. ▪ The design maximises the number of homes enjoying dual aspect. ▪ Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. ▪ Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units. ▪ The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables. 	<p>The proposed layout has been designed to ensure that each residential unit within the development has a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Windows are sited to prevent overlooking into adjacent private gardens. Generous rear gardens are also provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and are orientated to maximise solar exposure. Front gardens with ample parking and landscaping will also prevent direct views into the dwellings from the street. All homes have adequate storage areas and areas for sorting of recyclables.</p>
<p>11. Parking: How will parking be secure and attractive?</p>	<ul style="list-style-type: none"> ▪ Appropriate car parking is on-street or within easy reach of the home's front door. ▪ Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. ▪ Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. ▪ Materials used for parking areas are of similar quality to the rest of the development. ▪ Adequate secure facilities are provided for bicycle storage. 	<p>Each dwelling has two car parking spaces located in close proximity to the front entrance of the dwellings. The cul-de-sac layout in some areas also accommodates further informal parking areas for visitor parking within the residential scheme and adjacent to the dwellings in overlooked locations. Adequate vehicular and cycle parking is provided in the non-residential areas of the site, in line with the requirements of Appendix D of the CDP. Bicycle parking/storage is also provided for all apartment buildings.</p>
<p>12. Detailed Design: How well thought through is the building and landscape design?</p>	<ul style="list-style-type: none"> ▪ The materials and external design make a positive contribution to the locality. ▪ The landscape design facilitates the use of the public spaces from the outset. 	<p>The proposed house design responds to the local vernacular. As noted above, Grange has been subject to significant residential development in previous years and development such as the subject scheme</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Design of the buildings and public space will facilitate easy and regular maintenance. ▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. ▪ Care has been taken over the siting of flues, vents and bin stores. 	<p>present significant challenges to create a complimentary identity to that existing development while relating to the immediate surroundings and promoting a high-quality design. The proposed design does this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that will respect and enhance the local setting and the existing dwellings within the surrounding area.</p> <p>The proposed landscape design will frame the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting will be durable and facilitate easy maintenance.</p>

2.3 Sustainable Urban Housing: Design Standards for New Apartments, 2018.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> ▪ 1-bed studio apartment = 37 sqm ▪ 1-bed = 45 sqm ▪ 2-bed = 73 sqm ▪ 3-bed = 90 sqm <p>Section 3.12 also requires that in a scheme of 10 or more apartments, the majority of all apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%.</p>	<p>With regard to the subject scheme, all apartments are sized well in excess of the minimum standards:</p> <ul style="list-style-type: none">) The smallest 1 bed apartment is 48.1sqm (1 no.) and the largest is 63.2sqm (12 no.)) The smallest 3 bed duplex is 98.5sqm (2 no.) and the largest is 113.8sqm (1 no.). <p>The cumulative floor area of all apartments in the scheme is 6,228sqm. Using the minimum floor areas set out in section 3.4, the minimum floor area allowable for the subject scheme (comprising 19 no. 1-bed, 46 no. 2 bed and 10 no. 3 bed apartments/duplexes) would be 5,113sqm. As such the minimum floor area requirement has been exceeded by 19.6% which is consistent with the 10% minimum set out in the Guidelines.</p>
Dual Aspect Ratio	<p>Section 3.17 requires:</p> <ul style="list-style-type: none"> ▪ Minimum 50% dual aspect apartments in urban locations. <p>This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas.</p>	<p>All of apartments within the scheme have been designed to be dual aspect at a minimum.</p>
Floor to Ceiling Height	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	<p>The ceiling height of all new build apartments and duplexes is in excess with the what is required in the guideline with ground floor ceiling height of all apartments at 2.7m.</p> <p>As per section 3.25, ground floor ceiling heights within the 3 no. apartments in the refurbished farm building have been relaxed but still exceed the minimum requirements of the Building Regulations.</p>
Lift / Stair Cores	<p>Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.</p>	<p>All lift/stair cores provided within the scheme serve between 2 to 4 units which is well below the level identified.</p>
Internal Storage	<p>Section 3.30 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p> <p>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	<p>Each apartment unit is provided with adequate levels of storage internally and the exceedance of minimum floor levels allows for the provision of additional storage should this be required by the occupant.</p>
Private Amenity Space	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<p>All apartments are provided with a generous private balcony.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Security Considerations	Section 3.28 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.	All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. For example, the apartments face onto the public open space areas while the western elevation fronts onto the plaza/parking area. The apartments overlook the adjacent open spaces and parking areas. All entrance points are safe and secure. They are located at street level to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.
Access and Services	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations	<p>As stated previously, pedestrian and cyclist accessibility is a primary consideration of the proposed development. The development has been designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, are all Part M compliant. The public open spaces and liner walkway are also accessible to ensure that all members of the public regardless of age or ability can access the spaces.</p> <p>All internal spaces including the dwellings, apartments, and creche are all designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.</p>
Communal Rooms	Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.	7,065 sqm of communal external space has been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site.
Refuse Storage	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <ul style="list-style-type: none"> ▪ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste; ▪ In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics; ▪ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies; ▪ Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people; 	Appropriate facilities have been provided within each apartment block to facilitate the storage and collection of waste materials within the apartment block. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, will be adequately ventilated and secure so as to minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Waste storage areas should not present any safety risks to users and should be well-lit; ▪ Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public. ▪ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles; ▪ The capacity for washing down waste storage areas, with wastewater discharging to the sewer. 	
Communal Amenity Facilities	Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.	As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these buildings will also ensure that the spaces benefit from adequate levels of sunlight.
Children's Play	Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.	Play areas have been provided throughout the scheme with many located within close proximity to the proposed apartment block. These play areas benefit from the passive surveillance from surrounding residential areas.
Car Parking	<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	A total of 438 no. parking spaces are provided throughout the scheme with an adequate level of car parking provided for the apartment block. All levels of parking identified are within the thresholds identified by Cork County Council in Appendix D of the 2014 Development Plan. Bicycle parking/storage is also provided for all apartment buildings.
Bicycle Parking	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	Cycle parking has generally been provided in line with the guidance set out in the 2014 development plan, with scope for the provision of additional spaces if required.
Childcare	The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	A 220.96sqm creche has been provided to the north of the site. All one bed units have been excluded from the creche calculations.

2.4 Childcare Facilities Guidelines, 2001

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 3 Development Control & Related Standards</p>	<p>In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.</p>	<p>The proposed crèche provides for c. 60 childcare spaces, and is to be provided within Phase 4 of the development.</p> <p>The size of the proposed creche is sufficient to meet the full requirements of childcare suggested by the Childcare Guidelines (20 spaces per 75 units – proposed 232 units (excluding 19 1 bed units) equates to suggested requirement of 60 spaces).</p>
<p>Appendix 1 General Standards</p>	<p>Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.</p>	<p>The creche has been designed in accordance with the guidelines set out in Appendix 1 of the Childcare Facilities Guidelines.</p>

3 Local Planning Policy

3.1 Cork County Development Plan 2017-2023

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 2: Core Strategy	CS 3-1: Network of Settlements: Higher Order Settlements	Strategic Aim of City Environs (including North and South) Growth in population and employment so that the Cork Gateway can compete effectively for investment and jobs. Develop to complement & consolidate the development of the city as a whole and providing enhanced potential to rebalance the City through new development in the north.	The proposed development supports the strategic aim of the Cork City South Environs in that it will contribute to the growth in population. The proposed development will complement and consolidate the development of the city.
Chapter 2: Core Strategy	CS 4-1: County Metropolitan Cork Strategic Planning Area	a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City.	The proposed development prioritises and facilitates walking, cycling and public transport use by providing high quality cyclist / pedestrian connections to tie into the existing network in the Grange area.
		g) Develop the Cork City Environs so that they complement the City as a whole. In the south, priority should be given to consolidating the rapid growth that has occurred in recent years by the provision of services, social infrastructure and recreation facilities to meet the needs of the population. The North Environs will play a major role in the rebalancing of the City in terms of future population and employment growth.	The proposed development will complement and consolidate the development of the city. The proposed development incorporates services, social infrastructure and recreation facilities to meet the needs of the existing and future population.
Chapter 3: Housing	HOU 3-1: Sustainable Residential Communities	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.	The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual (as outlined in Section 2.1 to 2.3 above).
		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.	The proposed development promotes sustainable methods of transport including walking and cycling, with permeability facilitated within the development itself as well as connectivity to existing built up areas.
		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	Where relevant all existing footpaths and public lighting services are connected to the proposed development. This is most relevant at the connection point with the Ardfield Estate to the east and the existing footpath to the north. .

Reference	Policy Objective	Policy Provision	Statement of Consistency
		infrastructure is delivered in tandem with the occupation.	
Chapter 3: Housing	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.	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 (as outlined in section 2.1 to 2.3 above). Specific guidance issued by the Council is based on these principle documents and therefore the proposed development is in accordance with the Council's design Guide for Residential Estate Development.
		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.	N/A
		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 Planning and Design Statement by McCutcheon Halley Planning is submitted as part of the planning application documents.
		d) Require developers to take account of the Design Manual for Urban Roads and Streets (DMURS).	The Guidance contained in DMURS has been considered and incorporated into the proposed development (Please see DMURS Compliance Report by Ilsa Rutgers Architecture).
Chapter 3: Housing	HOU 3-3: Housing Mix	a) Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.	A mix of dwelling types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council (please refer to the Planning and Design Statement for further details).
		b) Require the submission of a Statement of Housing Mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective.	A Statement of Housing Mix is provided as part of the planning application documents. Please refer to the Planning and Design Statement for details.
Chapter 3: Housing	HOU 4-1: Housing Density on Zoned Land	High Density (<i>min. 35 – max. no limit, units per Ha</i>) <ul style="list-style-type: none"> ▪ Applicable in town centres throughout the county and in other areas identified in LAP's normally in close proximity to existing or proposed high quality public transport corridors. ▪ Normally requires/involves apartment development. 	The SE-R-07 zoning objective requires a 'Medium A' density residential development. Given the position of services and existing site constraints, the proposed density of the site has been calculated by omitting

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> ▪ Subject to compliance with appropriate design/amenity standards and protecting the residential amenity of adjoining property and the heritage assets of town centres. <p>Medium A Density (<i>min. 20 – max. 50, units per Ha</i>)</p> <ul style="list-style-type: none"> ▪ Applicable in city suburbs, larger towns over 5,000 population and rail corridor locations (example Carrigtwohill). ▪ Apartment development is permissible where appropriate but there is no requirement to include an apartment element in development proposals. ▪ 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. <p>Medium B Density (<i>min. 12 – max. 25, units per Ha</i>)</p> <ul style="list-style-type: none"> ▪ 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. <p>Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.</p>	<p>these 'undevelopable areas' (including the wayleave, traffic calming measures and steep embankment to the south) from the overall site area to give the net developable area. this is calculated as 7.7ha.</p> <p>Using the developable areas, the overall density has been calculated at 32.6 units per hectare. This density falls within the threshold of 'Medium A' density development.</p>
<p>Chapter 3: Housing</p>	<p>HOU 5-1: Reserved Land for Social Housing</p>	<p>Lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, including all land for a settlement identified in a local area plan will require 14% of all new residential developments to be made available for social housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Strategy.</p>	<p>This requirement is superseded by the requirements of the amended Planning and Development Regulations (2015), pursuant to Part V, s.96 of the Planning and Development Act 2000 (as amended), which requires a provision of 10% social housing.</p> <p>It is proposed to transfer 25 no. units to meet this Part V obligation. The manner in which the applicant proposes to do so</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			is outlined in section 4.4 of the Planning and Design Statement.
Chapter 5: Social and Community	SC 1-1: Social and Community Infrastructure Provision	<p>a) Support the provision of social and community facilities which meet the current and future needs of the entire population.</p> <p>b) Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations.</p>	The proposed development incorporated approximately 1.84 hectares or 18.6% of open space within the developable area. This active open space will incorporate the provision of a kick about area, basketball court, playgrounds, an amenity walkway, pocket parks, seating areas and garden parks which are of sufficient size/scale to facilitate a range of community and sporting uses. These facilities will be available to the entire community, both existing and future.
Chapter 5: Social and Community	SC 2-1: Multi-Use Community Facilities	Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.	As above.
Chapter 5: Social and Community	SC 3-1: Childcare Facilities	Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Guidelines on Childcare Facilities and the Childcare (Preschool Services) Regulations 2006.	The proposed development includes a creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations. Section 2.4 above outlines the scope of this provision.
Chapter 5: Social and Community	SC 4-1: Educational Facilities	Facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged.	The northern tip of the of the site has been set aside for the development of a 60-child place creche which is sufficient to cater for the needs of the development.
Chapter 5: Social and Community	SC 4-2: Provision of Educational Facilities in Large Residential Developments	<p>a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</p> <p>b) Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided.</p> <p>c) Work closely with the Department of Education & Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education & Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area.</p>	As the site is within close proximity to a number of primary and secondary schools there is adequate access to schools within the vicinity of the site. A School Demand Report by McCutcheon Halley is submitted with this application. the assessment of existing schools in the area has identified a current available capacity of 157 primary school places and 284 post primary school places.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>d) Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County.</p> <p>e) Encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations.</p> <p>f) Require that proposed new large scale residential developments, either as part of an individual development or a collective group of developments include an assessment of the demand for school places likely to be generated by the development and proposals to address any identified increase in demand which may arise.</p>	
Chapter 5: Social and Community	SC 5-2: Quality Provision of Public Open Space	<p>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”.</p> <p>b) Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network. See also Chapter 13 Green Infrastructure and Environment.</p>	The provision of public open space is consistent with the relevant planning policy documents, as outlined in section 4.6 of the Planning and Design Statement.
Chapter 5: Social and Community	SC 5-3: Provision of New Recreation and Amenity Facilities	Support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and intergenerational activities, which are accessible to members of the community of all ages and abilities, through initiatives in partnership with community groups and sporting organisations.	<p>The proposed open spaces and amenities are dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates, including Ardfield.</p> <p>The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>
Chapter 5: Social and Community	SC 5-5: Recreation and Amenity Policy	Ensure the protection and seek the enhancement and wise management of existing recreational facilities and public open space, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Councils Recreation and Amenity Policy and having regard to the Councils policy regarding the management of Green Infrastructure assets. It is also intended that any enhancement and management of	The proposed development is consistent with the requirement of the Council’s Recreation and Amenity Policy and has regard to the Council’s policy regarding the management of Green Infrastructure assets.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		existing public open spaces and new developments will be in accordance with the Council's policy on Biodiversity outside Protected Areas (HE 2-3), the Council's Green Infrastructure Strategy for County Cork (GI 2-1) and Green Infrastructure – New Developments (GI 3-1).	
Chapter 5: Social and Community	SC 5-8: Private Open Space Provision	Apply the standards for private open space provision contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2009) and Cork County Council's Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments will apply.	The private open space provided is in line with the standards contained in the relevant guidance documents. Each dwelling is provided with both a front and rear garden. The front garden serves as a transitional space between the public street and the private realm and also provides parking for each unit. The rear garden is a truly private space, serving each individual dwelling.
Chapter 10: Transport and Mobility	TM Walking 2-1:	a) Encourage and facilitate a safe walking route network and a culture of walking where possible and practical.	A network of interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.
		b) Preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, work places, town and village centres.	It is proposed to enhance the existing walking routes within the area by providing connections to the existing footpath network within the area. The proposed footpaths tie into the existing footpaths in the surrounding area.
		c) Ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	The topography of the developable area of the site is relatively flat so therefore the development is universally accessible to all members of the community, regardless of age or ability.
		d) Local Area Plans will play an important role in implementing Walking Strategies.	N/A
Chapter 10: Transport and Mobility	TM Cycling 2-2:	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.	As above the proposed development places an emphasis on walking and cycling as a more appropriate mode of transport. Where appropriate, shared surfaces have been introduced to ensure that every area of the development is accessible on foot and bike. All proposed footpaths tie into the existing footpath network which will ensure connectivity with the wider area.
		b) Improve the streetscape environment for pedestrians, cyclists and those with	The streetscape of the proposed development ensures that the

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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.	needs of pedestrians, cyclists and those with special mobility needs are met appropriately, in line with the guidance of DMURS.
		c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	The proposed development is well connected to the surrounding area, particularly through the Ardfield Estate which will ensure permeability to the wider Grange area and ease of access to existing bus routes in the area and local shops and services.
		d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.	The shared walk/cycle paths throughout the site will provide a local facility for cycling in the area, with the potential to connect to external walk/cycle routes within Grange.
Chapter 10: Transport and Mobility	TM 2-3: Bus Transport (County-Wide)	The County Council will support and prioritise the following key Bus Transport initiatives:	N/A
		a) Progress towards national targets for modal split. Encourage the further development of the bus network;	
		b) Ensure all new developments are well connected to their local bus networks	The proposed development facilitates a connection to the existing footpath network to the north of the site. a footpath connection runs from the site directly into Grange where numerous bus stops are provided on Grange Road
		c) Secure the provision of appropriate bus infrastructure as an integral part of new development;	As above, bus stop facilities are provided on Grange Road.
		d) Secure safe walking routes from all new development to the local bus network;	N/A
		e) Encourage the provision of safe and convenient interchange facilities in all main towns and	N/A
		f) Encourage the better management of road space (e.g. through 'green route' and bus priority measures) to secure a journey time advantage for bus services.	N/A
Chapter 10: Transport and Mobility	TM 2-4: Bus Transport (Metropolitan Area)	The County Council will support and prioritise the following key Bus Transport initiatives:	Direct pedestrian access has been provided from the site entrance to the existing bus stops on the Grange Road.
		a) Encourage both the improvement and extension of services particularly to parts of Cork South Environs that currently lack an appropriate service and greater usage of the bus network so that they offer a realistic alternative to the private car in providing effective linkages between the main locations where people live and where they work;	
		b) Promote bus service improvements broadly in line with Table 10.1 and to generally encourage the enhancement of	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		service provision in tandem with planned population and employment growth.	
		c) Promote the introduction of new bus services on routes where they can offer a direct alternative to the routes most popular with private car users;	As above.
		d) Seek commitment from relevant agencies to the delivery of a high quality bus corridor linking Ballincollig and Cork City Centre/ Kent Railway Station and plan for the delivery of population and employment growth to be delivered in tandem with the delivery of this project and	N/A
		e) Support the provision of enhanced bus infrastructure, including park and ride facilities, throughout the Metropolitan area and especially in Douglas (in line with the Douglas LUTS proposals) and Glanmire.	N/A
Chapter 10: Transport and Mobility	TM 3-1: National Roads Network	<p>a) Seek the support of the National Roads Authority in the implementation of the following major projects:</p> <p><u>Projects Critical to the Delivery of Planned Development</u></p> <ul style="list-style-type: none"> ▪ N 28 (Cork – Ringaskiddy). ▪ M8 (Dunkettle Interchange Upgrade). ▪ Cork Northern Ring Road (N22/N20/M8). <p><u>Key NSS Projects</u></p> <ul style="list-style-type: none"> ▪ M 20 (Blarney – Mallow – Limerick). ▪ N 25 (Carrigwohill – Midleton – Youghal). <p><u>Key Regional Projects</u></p> <ul style="list-style-type: none"> ▪ N 22 (Ballincollig – Macroom – Ballyvourney) to include Macroom By-pass. ▪ N 71 (Cork – Clonakilty – Skibbereen and Bantry). ▪ N 72 (Mallow Northern Relief Road). ▪ N 72 Mallow to Fermoy. <p>N 73 (Mallow – Mitchelstown).</p>	N/A
		b) Support and provide for improvements to the national road network, including reserving corridors for proposed routes, free of inappropriate development, so as not to compromise future road schemes.	N/A
		c) Restrict individual access onto national roads, in order to protect the substantial investment in the national road network, to improve carrying capacity, efficiency and safety and to prevent the premature obsolescence of the network	The proposed development will not have any direct access onto national routes.
		d) Avoid the creation of additional access points from new development or the generation of increased traffic from	No additional access will be provided onto the national road network.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		existing accesses onto national roads to which speed limits greater than 50kph apply.	
		e) Prevent the undermining of the strategic transport function of national roads and to protect the capacity of the interchanges in the County from locally generated traffic.	As above
		f) Consider the most up-to-date guidance in relation to the provision of Service and Rest Areas on the National Road Network (Section 2.8 of the Department of the Environment Community Heritage and Local Government 'Spatial Planning and National Roads Guidelines' (2012) and 'NRA Service Area Policy' (August 2014).	N/A
		g) Co-operate with the National Roads Authority to identify the need for Service areas and/or rest areas for motorists along the national road network and to assist in the implementation of suitable proposals for provision, subject to normal planning considerations.	N/A
		h) Ensure that in the design of new development adjoining or near National Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design-life of the development.	N/A
		i) Control the proliferation of non-road traffic signage on and adjacent to national roads having regard to the NRA's "Policy on the Provision of Tourist & Leisure Signage on the National Roads" and Section 3.8 of the 'Spatial Planning and National Roads Guidelines (2012)' of the Department of the Environment Community Heritage and Local Government.	N/A
Chapter 10: Transport and Mobility	TM 3-2: Regional & Local Roads	a) Recognise the strategic role played by Regional Roads within the County and, together with Local Roads, to enhance their carrying capacity and safety profile in line with demand.	N/A
		b) Promote the improvement of strategic Regional and Local Roads throughout the County in accordance with the strategies identified for the main settlements in this Plan.	N/A
		c) Seek funding for the following Regional and Local Roads Projects in the County: <u>Projects Critical to the Delivery of Planned Development</u> <ul style="list-style-type: none"> ▪ Carrigaline Inner Relief Route; ▪ Douglas East – West Link Bridge; ▪ Mallow-Park Road extension to N20; 	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> ▪ Midleton (Waterrock) access roads and rail bridge; ▪ Upgrade of access routes serving Monard; ▪ Improved Road Access between N25 and Cobh ▪ subject to full ecological assessment; ▪ Midleton Northern Relief Route; ▪ R 586 (Bandon to Bantry); ▪ R 572 (Glengarri to Castletownbere); ▪ R 630 (Midleton – Whitegate); ▪ R600 (Fivemile Bridge to Kinsale); ▪ R613 (Ringaskiddy to N71); ▪ R618 Leemount Cross. <p>See Chapter 12 Heritage Objective HE 2-1 and Paragraph 12.2.5.</p>	
		d) Limit access to Regional Roads where appropriate so as to protect carrying capacity of the road network and have regard to safety considerations particularly where access to a lower category road is available.	N/A
		e) Ensure that in the design of new development adjoining or near Regional & Local Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design-life of the development.	The local road to the west is of a sympathetic/urban scale with a speed limit of 50kph. Landscaping along the western boundary will protect the development from the adverse effects of traffic noise for the design life of the proposed development.
		f) Ensure all upgrades to listed routes are planned, designed and constructed to avoid and prevent significant negative impacts on sites designated for nature conservation, other environmental or heritage resources.	N/A
Chapter 10: Transport and Mobility	TM 3-3: Road Safety and Traffic Management	a) Where traffic movements associated with a development proposal will have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, to require the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit as part of the proposal.	A TTA by MHL Consulting Engineers is submitted in support of the subject planning application.
		b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes.	The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as bus.
		c) For developments of 50 employees or more, developers will be required to prepare mobility management plans (travel plans), to promote alternative sustainable modes or practices of transport as part of the proposal.	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.	3 no. vehicular access points are proposed. Each access point has been designed to appropriate standards of visibility to ensure the safety of other road users.
		e) Improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network.	The proposed public roadways are designed to the highest standard.
		f) Promote road safety measures throughout the County, including traffic calming, road signage and parking.	Adequate traffic calming, road signage and parking will be provided in line with the recommendations of Cork County Council and best practice guidance. Traffic calming measures are incorporated on Cooney's Lane and Bellview Road to help slow traffic and improve pedestrian routes. Please refer to the Traffic and Transport Assessment and Traffic Calming drawings by MHL Consulting Engineers.
		g) Co-ordinate proposed zoning designations and/or access strategies in settlement plans with speed limits on national roads.	N/A
Chapter 10: Transport and Mobility	TM 4-1: Car and Cycle Parking	a) Encourage a gradual shift towards more efficient and sustainable transport modes by securing the delivery of parking spaces required in connection with new development broadly in line with Appendix D Parking and Cycling Standards.	Cycle parking is provided in accordance with the requirements set out in Appendix D. The parking areas are provided at appropriate locations, i.e. at the creche.
		b) Ensure that on-street car parking is designed such that it does not occupy unnecessary street frontage.	Residential parking is provided within the curtilage of each dwelling while designated parking areas are provided to each of the non-residential areas. There is no on-street parking provided.
		c) Improve the overall connectivity and accessibility between key car parking areas and primary town centre streets.	N/A
		d) Ensure that a high standard of design, layout and landscaping accompanies any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: <ul style="list-style-type: none"> i. Respects the character of the streetscape/landscape ii. Will not adversely affect visual amenity, and Provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site.	Any parking areas provided are located in areas which benefit from passive surveillance and will be landscaped so as to enhance the environment and be respectful of the streetscape. Parking areas will provide for safe and easy access for pedestrians and cyclists.
		e) Promote a shift towards cycling as a viable transport mode by requiring the	As above, item (a).

Reference	Policy Objective	Policy Provision	Statement of Consistency
		provision of cycle parking facilities in accordance with Appendix D Table 2	
Chapter 11: Water Services, Surface Water and Waste	WS 3-1: Wastewater Disposal	a) Ensure implementation of the South Western River Basin Management Plans and their associated programmes of measures.	N/A
		b) Require that development in all main settlements connect to public waste water treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate	The proposed development will connect to the existing public waste water treatment system in the area. This has been discussed with Irish Water who have confirmed that the proposed waste water connection does not require any upgrade and the connection is feasible.
		c) Ensure that proposals for development incorporating smaller treatment systems align with the Guidance manual on treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the EPA or other appropriate guidance.	N/A
		d) Any new developments in the County disposing of effluent to ground will be required to comply with the groundwater protection plan and the Waste Water Discharge Regulations	N/A
Chapter 11: Water Services, Surface Water and Waste	WS 5-1: Surface Water and SuDS	a) Ensure that all new developments incorporate sustainable drainage systems (SuDS).	It is proposed to discharge to 6 Attenuation Systems located in the green areas of the proposed development. a hydro-brake manhole will be incorporated at each Attenuation System and all outlets will have flow controlled by means of hydrobrake, which will connect to the storm outfall. The surface water runoff will not exceed that of Greenfield Runoff Rate and it will not impact on the existing storm sewer as the full surface water run-off will be attenuated for the 1 in 100 Year Storm. A new storm water outfall will be constructed to the stream using a series of drop manholes. The pipe will terminate on a concrete headway 2m from the stream and this wall will be tapered with the slope of the embankment. The embankment will be reinstated with excavated material and reinforced with Terram Geocoell. A reno mattress will be laid on the ground to prevent erosion.
		b) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.	Storm water infrastructure will be appropriate for the site. it is proposed to discharge to 6 Attenuation Systems located in

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>the green areas of the proposed development. a hydro-brake manhole will be incorporated at each Attenuation System and all outlets will have flow controlled by means of hydrobrake, which will connect to the storm outfall. The surface water runoff will not exceed that of Greenfield Runoff Rate and it will not impact on the existing storm sewer as the full surface water run-off will be attenuated for the 1 in 100 Year Storm. A new storm water outfall will be constructed to the stream using a series of drop manholes. The pipe will terminate on a concrete headway 2m from the stream and this wall will be tapered with the slope of the embankment. The embankment will be reinstated with excavated material and reinforced with Terram Geocoell. A reno mattress will be laid on the ground to prevent erosion.</p>
Chapter 11: Water Services, Surface Water and Waste	WS 5-2: River Channel Protection	Ensure that where practical development is kept at 10m or other appropriate distance from stream and river banks and adequate protection measures put in place.	<p>Development has largely been kept at a 10m distance from the stream which runs along the southern boundary of the site.</p> <p>The storm water outfall will be extended to the stream in the south east corner of the site. The Screening in Support of Appropriate Assessment Report includes protection measures to be in place during the carrying out of these works.</p>
Chapter 11: Water Services, Surface Water and Waste	WS 5-3: Surface Water Management	Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.	As above, surface water will be managed appropriately on site.
Chapter 11: Water Services, Surface Water and Waste	WS 6-2: Development in Flood Risk Areas	<p>Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.</p> <p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective WS 6-1 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning</p>	N/A – Site not located in or affected by any flood zone.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>considerations, permission may be granted for the development.</p> <p>Where the site specific flood risk assessment required under WS 6-1 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> ▪ The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans. ▪ The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: <ul style="list-style-type: none"> ○ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement; ○ Comprises significant previously developed and/or under-utilised lands; ○ Is within or adjoining the core of an established or designated urban settlement; ○ Will be essential in achieving compact and sustainable urban growth; and ○ There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement. <p>The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.</p>	
Chapter 11: Water Services, Surface Water and Waste	WS 7-1: Waste Management	a) Support the policy measures and actions outlined in 'A Resource Opportunity' 2012 – National Waste Policy	N/A
		b) Encourage the delivery of an effective and efficient waste management service in line with the Waste Management Acts and relevant Waste Management Plan for the County/Region.	N/A
		c) Normally require details and formal development proposals of onsite provisions for the management of waste materials that are likely to be generated from the proposed use. The Council will require Waste Management Assessment for projects which exceed thresholds outlined.	A Construction and Environmental Management Plan by McCutcheon Halley Planning is submitted in support of the planning application. Any waste generated by the proposed development will be managed in accordance with best practice.
		d) Support the incorporation of the recommendation and policies of the	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		National Hazardous Waste Management Plan 2008-12.	
		e) Support the sustainable development of the Bottlehill facility for specialised and appropriate uses primarily associated with integrated waste management.	N/A
Chapter 12: Heritage	HE 2-3: Biodiversity outside Protected Areas	Retain areas of local biodiversity value, ecological corridors and habitats that are features of the County's ecological network, and to protect these from inappropriate development. This includes rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands as well as coastal and marine habitats. It particularly includes habitats of special conservation significance in Cork as listed in Volume 2 Chapter 3 Nature Conservation Areas of the plan.	The existing hedgerows and trees along the northern and southern site boundary are to be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and operation.
Chapter 12: Heritage	HE 2-5: Trees and Woodlands	a) Protect trees the subject of Tree Preservation Orders. b) Preserve and enhance the general level of tree cover in both town and country. Ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting and where appropriate to make use of tree preservation orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value. c) Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.	N/A As above, the existing trees on site are to be retained and protected, in recognition of their importance to the landscape setting of the area. Proposed landscape measures will enhance tree cover throughout the site where appropriate. As above, existing trees and hedgerows are incorporated into the design of the proposed development.
Chapter 12: Heritage	HE 3-1: Protection of Archaeological Sites	a) Safeguard sites and settings, features and objects of archaeological interest generally. b) Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments including the Sites and Monuments Record (SMR) (see www.archeology.ie) and the Record or Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994, as amended and of sites, features and objects of archaeological and historical interest generally.	A desktop survey carried out to date has not identified any archaeological sites within the red line boundary of the site. An Archaeological Assessment by Lane Purcell Archaeology has been submitted with the application which confirms that there are no archaeological sites within the red line boundary.
Chapter 12: Heritage	HE 3-4: Industrial and Post Medieval Archaeology	Protect and preserve the archaeological value of industrial and post medieval archaeology such as mills, limekilns, bridges, piers, harbours, penal chapels and dwellings. Proposals for refurbishment, works to or redevelopment/conversion of these sites should be subject to careful assessment	N/A
Chapter 12: Heritage	HE 4-2: Protection of	Give regard to and consideration of all structures which are included in the NIAH for	None of the existing structures are included on the NIAH.

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Structures on the NIAH	County Cork, which are not currently included in the Record of Protected Structures, in development management functions.	At the request of Cork County Council's Conservation Officer, regard has been had to existing structures on site – please refer to the Architectural Heritage Impact Assessment by Louise Harrington and the Structural Conservation Condition Assessment Report prepared by Horgan Lynch.
Chapter 12: Heritage	HE 4-3: Protection of Non-Structural Elements of Built Heritage	Protect important non-structural elements of the built heritage. These can include designed gardens/garden features, masonry walls, railings, follies, gates, bridges, and street furniture. The Council will promote awareness and best practice in relation to these elements.	As above.
Chapter 12: Heritage	HE 4-6: Design and Landscaping of New Buildings	a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape.	The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional building forms and materials. These have been expressed in a contemporary way which respects the character of and is complementary to the existing built environment.
		b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.	The proposed development incorporates passive sustainable design measures, maximising orientation, shelter and solar gain. It also incorporates active measures in line with the requirements of Technical Guidance Document I. of the Buildings Regulations.
		c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.	N/A
		d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows in rural areas.	A landscape masterplan and Landscape Design Report by Ilsa Rutgers Architecture is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.
Chapter 12: Heritage	HE 5-2: Naming of New Developments	Promote and preserve local place names, local heritage, and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permissions for new developments.	It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork County Council through compliance.
Chapter 13:	GI 3-1: Green Infrastructure –	Require new developments to contribute to the protection, management and	The most significant element of green infrastructure on the site is

Reference	Policy Objective	Policy Provision	Statement of Consistency
Green Infrastructure and Environment	New Developments	enhancement of the existing green infrastructure of the County and the delivery of new green infrastructure, where appropriate.	the existing trees and hedgerows along the southern boundary. This area will be protected both during construction and operation, as well as supplemented with additional tree planting along the southern boundary. This area will preserve and enhance the existing habitats and be managed in a sustainable way.
Chapter 13: Green Infrastructure and Environment	GI 6-1: Landscape	<ul style="list-style-type: none"> 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 that new development meets high standards of siting and design. d) Protect skylines and ridgelines from development. e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments 	The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscaping features including hedgerows and heritage features.
Chapter 13: Green Infrastructure and Environment	GI 7-1: General Views and Prospects	Preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty as recognized in the Draft Landscape Strategy.	The visual impact of the proposed development will be protected via appropriate landscaping both within and along the boundaries of the proposed site.
Chapter 13: Green Infrastructure and Environment	GI 7-4: Development on Approached to Towns and Villages	Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.	The proposed development provides appropriate landscape screening at all site boundaries, in particular the western edge, in order to protect and enhance the character and setting of the area.
Chapter 14: Zoning and Land Use	ZU 2-1: Development and Land Use Zoning	Ensure that development, during the lifetime of this plan, proceeds in accordance with the general land use objectives set out in this plan and any specific zoning objectives that apply to particular areas as set out in any relevant Local Area Plans and Special Local Area Plans.	The proposed development is in full accordance with the general land use objectives of the CDP and the specific SE-R-07 residential objective under which the subject site is designated.
Chapter 14: Zoning and Land Use	ZU 2-2: Development Boundaries	For any settlement, it is a general objective to locate new development within the development boundary, identified in the relevant Local Area Plan that defines the extent to which the settlement may grow during the lifetime of the plan.	The proposed development is located within the defined development boundary of the South Environs, which will support the sustainable expansion of the Grange area and protect the surrounding greenbelt.
Chapter 14: Zoning and Land Use	ZU 3-2: Appropriate Uses in	<ul style="list-style-type: none"> a) Promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be 	The non-residential uses on site are complimentary to the primarily residential nature of the site. The creche, play areas and

Reference	Policy Objective	Policy Provision	Statement of Consistency	
	Residential Areas	maintained, a limited range of other uses that support the overall residential function of the area. b) Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity.	open space amenity areas also support the future community of the development.	
Appendix B – Core Strategy Tables	Table B.9: Housing Requirements for Ballincollig Carrigaline Municipal District	Population of South Environs in 2011	32,635	The proposed development will provide 251 additional housing units in the South Environs which will support the sustainable expansion of the settlement and the achievement of the targets set out in Appendix B.
		Population Target for 2022	31,308	
		Total New Households 2011 - 2022	1,336	
		New Units Required 2011 – 2022	1,284	
Appendix D – Parking and Cycling Standards	Table 1a: Car Parking Requirements for New Development (Maximum per sqm)	Creches	1 space per 3 staff + 1 spaces per 10 children	Car parking is provided in accordance with the requirements of Appendix D.
		Residential	2 spaces per dwelling 1.25 spaces per apartment	
Appendix D – Parking and Cycling Standards	Table 2 – Cycle Parking Requirements for New Development (Minimum per sqm)	Creches	1 per 4 staff	Cycle parking is provided in accordance with the requirements of Appendix D.
		Residential	0.5 spaces per unit (1-2 bed apartment) 1 space per unit (3+ bed apartment)	

3.2 Ballincollig Carrigaline Municipal District local Area Plan 2017

Policy Objective	Policy Provision	Statement of Consistency
SE-GO-01	Population and Housing To secure the development of 1,285 new dwellings in the South Environs.	The subject development will provide 251 no. dwelling units in the short to medium term to serve the planned development of 1,285 new dwellings in the South Environs.
SE-GO-02	Development Boundary All new development be located within the development boundary of the settlement established by this plan and which defines the extent to which the South Environs may grow during the lifetime of the plan.	The proposed development is located within the development boundary of the South Environs.
SE-GO-03	Development Boundary The boundary of Cork City South Environs overlaps with and is adjacent to the Cork Harbour Special Area of Conservation and the Cork Harbour Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.	An Screening in Support of Appropriate Assessment Report by Kelleher Ecology Services is submitted with the application.
SE-GO-04	Water Services All new development shall be connected to the public water supply, the public waste water treatment system and shall make adequate provision for storm water disposal	In terms of water supply it is proposed to connect to the existing 150mm Ductile Iron Water main on Cooney's Lane. This water main will be extended along Cooneys Lane by the south western corner of the site to the new entrance. It is proposed to connect to the water main at the entrance to the development site and route the 150mm water main to the site via the main access road. A pre-connection enquiry response has been received from Irish Water which confirms that the proposed connection to the Irish Water network can be facilitated without any infrastructure upgrades and that there is sufficient capacity to cater for the proposed development (see Appendix D of the attached report by JHK Consultants Limited).
SE-GO-05	Flooding All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provisions of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.	N/A – The site is not situated within an area identified as being at risk of flooding.
SE-GO-06	Public Transport Priority shall be given to the delivery of a high quality public transport connecting the Airport and the Airport Business Park to the City Centre and other locations which are deemed appropriate.	N/A
SE-GO-07	Walking and Cycling Develop a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools and the town centre in line with the Metropolitan Cycling Strategy.	The proposed development places an emphasis on walking and cycling as a more appropriate mode of transport and seeks to improve connectivity wherever possible. With regard to pedestrians, a network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking and cycling. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the

Policy Objective	Policy Provision	Statement of Consistency
		development. These routes aim to improve connectivity through the wider area of Grange.
SE-GO-08	<p>Airport Public Safety Zones and Obstacle Limitation Surfaces</p> <p>Planning applications in the vicinity of these zones will be referred to the Irish Aviation Authority (AA) by Cork County Council's Planning Department to seek their observations as part of the statutory planning process under Section 28 of the Planning and Development Regulations, 2001.</p> <p>The Planning Authority will have regard to the recommendations of the ERM Report "Public Safety Zones 2005" commissioned by the Department of Transport and the Department of Environment Heritage and Local Government, in assessing proposals falling within the Public Safety Zones or any update thereof.</p>	N/A – The site is not situated within the Airport Public Safety Zones.
SE-R-07	Medium A Density Residential Development. Any proposals for this site will include a detailed traffic impact assessment and will address the need for road and junction improvements in the vicinity.	The proposed development is in full accordance with this zoning objective.