

Planning & Design Statement

Strategic Housing Development Application for a 5-year planning 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, the realignment of Cooney's lane and all associated infrastructural and site development works at Cooney's Lane, Graigue (townland), Grange, Co. Cork.

November 2018



Prepared on behalf of
Westbrook Housing Company Ltd.

1.0 Introduction

This Planning & Design Statement has been prepared by McCutcheon Halley Planning Consultants in conjunction with Geraldine Coughlan Architects, JHK Consultants Ltd., Isla Rutgers Architecture and MHL Consulting Engineers on behalf of Westbrook Housing Company Ltd. to accompany a planning application for a proposed mixed-use residential development at Cooney's Lane, Graigue (townland), Grange, Co. Cork.

A 5-year permission is sought by the applicant for the proposed development comprising the demolition of an existing dwelling, derelict coach house and farm buildings and the construction 251 no. residential units, a creche, play areas and all associated infrastructural and site development works.

The proposed development will see the sustainable expansion of the Cork City South Environs, in line with the dwellings targets set out in the 2017 Ballincollig Carrigaline Municipal District (MD) Local Area Plan (LAP). The design and development of the proposed scheme has been informed by detailed pre-planning discussions with Cork County Council's Planning, Architectural and Engineering Departments, as well as feedback from the pre-application consultation meeting with An Bord Pleanála and their subsequent Notice of Pre-Application Consultation Opinion. Key design aspects have been shaped directly by feedback and comments received from both parties, with the design and in particular the layout having been amended and altered several times throughout the design process.

The Planning and Design Statement report amalgamates both the planning statement and the design statement into a single cohesive document which has been structured as follows:

1. Introduction
2. Site Context & Development Description
3. Planning Policy Context
4. Assessment
5. Design Approach
6. Conclusion

2.0 Site Context & Development Description

The proposed site is located to in the townland of Graigue in the Cork City South Environs, approximately 1.8 km 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 'Bellevue' 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 (24.24 acres) and has extensive road frontage (i.e. approximately 350 metres) on to the Cooneys Lane local access road. There is a net developable area of 7.7 hectares.

Access to the site is via Cooneys 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.

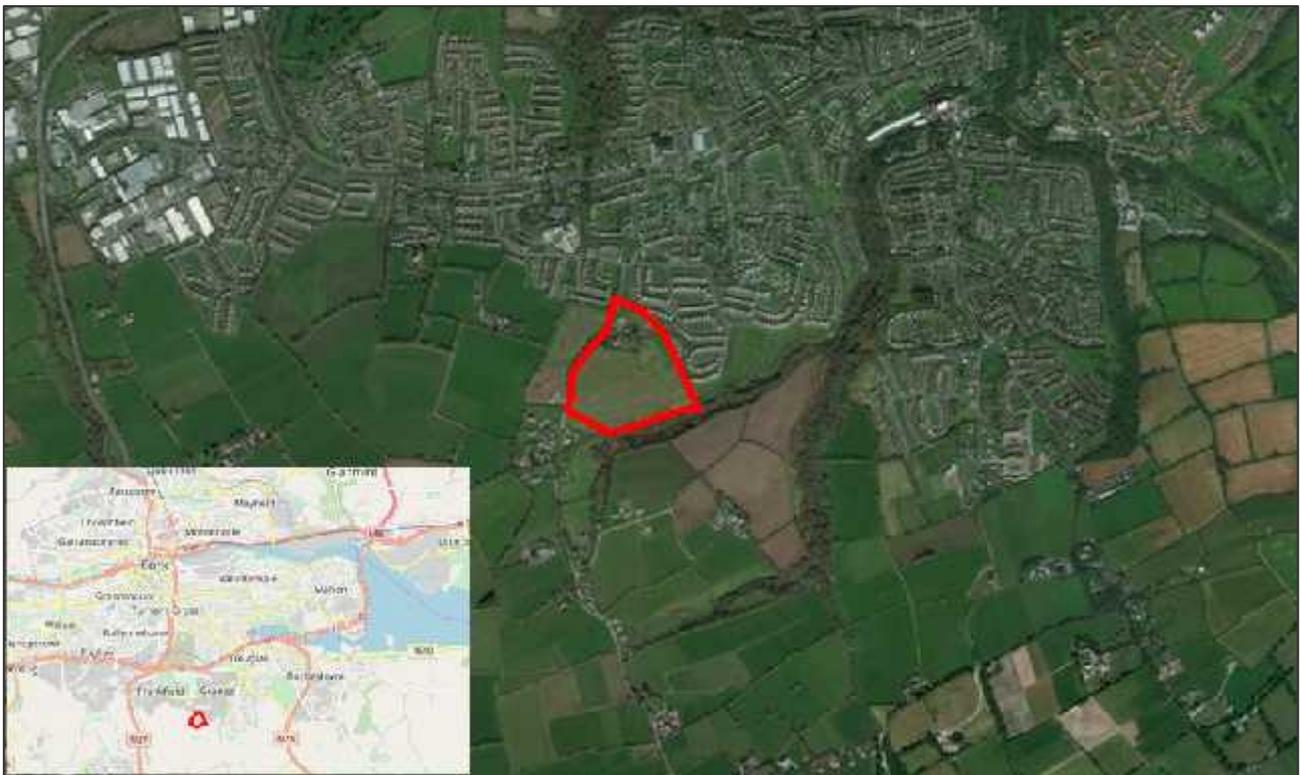


Fig. 1 Aerial view of proposed residential development site at Cooney's Lane, Grange, Co. Cork.

The Ballincollig – Carrigaline MD LAP includes the specific residential zoning objective SE-R-07. This objective requires a Medium A Density residential development and the need to address the need for road and junction improvements in the vicinity.

The proposed development is in line with this zoning requirements providing:

- 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.

The proposed development will also benefit from 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. The scheme will be served by a central link road which runs through the site, linking the proposed entrances onto Cooney's Lane. This will provide local access to the various housing zones throughout the site. Other associated infrastructure and services to be provided include new internal access routes which will be accessible via the proposed entrances onto Cooney' Lane, the provision of pedestrian and cyclist facilities within the site, the realignment of Cooney's Lane to the west and traffic calming measures on Cooney's Lane and the Grange Road and all associated ancillary development works.

The development as proposed has been guided by the feedback received from An Bord Pleanála and Cork County Council. Guided by these comments, several iterations of the proposed development were undertaken by the design team, manifesting in the following changes:

- The overall **density** of the proposed development has been increased to 32.6 units per hectare. This is calculated using a net developable area of 7.7 ha which excludes all non-developable spaces including the wayleave along the east of the site, the re-aligned Cooney's Lane and the steep embankment to the south. This is in accordance with the specific departmental guidance, which advises net residential densities in the range of 35-50 dwellings per hectare and that net densities less than 30 dwellings per hectare should generally be discouraged. Section 6.11 of the departmental guidance states that for 'Edge of Centre Sites' densities should be within the range of 20-35 dwellings per hectare.
- A significant re-design and change to the **layout and housing mix** has been undertaken, based on the 12 criteria set out in the Urban Design Manual and the Design Manual for Urban Roads and Streets, which has resulted in a greater unit mix and re-configuration of the layout, and arrangement and hierarchy of streets. The revised layout also includes character areas for each neighbourhood, with its own distinctive character and environment. Overall it is submitted that the proposed development will provide a high-quality residential scheme and high quality urban extension to the Cork City South Environs.
- The proposed layout has been revised to provide greater surveillance of the **open space** and amenity areas, and to increase the usability of the active open space of the site. The revised layout includes extensive landscaping and amenity areas including 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 of these amenity areas have been designed as integral components of the scheme and the layout has been revised to ensure that passive surveillance of these areas.
- **Connectivity** to Douglas, existing transport services, the adjacent residential development of Ardfield and the area of zoned public open space to the east is enhanced by promoting permeability through the development and by creating new connections along natural desire lines. In addition to footpaths and pedestrian links running alongside the road system, a dedicated pedestrian greenway is provided along the southern and eastern boundaries. This walkway is connected to the neighbouring estate to the east. This allows residents direct access to the amenity facilities to the east of the site. This amenity walkway also provides residents with a dedicated route to the proposed creche at the north of the site. This walkway also enables residents to make their way safely to facilities on site and up to the main Grange Road where they can connect to the local bus and cycle routes which will take them directly to Douglas and Cork City Centre.

3.0 Planning Policy Context

The following outlines the relevant planning policy context for the proposed development. For a comprehensive analysis of the development compliance/accordance with the relevant policy documents, at a national/regional/local scale, please see the submitted Statement of Consistency by McCutcheon Halley Planning. The proposed development is subject to the following policy documents, as set out by Cork County Council.

3.1 Cork County Development Plan 2014

Cooney's Lane, Grange lies within the South Environs of Cork City. Objective 3-1 of the Cork County Development Plan (CDP) 2014 states that the strategic aim of the City Environs (North and South) is to:

"... grow its population to 20,000 as envisaged by the NSS. Develop as a major integrated employment centre so that it fulfils its role at regional and county level and should be a location of choice for most people especially those with an urban employment focus."

Cooneys Lane sits within the County Metropolitan Strategic Planning Area, which is noted as the main engine of population and employment growth for the region (Para 2.2.22). In this regard, Objective CS 4-1 prioritises certain locations, including the South Environs, to accommodate the planned population growth in the Cork Gateway region:

"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."

In line with this aspiration, the CDP goes on to state that up to 2022, there is a targeted growth of 31,308 persons. This represents a decrease of 1,327 from 32,635 persons in 2011. It should be noted that the population increased by 2,533 persons in the last intercensal period between 2006 and 2011. However, taking into account the household formation trends towards smaller household sizes, the CDP put forward a housing unit requirement of 1,284 units up to 2022.

"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."

Notwithstanding this, and in acknowledgement of the level of growth projected, not only in the South Environs but also across the county, the CDP puts forward several policies which promote the achievement of sustainable residential communities. One such policy, Policy HOU 3-1 promotes sustainable residential communities especially through the location of residential development so as to optimise sustainable modes of transport and integrate positively with existing facilities:

"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 ..."

Furthermore, Policy HOU 3-3 aims to secure residential development which provides a mix of house types and sizes to meet the needs of a range of households and to provide for mixed communities and tenures:

a) Secure the development of a mix of house types and sizes throughout the county to meet the needs of the likely future population.

Section 3 of the CDP provides guidance on densities achievable in County Cork and indicates that the achievement of higher densities is primarily dependent on the provision of quality public transport services. In light of the absence of quality public transport services throughout much of the County, the CDP correctly

indicates that the majority of locations in Cork County do not meet the requirements for supporting higher densities

The CDP states that Medium 'A' (i.e. 20-50 dwellings per hectare) will be applicable in “city suburbs, larger towns over 5,000 populations and rail corridor locations.”

Policy SC 5-2 promotes the provision of high-quality open space in residential developments:

a) 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.

In accordance with this policy, Appendix A of the County’s Recreation and Amenity Policy 2006 indicated standards for the provision of public open space in residential developments. Generally, between 12% to 18% of a site for development, excluding areas that are unsuitable for house construction, should be allocated to the provision of public open space and this provision shall increase as the density of the development increases.

Appendix D of the Cork County Development Plan 2014 indicates the maximum requirements for new development in the County. Table 1A indicates that for residential development the minimum provision of car parking is 2 no. spaces per dwelling unit. There is also a requirement to provide 1 space per 3 no. staff for creches, plus 1 space per 10 children. 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 93.75 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.

There are no protected structures or recorded monuments, within the red line boundary of the site, with the closest located 200 metres to the south west of the site, a fulacht fiadh (NIAH Reg. No. C0086-106), outside the proposed redline boundary.

3.2 Ballincollig Carrigaline Municipal District Local Area Plan

In the 2017 Ballincollig – Carrigaline Municipal District Local Area Plan (LAP) Cooney’s Lane, Grange, Douglas forms part of the southern suburbs of Cork City. The current Local Area Plan (LAP) states that the strategic aim of the South Environs is the:

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

Policy SE-GO-01 establishes objectives for the quantum of development to be accommodated in the South Environs area over the plan period. It is an objective of the plan:

“To secure the development of 1,285 new dwellings in the South-Environs between 2017 and 2023.”

The site is zoned ‘Medium A Density Residential’ in the Ballincollig-Carrigaline Municipal District Local Area Plan 2017 and is within the development boundary of the Cork City South Environs. Objective SE-R-07 of the Local Area Plan sets out the following objective for the site:

“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.”

The housing density per hectare for Medium A Residential Density is set out under Objective HOU 4-1 of the Cork County Development Plan 2014. Medium A Density allows for a net density of 20-50 per hectare.

In accordance with the SE-R-07 objective pertaining to the site and the HOU 4-1 CDP objective in relation to density, the proposed development which has a net density of 32.6 units per hectare, is within the Medium A Density threshold.

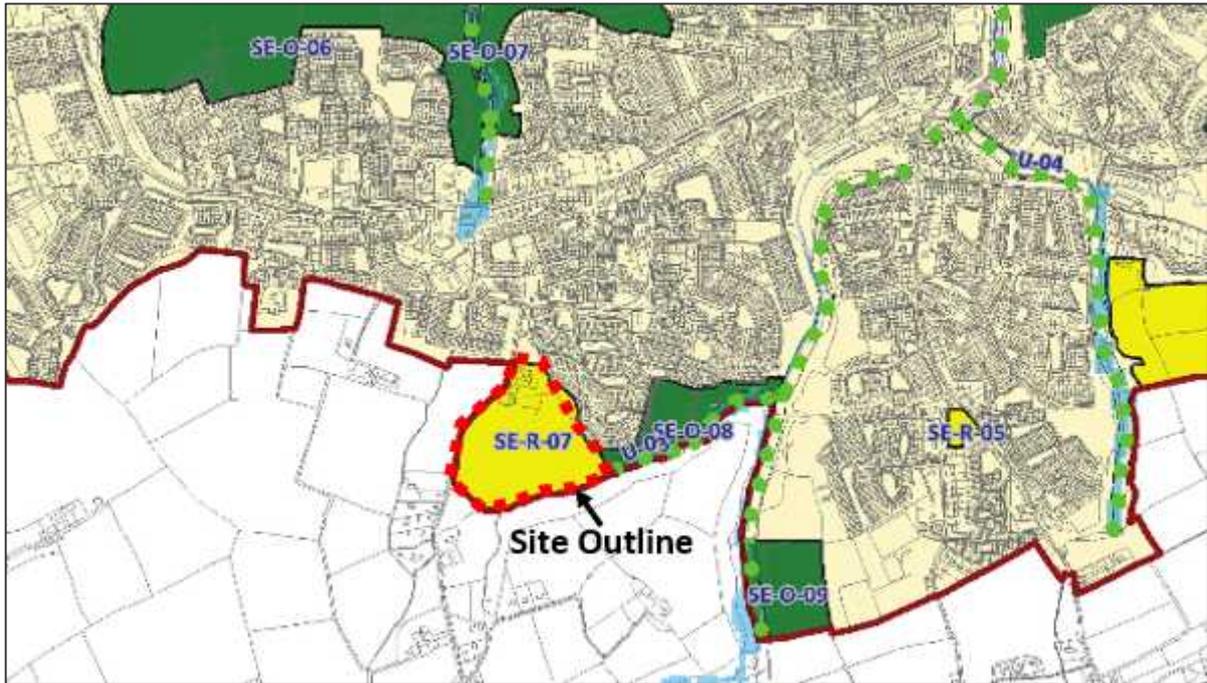


Fig. 2 Extract from the 2017 Zoning Map for the South Environs.

3.3 Relevant National Planning Policy Documents

The proposed development is also party to a number of national planning policy / guidance documents specifically:

-) Sustainable Residential Development in Urban Area (SRDUA) 2008, Department of Environment, Heritage and Local Government;
-) Urban Design Manual – A Best Practice Guide (UDM) 2008, Department of Environment, Heritage and Local Government;
-) Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
-) 2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government.

The submitted Statement of Consistency by McCutcheon Halley Planning provides a breakdown of the proposed developments compliance with all the relevant planning policies and guidance documents.

4.0 Assessment

The proposed development involves the demolition of an existing dwelling, derelict coach house and farm buildings and the construction of 251 no. residential units, a creche, play areas and all associated ancillary development works at Cooney's Lane, Graigue, Grange (townland), Co. Cork.

The proposal will form a sustainable residential extension to the settlement, seeking to consolidate development in the area and retain Cork's compact form. It will provide residential development which is appropriate to its setting and of high architectural value and quality, which is viable in development terms and will be attractive to buyers seeking quality family homes in the area.

The format and design of the subject planning application has been developed in consultation with the relevant departments of Cork County Council as well as An Bord Pleanála. The following are the key issues we consider relevant in the assessment of this planning application.

- Compliance with Current Planning Policy
- Appropriate Assessment
- Environmental Impact Assessment
- Part V Proposal
- Childcare Provision
- Recreation, Amenity and Open Space
- Traffic Impact, Access & Connectivity
- Service Infrastructure
- Planning

4.1 Compliance with Current Planning Policy

A Statement of Consistency by McCutcheon Halley Planning is submitted in support of the subject planning application. This report provides a comprehensive assessment of the proposed developments consistency with the relevant planning policy documents at national, regional and local levels. The main body of the report provides both a narrative outlining how the proposed development is in compliance with the relevant planning policy, while the attached appendix provides an individual breakdown of each of the relevant planning policies/objectives and guidance. The following are covered in the report:

- Context and Principle of Development
- Density and Housing Mix
- Layout
- Landscape and Amenity
- Sustainability

This report concludes that the proposed development is consistent with the general objectives of the LAP for South Environs which sees the construction of 1,285 dwellings up to 2023. The density of the proposed development is in line with that identified for edge of centre sites in the Guidelines on Sustainable Residential Development. This is in line with the guidance received by An Bord Pleanála. The scheme is also in full accordance with the other policies of the CDP 2014 and the Ballincollig Carrigaline MD LAP 2017 as well as the relevant departments guidance. At a strategic level, the proposed development will contribute to the realisation of the housing targets for the South Environs and the maintenance of Cork's compact form, while also delivering much needed high-quality dwellings to meet existing market demand in the short to medium term.

4.2 Appropriate Assessment

Article 6.3 of the Habitats Directive 92/42/EEC requires that an Appropriate Assessment (AA) should be carried out where plans or projects may have a significant effect on the conservation objectives that would ultimately affect the integrity of Natura 2000 sites. A Screening in Support of Appropriate Assessment Report for the

proposed development has been prepared for the subject development by Kelleher Ecology Services Ltd., and is submitted in support of this application to An Bord Pleanála.

The report concludes that there will be no significant effects arising from the proposed development in relation to the Natura 2000 sites, Cork Harbour SPA and Great Island Channel SAC.

4.3 Environmental Impact Assessment Report

In accordance with the Planning and Development Regulations 2001, and current government and EU guidance, the Planning Authority must screen the proposed development for Environmental Impact Assessment Report (EIAR) and decide whether the planning application for the proposed development does or does not require an Environmental Impact Assessment Report (EIAR).

Having regard to the nature, extent, and the characteristics of the likely impacts we consider that when screened in accordance with EU Screening Guidelines that the proposed development is not a project defined by Part 1 and Part 2 Schedule 5 of the Planning and Development Regulations 2001 as requiring an EIAR and would not warrant a sub threshold EIAR in accordance with Article 10 of the Regulations.

With regard to EIAR requirements, the proposal is well below the mandatory EIAR threshold for residential developments of 500 no. units (which is the statutory test in this regard) and is also below the 10-hectare EIAR threshold for development within a built-up area. Any potential impact on the environment is likely to be confined to the immediate site area, is likely to be limited in magnitude and the site is not one of special environmental sensitivity.

4.4 Part V Proposal

As outlined in the Statement of Consistency by McCutcheon Halley Planning, Objective HOU 4-1 Reserved Land for Social Housing of the CDP and under the amended Planning and Development Regulations (2015), pursuant to Part V, s.96 of the planning and Development Act 2000 (as amended), 10% of all new residential developments are required to be made available for social housing.

The applicant proposes to meet the site-specific Part V obligation through the transfer of 25 no. dwellings on site specifically:

- 2 no. 4 bed semi-detached units (Type A5 at 110.0 sqm);
- 14 no. 3 bed townhouse units (Type B5 at 92.2 sqm);
- 6 no. 2 bed apartment units (Block E2 at 84.8 sqm);
- 3 no. 1 bed apartment units (Block E2 at 56.4 sqm);

These units are dispersed around the proposed development and will be developed through the earlier phases of development as per the attached Part V Housing Schedule. This approach has been submitted to and agreed with Richard Keating of Cork County Council. An assessment of the 'Part V Costs Methodology' by McCutcheon Halley Planning is submitted as part of the planning application documents. Locations of these Part V units are outlined on DWG Ref. PL11 by Geraldine Coughlan Architects, shown below.



Fig. 3 Proposed Part V layout.

4.5 Childcare Provision

Appendix 2 of the 'Childcare Guidelines for Planning Authorities' establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas (Paragraphs 2.4 and 3.3.1 refer). One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. The guidance acknowledges that other case specific assumptions may lead to an increase or decrease in this requirement.

The proposed development consists of 176 no. dwelling houses and 75 no. duplexes/apartments and makes provision for a 60 child space creche of 220.9 sqm. This facility is location on the northern part of the site.

This facility is considered to be of adequate size to cater for the needs of the proposed development.

4.6 Recreation, Amenity and Open Space

As outlined in the Statement of Consistency, Cork County Council requires all new residential development to comply with its policies to ensure the adequate provision of community and amenity facilities to meet the needs of future residents of the development, as outlined in Objective SC 5-2 Quality Provision of Public Open Space of the CDP, County's Recreation and Amenity Policy 2006 indicates standards for the provision of public open space in residential developments. It requires that:

- Between 12% to 18% of site for development, excluding areas that are unsuitable for house construction, should be allocated to the provision of public open space, and this provision shall increase as the density of the development increases; and

- The provision of recreational facilities shall be provided as part of the housing development at a rate of 1 point per 6 units with a minimum of 30% of the required points to be satisfied by the provision of on-site local facilities. The remainder shall be satisfied by the provision of facilities at an agreed off-site location.

The proposed development is consistent with these requirements in that approximately 18.6% of the site will be retained as open space as is outlined in the following table:

	Areas (hectares)	Percentage of Total Site Area	Percentage of Total Open Space
Total Site Area	9.9	100%	N/A
Total Open Space	1.84	18.6%	100%

Table 1 Total Active Open Space.

With regard to the Councils 'points provision' for the proposed recreation and amenity facilities, the total recreational equivalent across the proposed site is 42 points, with a minimum required provision of 13 points (i.e. 30%) through on-site facilities. The suite of recreation and amenity provided on site equates to a total provision of 38.5 points, as follows:

- 580sqm Kick About Area = 3 points
- 137.5sqm Basketball Court = 2 points
- 145sqm Playground = 2 points
- 3 no. Small Playgrounds = 4.5 points
- 600m Amenity Walk = 8 points
- 480sqm Pocket Park = 1.5 points
- 580sqm Pocket Park = 1.5 points
- 10 no. localised seating areas = 8 points
- 270sqm Park = 3 points
- 1 no. garden park = 5 points

The on-site provision is well in excess of the minimum requirements outlined above and will provide a range of play and amenity spaces from all ages, from toddlers to seniors.



Fig. 4 Proposed landscaping plan.

4.7 Traffic Impact, Access & Connectivity

4.7.1 Traffic Impact

A Traffic/Transportation Impact Assessment has been prepared by MHL Consulting Engineers. The scope of the TTA was agreed with Cork County Council's Traffic & Transport Department. Peak hour traffic flow were recorded at the following four junctions:

- The junction of Bellview Road and Grange Road (R851) – J1
- The junction of Cooney's Lane and Grange Road (R851) – J2
- The junction of Ballycurreen Road (R851) and Frankfield Rd (L2460) and Grange Road (R851) – J3
- The junction of Grange Road (R851), Scairt Hill and Donnybrook Hill – J4.

The results of the TTA concluded that J1, 2 and 4 currently operate within capacity for the morning and evening peaks. Junction 3 currently operates over capacity in the evening peak. To address the current and future capacity issues at the modelled junctions a further shift away from the private car to public transport is to be encouraged in the area. The 206 bus serving the area will have priority through the junctions to allow a reduced travel time for the bus. This will help alleviate the capacity issues at the 4 junctions. The site layout, has been informed by the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013, and in accordance with DMURS, provides a network of streets, pedestrian priority areas and traffic calming.

4.7.2 Access and Connectivity

The principle point of access to the proposed development is facilitated off Cooney's Lane which runs along the western boundary of the site. The proposed central link road transverses the site and connects the access routes on Cooney's Lane. This road is in turn fed by a series of shared surface streets offering direct access to the various residential clusters such as the old Farmyard, the apartments and the dwelling houses.

The central link road forms part of a hierarchical road network of streets and home zone areas which have been designed in accordance with the principles of the Design Manual for Urban Roads and Streets (DMURS).

Connectivity to Douglas, existing transport services, the adjacent residential development of Ardfield and the area of zoned public open space to the east is enhanced by promoting permeability through the development and by creating new connections along natural desire lines. In addition to footpaths and pedestrian links running alongside the road system, a dedicated pedestrian greenway is provided along the southern and eastern boundaries. This greenway is connected to the neighbouring estate to the east. This allows residents direct access to the amenity facilities to the east of the site. The greenway also provides residents with a dedicated route to the proposed creche at the north of the site. This greenway will enable residents to make their way safely to facilities on site and up to the main Grange Road where they can connect to the local bus and cycle routes which will take them directly to Douglas and Cork City centre.

4.8 Services Infrastructure

The proposed application is accompanied by a pre-connection enquiry (please see Engineering Planning Report by JHK Consulting Engineers). This correspondence letter highlights that both wastewater (foul) and potable water supply connections are feasible for the proposed development pending upgrade works to the wastewater system (see appendix D of JHK REPORT)

In terms of **wastewater (foul) treatment**, it is intended to connect to the existing 225mm public foul sewer in Bellview Estate. This sewer discharges to the 300mm public foul sewer on Grange Road via the school site and the Church. A new 225mm foul sewer will be constructed in the new road alignment and this sewer will be laid a sufficient depth to cater for the possible extension of the foul network to cater for existing houses and possibly any future zoned lands. A pre-connection enquiry response received from Irish Water which confirms that the proposed waste water connection may require upgrades to facilitate the connection of the proposed development (see Appendix D of the attached report by JHK Consultants Limited).

In relation to **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).

In relation to **surface water drainage**, 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.

4.9 Archaeology and Heritage

The subject site comprises a single large irregular field with a complex of buildings at its north-western end. There are no archaeological sites within the red line boundary. A fulacht fiadh (C0086-106) lies 200m to the south west of the site in the adjoining townland of Curraghconway. There are no other archaeological sites within 500m of the proposed development site. There a number of recorded sites within 1km of the site representing the broader archaeological landscape of the area.

A site walkover was conducted by Lane Purcell Archaeology on July 31st, 2018 which revealed no visible anomalies or features of archaeological potential. A copy of the Archaeological Assessment is submitted with

this application. The proposed development will require some topsoil stripping and it is therefore proposed to carry out archaeological investigation in advance of development.

4.10 Phasing

Development of the subject site is proposed to be phased to ensure the most efficient use of resources, as well as balanced, incremental growth of the South Environs. The figure below identifies the indicative phasing of the proposed development and highlights how the incremental development of the site might be achieved. The final phasing arrangement of the proposed development will be subject to agreement with Cork County Council prior to commencement of development.



Fig 5 Proposed Phasing of the development.

It is proposed that the development will be built out in four phases, over c. 5 years. Subject to planning permission, it is estimated that phase 1 will commence in the 1st quarter of 2019 and phase 4 will be complete and operational by the 4th quarter of 2024. The phases are outlined as follows:

- Phase 1 – comprising c. 71, houses located to the centre of the site, the re-alignment of Cooney’s lane and the traffic calming measures on Cooney’s Lane and the Belleview Road;
- Phase 2 – comprising c. 41 houses located to the south east of the site;
- Phase 3 – comprising c. 57 houses located to the south west of the site;

- Phase 3 – comprising c. 82 houses, apartments and duplexes and creche located to the north of the site.

There is a focus on the adequate provision of public amenities and services within each phase of development, as well as the provision of traffic calming measures within the Grange area within phase 1 will ensure that the growing population of the scheme have sufficient amenity facilities within their locality.

5.0 Design Approach

5.1 Introduction

This section (i.e. the Design Statement) has been prepared in accordance with Objective HOU 3-2(c) of the Cork County Development Plan (CDP) 2014 which specifies that it is an objective of the Council to:

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

This Design Statement has full regard to the advice provided in Objective HOU 3-2 and the relevant supporting text of the CDP in relation to the content and detail of the required Design Statement. It has also been completed in accordance with relevant national and local policies and guidance, including the 'Urban Design Manual – A best practice guide' and the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' by the Department of the Environment, Heritage and Local Government (May 2009). These documents make particular reference to 12 no. design criteria which have been considered in the design of the proposed development, specifically:

- Context
- Connections
- Inclusivity
- Variety
- Efficiency
- Distinctiveness
- Layout
- Public Realm
- Adaptability
- Privacy and Amenity
- Parking
- Detailed Design

Regard has also been had to Cork County Council's 'Design Guide for Residential Estate Development 2011' which supplements the above-mentioned guidance documents and gives additional practical guidance on how the policies on Developing Sustainable Residential Communities in Section 3.3 of the CDP can be realised and good housing estate layout / design achieved.

The documents require a description of the site context and the planning policy context, which has been covered in detail in Section 2 and 3 of this report. The following provides a description of the approach taken to the design of the proposed development, which seeks to establish a residential development of appropriate density and scale in order to maximise the development potential of the land. In this regard, the subject development aims to provide a sustainable residential development which:

- Provides a mix of high-quality homes in a quality neighbourhood setting;
- Create a sustainable extension to the settlement of Grange, that also integrates with existing residential developments in the surrounding area;
- Establishes an accessible development which prioritises pedestrians and cyclists; and
- Has regard to the realisation and delivery of pedestrian and cyclist connections to the surrounding area.

5.2 Context

With regards to context, the proposed site is located to in the townland of Graigue in the Cork City South Environs, approximately 1.8 km 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 'Bellevue' 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 (24.24 acres) and has extensive road frontage (i.e. approximately 350 metres) on to the Cooneys Lane local access road. There is a net developable area of 7.7 hectares.

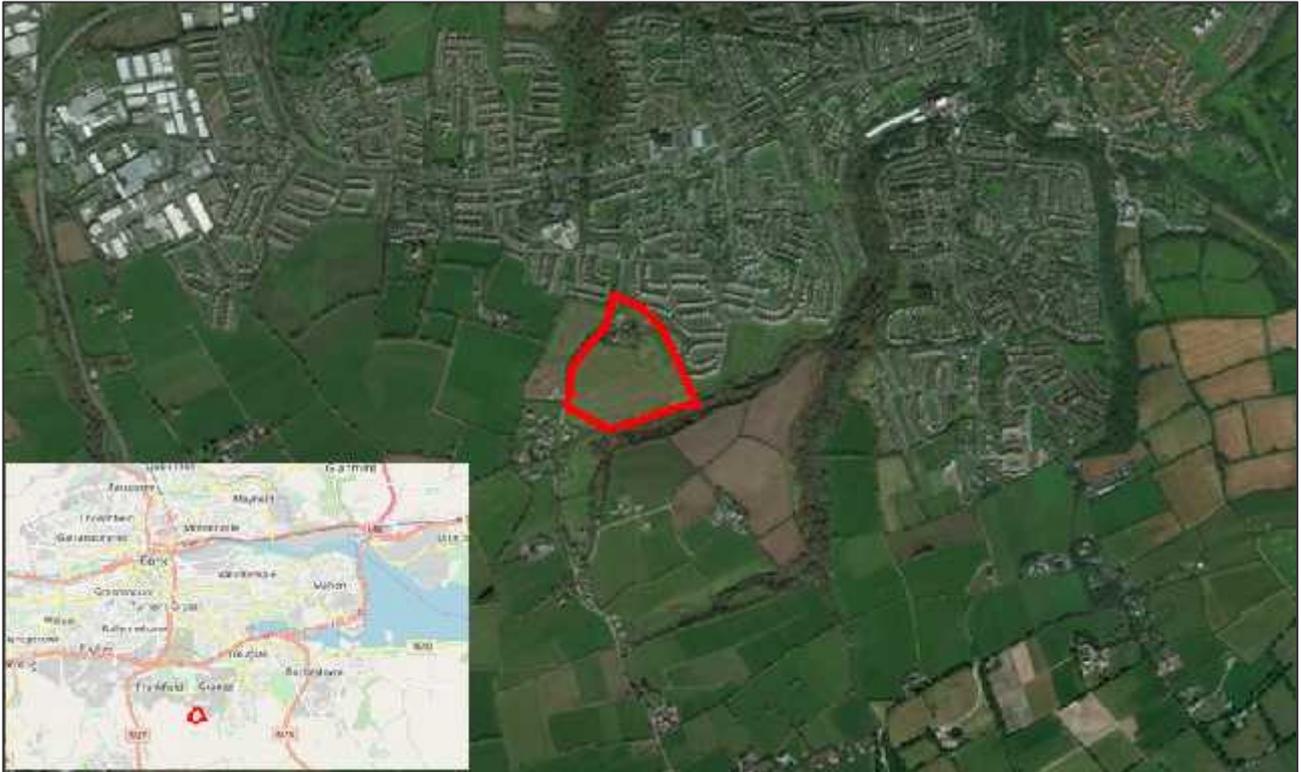


Fig. 6 Aerial view of proposed residential development site at Cooney's Lane, Grange, Co. Cork.

The site is irregular in shape and accessed via Cooney's Lane which bounds the site to the west. Many mature trees and hedgerows bound the site to the north, south and west. A 50kph speed restriction applies to Cooney's Lane. The site is well served by public transport with the 206-bus route located approximately 400m to the north. This provides a service to Cork City Centre 58 times each day, every 15 minutes, each day Monday to Friday. The closest bus stop is situated 390m from the site entrance.

The site is a greenfield site with a derelict farmyard and unoccupied dwelling situated on the northern portion. The proposed layout has been developed to respond to the constraints and features within the site, as mentioned above and outlined in the figure below. These include:

- The ESB wayleave running along the eastern boundary of the site;
- Cooney's Lane running along the western boundary of the site;
- The traffic calming measures along Cooney's Lane and Bellevue Road; and
- The steep embankment to the south of the site.

The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. In response to this, the proposed development has been designed to reflect the prevailing context of the surrounding areas, specifically with regard to scale, massing, density and urban grain.

The density has been developed with consideration to the advice received from Cork County Council and An Bord Pleanála as well as the specific site context. With an overall density of 32.6 (which has increased since pre-application stage), the density of the residential clusters/character areas has been developed specifically with their context in mind. For example, the highest density areas are to the north where the apartment/duplex units are situated and the lowest density areas are situated to the south west which comprises mainly of semi-detached and detached units.

The form, design and mix of the buildings has been developed to reflect market demand. A mix of styles are proposed for the houses, ranging from traditional to more contemporary detailing and materials. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. There is a high proportion of open space within the development, which will serve both the proposed development and the existing residents of neighbouring residential development, with 1.84 ha of active open space (comprising a kick about area, a basketball court, playgrounds, an amenity greenway along the southern and eastern boundaries of the proposed development, pocket parks, localised seating areas, garden parks and footpaths and cycle lanes).



Fig. 7 Proposed open space layout.

Considerable effort has been made to respond positively to the surrounding boundary conditions wherever possible. Where possible, existing boundaries including hedgerows are retained and supplemented to minimise the impact on existing habitats as well as existing residents of the immediately surrounding area. All unsuitable/undevelopable areas have been given over to protect and improve biodiversity on the site. This approach will ensure that the scheme will act as an attractive and sustainable expansion to the settlement of Grange while also positively contributing to the character and identity of the settlement.

5.3 Connections

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 route which runs through the site, linking the entrances onto Cooney's Lane. From Cooney's Lane there are three vehicular entrances proposed.

Pedestrian entry and egress to the subject site is via a series of pedestrian pathways which tie into the existing paths. There are undeveloped lands to the south of the site. Given the existing estate to the east and to allow for future expansion of residential development, care has been taken to position pedestrian routes to allow for maximum permeability. Road widths and surfaces vary to prioritise pedestrian movement through the development. The Design Manual for Urban Roads and Streets has influenced the positions and nature of these pedestrian links.



Fig 8 Pedestrian connections throughout the site.

The central link route is in turn fed by a series of local access streets, which offer direct access to each residential cluster. The principles of the Design Manual for Urban Roads and Streets (DMURS) have been incorporated into the design of these roads, creating a defined hierarchy which will help to improve legibility through the site. The roads vary in width in accordance with the volumes of vehicular traffic. The variety of width and surface finishes are recommended in order to prioritise pedestrian movement. The variety encourages drivers to monitor their surroundings, and to be alert for pedestrians and cyclists. All routes are

overlooked where possible, helping to create a safe and overlooked environment. The inclusion of public lighting along all main routes will also ensure that routes are usable throughout the day and at night if required.

The vehicular road/street layout has been designed to passively control traffic movement and speed. While cul-de-sacs have been used in many areas to create a safe and relatively traffic free residential environment, an effort has been made to maximise the free movement of pedestrians and cyclists by minimising barriers and facilitating desire lines. All cul-de-sac heads are as short as possible, with pathways included to allow pedestrian and cyclist movement between each residential street.



Fig. 9 Roads hierarchy within the site.

In order to improve the pedestrian connections between the subject site and the wider area a number of traffic calming measures are proposed along Cooney’s Lane and the Bellevue Road. It is proposed to provide three raised junctions along Bellevue Road and Cooney’s Lane. Full tactile paving and measures to accommodate the needs of the visibility impaired users will be incorporated.

5.4 Inclusivity

The proposed dwellings offer a broad range of accommodation choice, in terms of both unit size and configuration (see section 6.5 below for further details). This variety will be attractive to a range of people and household types. The design and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. The proposed layout provides varied public spaces, these spaces allow for social interactions and community creation. Large open spaces have play areas for younger groups and family integrations, these serve as node points to orientate occupants/visitors. Semi-public space is provided to the front of a number of units to enliven street fronts, and block lengths are also kept short for permeability.



Fig. 10 Proposed open space areas.

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 in the greatest extent possible by all people regardless of their age, size, ability or desirability. The diverse needs and abilities of future occupants and users have been considered throughout the design process which reflect the life cycle approach. Ramps, ambulant steps, appropriate gradients and access arrangements have all been included where relevant and necessary to ensure that all areas of the site are accessible to the widest variety of people, regardless of age or ability. During the detailed design and construction, the proposed development will be subject to the requirements of Part M of the Building Regulations to ensure compliance in this regard.

As stated previously, Part V units have been included throughout the site at various locations, this will ensure a cohesive and mixed community throughout the entire development. With regard to the amenity spaces, all have been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. For example, some of the play areas might be developed to suit a certain demographic, such as:

- Zones containing swing sets catering to primary school children and teenagers orientated for social interaction;
- Play areas for older children, incorporating natural play structures and elements of exploration;

- Play areas for younger children incorporating more traditional elements like climbing frames and slides with safe surfacing and fencing.
- Seating areas along the Greenway for adults/seniors.

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.



Fig. 11 Examples of play areas catered to children of different ages.



Fig. 12 Proposed central open space incorporating a play area and basketball court.

5.5 Variety

A wide variety of uses have been provided to support the future residential community as well as the existing residents of surrounding developments. The proposed development makes provision for a creche at the northern tip of the site. This creche is located in a highly accessible location, which is walkable from both within the development and the surrounding area. The provision of pedestrian and cyclist connections to the

surrounding footpath connections will also alleviate the need for vehicular transport. The creche will provide a facility and service which will serve both the future community of the scheme and the existing residents in surrounding areas.

The proposed layout considers the existing surrounding developments, the topography of the site and the amenities required for the proposed dwellings. The layout is considered to allow for the most efficient use of the site. Open spaces and back-back distances are designed to add to quality of life while not being excessive. A significant increase in density is achieved by selectively integrating townhouses into the layout, as well as apartment and duplex units to the north of the site.

It is the policy of Cork County Council in the context of the relevant national policy document, to improve the range of choice of housing and accommodation available throughout County Cork. In particular, policy objective HOU 3-3 of the Cork County Development Plan provides for the following:

HOU 3-3 Housing Mix

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;

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.

In response to this, the proposed mix of house types has been influenced by a range of factors including:

- The desirability of providing for mixed communities and a range of house types and tenures;
- The nature of existing stock in the area;
- The existing social mix in the area and the need to cater for groups such as the elderly and disabled;
- The saleability of different type of housing with regard to the local housing market.

The proposed layout proposes 251 no. dwellings units comprising 176 no. dwellings house (70% of total mix), 53 no. apartments (21% of total mix) and 22 no. duplex units (9% of total mix). The dwelling houses are set in a variety of 2, 3, 4 and 5 bed configurations, in 35 different unit types and sizes that will appeal to a broad range of purchasers / tenants. The units consist of a range of detached, semi-detached and townhouse properties with the units selected at a specific location adapted where necessary to reflect the specific setting. The dwellings range in size from 80.4 sqm 2 bed semi-detached unit (type F2) to 190 sqm 5 bed detached dwellings (type A1.1). The variety of dwelling sizes proposed focus on providing choice, affordability and quality housing in accordance with the relevant policies.

Unit Type	Form	No. of Beds	Size (sqm)	Total No. of Units Proposed
A1.1	Detached	5	190.0	3
A1.2	Detached	5	190.0	2
A2.1	Detached	4	176.6	1
A2.2	Detached	4	150.3	1
A2.3	Semi-Detached	4	150.3	14
A3.1	Detached	4	150.3	1
A3.2	Detached	4	150.3	1
A3.3	Detached	4	149.4	2
A3.4	Detached	4	149.4	1
A5	Semi-Detached	4	110.0	2
B1	Semi-Detached	3	109.6	38
B2.1	Semi-Detached	3	114.0	17
B2.2	Semi-Detached	3	114.0	15

Unit Type	Form	No. of Beds	Size (sqm)	Total No. of Units Proposed
B2.3	End of Terrace	3	114.0	2
B2.4	Mid Terrace	3	114.0	8
B2.5	End of Terrace	3	114.0	2
B2.6	Detached	3	114.0	4
B3.1	Detached	3	116.0	1
B3.2	Detached	3	116.0	1
B3.3	Detached	3	116.0	5
B3.4	Detached	3	116.0	5
B3.5	Semi-Detached	3	116.7	4
B3.6	Semi-Detached	3	116.7	2
B3.7	Semi-Detached	3	116.7	5
B3.8	Semi-Detached	3	116.7	9
B4	Terraced	3	109.6	9
B5.1	End of Terrace	3	92.2	5
B5.2	Mid Terrace	3	92.2	4
B5.3	End of Terrace	3	92.2	5
F1	Detached	2	107.4	1
F2	Semi-Detached	2	80.4	2
G1	End of Terrace	2	113.9	1
G2	Mid Terrace	2	95.1	1
G3	Mid Terrace	2	95.0	1
G4	End of Terrace	2	113.9	1
Total				176

Table 2 Proposed Housing Unit Mix.

Further to the provision of dwelling units, the layout also incorporates 53 no. apartments and 22 no. duplex units. The apartments and duplex units are set out in a variety of 1, 2 and 3 bed configurations and vary in size and arrangement depending on their location.

Unit Type (Block Name)	Form	No. of Beds	Sizes (sqm)	Total No. of Units
F3	Apartment	2	74.1	1
F3	Apartment	2	79.5	2
D1	Duplex (GF/1F)	2	100.5	5
D1	Duplex (1F/2F)	2	84.1	5
D2	Duplex (GF)	1	59.3	2
D2	Duplex (1F/2F)	3	108.9	2
D2	Duplex (GF)	1	62.2	4
D2	Duplex (1F/2F)	3	113.9	4
E	Apartment	1	56.4	9
E	Apartment	2	84.8	24
H1	Apartment	1	63.2	1
H1	Apartment	2	90.3	1
H1	Apartment	3	113.8	1
H2	Apartment	1	48.1	1
H2	Apartment	1	58.7	2
H2	Apartment	3	98.5	2
H2	Apartment	3	111.1	1
H3	Apartment	2	76.8	1
H3	Apartment	2	79.3	1
H3	Apartment	2	88.3	2
H3	Apartment	2	100.0	2
H3	Apartment	2	107.9	2
Total				75

Table 3 Proposed Apartment/Duplex Unit Mix.

The breakdown of the proposed units is outlined in table 4 below, with full details of the housing and apartment mix given in table 2 and 3 above. These are represented in a variety of configurations to achieve a genuine mix of communities across the site. The layout of the units will exploit views within the site and provide passive surveillance over the streets and open spaces.

All dwelling units are generously sized, both in terms of internal space and plot size, including extension if desired to meet future requirements. All house types also provide adequate space at attic level to provide for additional habitable living should this be required in the future. In addition, some of the larger dwellings have been designed to convert a ground floor living room/study into a bedroom, if required.

Unit Size in Beds (Including Houses and Duplex/Apartments)	Total Proposed	% Mix
5	5	2%
4	23	9.2%
3	155	61.7%
2	49	19.5%
1	19	7.6%

Table 4 Breakdown of Unit Configuration Expressed as % of overall number of units.

An increase in density is achieved by introducing more apartments as well as townhouse units into the proposed mix. The layout of the development as well as the breakdown mix of units to be delivered has been designed to enable an equitable approach to the delivery of both market and social housing units across the site. Overall, the broad mix and adaptability of homes proposed should be warmly welcomed, alongside recognition that the proposal will meet market demand for quality family homes in the local community.

Location	Use	Floor Area (sqm)	Total Floor Area of Non-Residential Uses (sqm)
North of site	Creche	220.9	
			220.9

Table 5 Breakdown of Non-Residential Uses.

5.6 Efficiency

As highlighted previously, 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.

Landscaped areas consist of the open spaces containing play areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible, as is confirmed in the Engineering Report by JHK Consulting Engineers.

All houses and apartments are designed to maximize passive solar gain through the solar orientation. However, in line with the Urban Design Manual this is balanced with requirements of good urban form and the provision of ample spaces. 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 blocks while bin storage areas may also be provided within the front garden spaces of each dwelling unit. It is envisaged that collection of household waste would be facilitated by a waste collection service.

5.7 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 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. The proposed design and layout will create a series of

individual neighbourhood clusters which will complement each other but be sufficiently individual to promote their own sense of place. Each cluster comprises of 12 to 22 units and each cluster is served by its own open space area.

5.8 Layout (including incorporation of Principles of DMURS)

Informed by the relevant planning policy context, site analysis and existing site context, a number of options were considered (in consultation with Cork County Council and in response to consultation with An Bord Pleanála) before finalising the design of the proposed scheme. As the subject site forms part of the wider context, including possible future development lands to the west and south, it was considered important to create a distinctive residential development which maximised the development potential of the site while also respecting the individual characteristics of the surrounding area and responding to the site-specific features. The proposed layout is designed to respond positively to the existing context of the site by exploiting existing features, orientation, views and topography where possible to maximise its development potential.

Framed around the provision of the central link road connecting the proposed entrances, the subject scheme has been designed to function as a sustainable and successful residential neighbourhood which will act a natural extension to the existing built-up area. Pedestrian connections are also facilitated to the neighbouring development of Ardfield to the east. All routes are scaled appropriately to enhance legibility. In general speed has been controlled through passive measures including careful curvature of roads. The streets and pathways benefit from passive surveillance from the dwellings and non-residential uses that front onto them. Pedestrian / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.

An appropriate balance has been struck in terms of achieving the required densities alongside open space requirements to ensure that zoned land is used efficiently, whilst quality of environment and place is maximised. Every effort has been made to ensure that the levels of the houses follow the natural gradient of the site to be maintained wherever possible.

As previously stated, pedestrian links are provided to connect to the neighbouring residential development of Ardfield. This will create permeability with the neighbouring estate. The proposed pedestrian connections tie into the existing footpath network. This will provide connectivity to key services available in the area and to the wider cork area via the bus and rail services, delivering a walkable and cyclable neighbourhood. The need for residents to require private vehicular transport, or the need to have more than one vehicle per household may not be necessary given the mixed uses provided within the development and surrounding area and the provision of an excellent walking and cycling environment and bus connectivity to other parts of Cork City and other public transport hubs.

The central link road supports the distribution of traffic through the site via a series of shared surface streets. These streets are scaled to ensure that they are safe and attractive for all users. Within the character areas, the proposed streets are designed based on the principles set out in DMURS. Many of the streets are looped or cul-de-sacs. From every resident's doorstep there can be quick and easy access onto the network of pedestrian links that loop through the residential neighbourhoods and connect to the open spaces, creche and to the nearby town and neighbourhood centres.

There is a clear hierarchy in the street network overall. The home zone area streets have tight radii at their entrance points with raised table courtesy crossings to indicate to all users the transition into the homezone. Within each character area, streets and carriageways are narrowed to 4.5m and along their length strategically placed pedestrian crossings are provided with the pedestrian priority surface material laid to remind drivers that the space is a homezone. This ensures that drivers are aware of their surroundings and emphasises that the safety of all users is of paramount importance, with the focus on free movement for vulnerable users such as cyclists and pedestrians. Where streets end with a turning head for vehicles, they are again finished with the shared surface finish reaffirming that the pedestrian has priority.

Each character area streetscape is designed to be attractive as well as accessible and street tree planting is incorporated. The incorporation of the street trees enables the streetscape to be softened and made more attractive to users without negative impact on underground utility services. This will ensure that in the future the trees will not be damaged, removed, or require unnecessary limb or root pruning by utility providers in the maintenance of their service networks.

The street trees selected (as outlined in the Landscape Masterplan and Landscape Design Report by Isla Rutgers) are appropriate to a street environment and will in most cases have a mop head shape and, at maturity, a limited height and spread to their canopy. They will have a positive impact, softening the street and importantly will require minimal future maintenance or be the cause of nuisance to residents. Attractive public lighting posts and lanterns are designed into the streetscape to provide appropriate night time illumination for the safety and security of all users.

Each street will be detail designed at construction stage to incorporate tactile paving and homezone signage as appropriate. The homezone streets will provide uncluttered environments. On street parking is almost completely eliminated, with the exception of certain areas of the site, and the tight carriageway pinch points have to be negotiated by vehicular traffic at frequent intervals. The space will be accessible for all and will have a clear prioritisation of pedestrian and bicycle use, be attractive, encourage social interaction and outdoor activity.

5.9 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, including play areas, which will increase the likelihood of being used and provides an invaluable extension to their private open space. The open spaces function as local node points. To tie into its context the development provides open spaces that can be shared with the existing Ardfield Estate. A number of play areas will be provided within this open space. These play areas will be built according to Cork County Council recreation and amenity guidelines. The generous landscaped open space will contribute to the quality of life in the locality. The 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 railings.



Fig. 13 Dwellings providing passive surveillance of open space areas.

5.10 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.

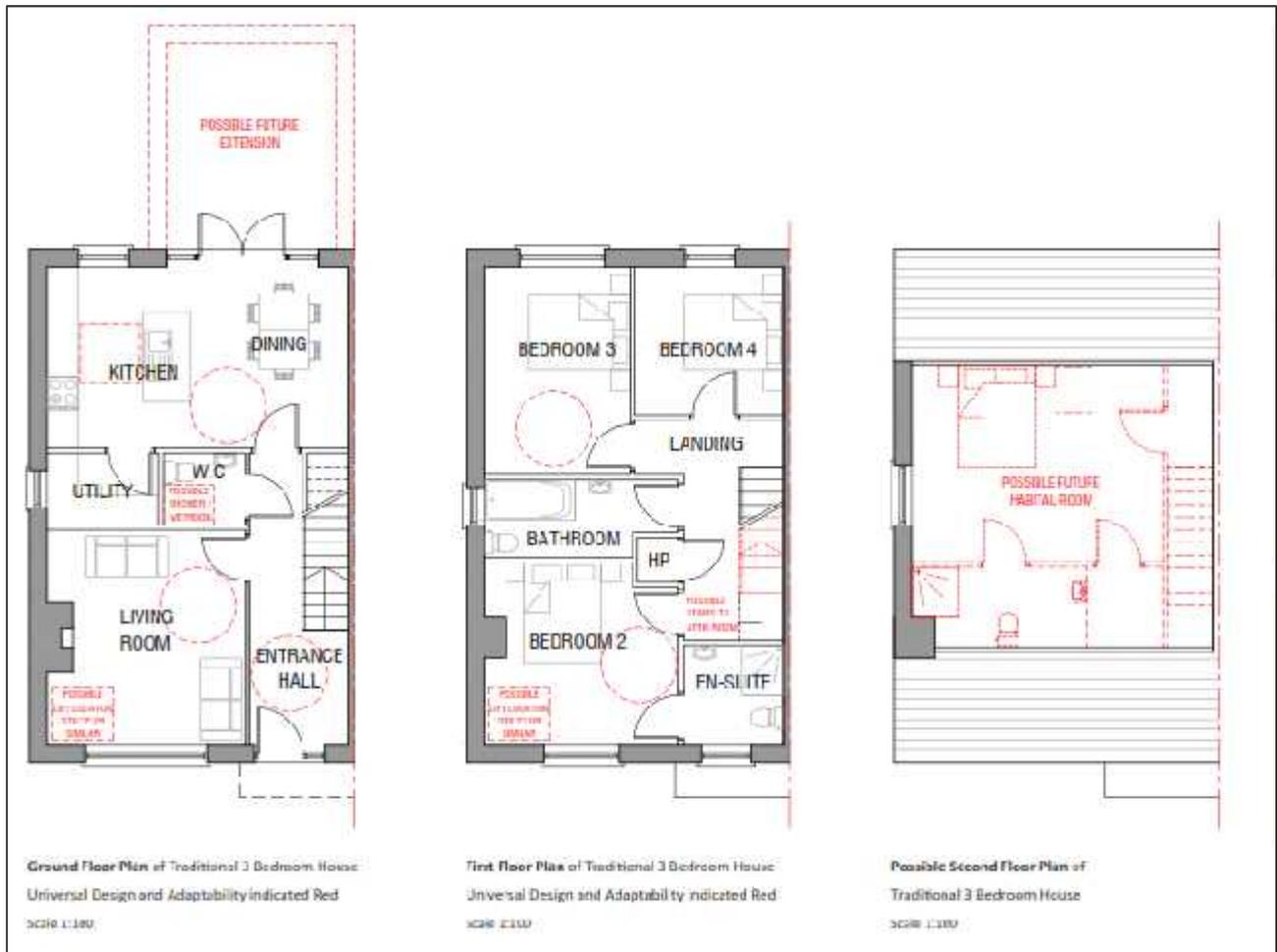


Fig. 14 Adaptability of units.

5.11 Privacy and 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, as is outlined in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas. 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.

5.12 Parking

Each dwelling house will have 2 car parking spaces within close proximity to the dwellings and duplexes, in close proximity to the front door, equating to a total of 352 no. parking spaces. The garden space will be defined within the ownership of the dwelling and will be clearly defined through the materiality of the surfaces as well as the use of landscaping. The configuration of the front garden area will also ensure that there is a positive relationship between the public street and the private dwellings. The cul-de-sac layout also accommodated further informal areas for visitor parking within the residential scheme and adjacent dwellings in overlooked locations.

The parking arrangement alters slightly for some of the terraced dwellings and apartment units, where their designated parking spaces lie close to but not immediately in front of the units. These spaces are clearly defined by borders and the use of landscaping.

Appendix D of the CDP required 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 93.75 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 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 a good quality bus service 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.

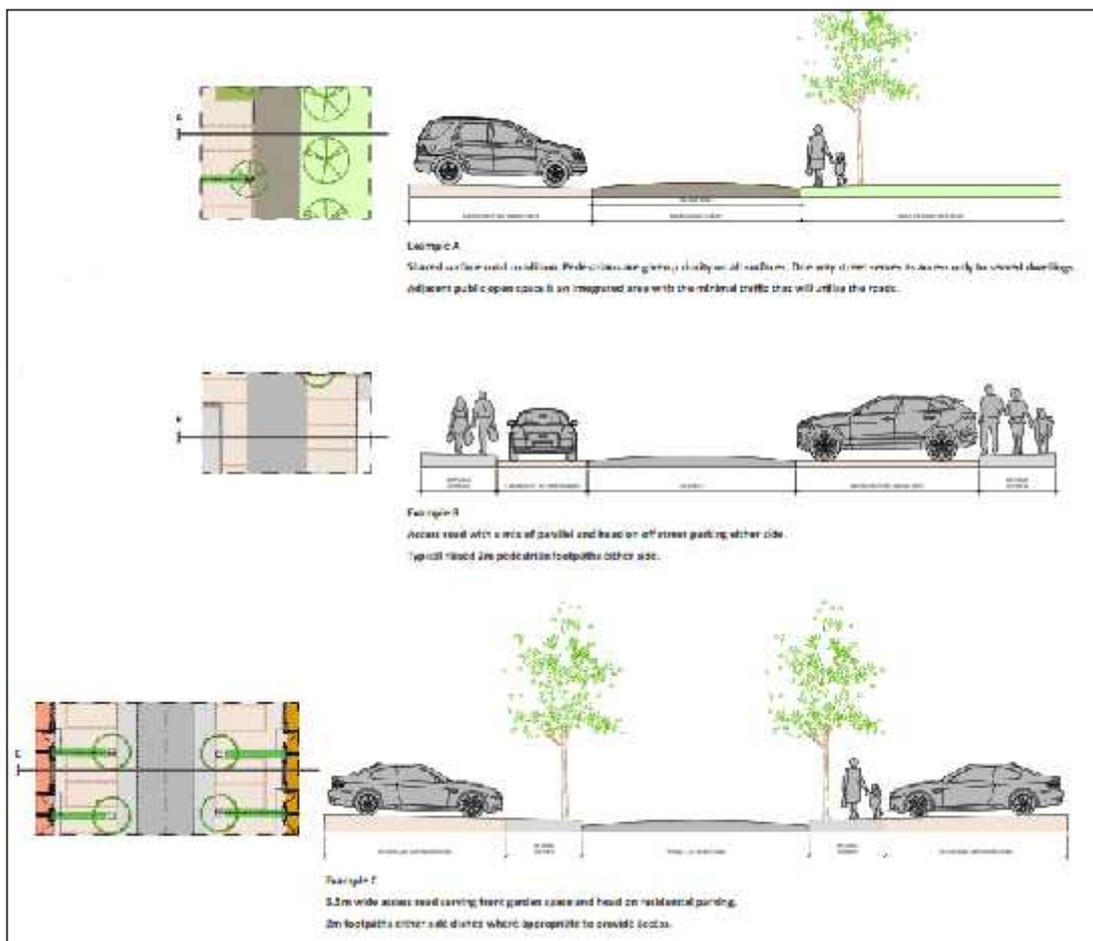


Fig. 15 Proposed parking options.

5.13 Detailed Design

5.13.1 Design of the Houses

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 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. The proposed design and layout will create a series of individual neighbourhood clusters which will complement each other but be sufficiently individual to promote their own sense of place.

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 specifically:

- Traditional style through the use of smooth render is utilised within the development;
- The use of brick is utilised some house types and the apartments;
- More contemporary materials such as natural stone is utilised within the development.



Fig. 16 Proposed House Types.

These styles are grouped together to help define each neighbourhood / character area – i.e. different mixes are used in different neighbourhood clusters which will create character zones that will add a varied mix throughout the development. 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 which offers a cohesive and mixed variety to the overall layout, whilst respecting the existing houses within the locality. This will ensure consistency of the design and legibility throughout the estate. Care has also been taken to design the location of flues, bins and vents to prevent impact on public amenities.

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 high quality design. The simple pattern of development is reinforced through the use of clear building frontages and edges where corners and gables are emphasized rather than ignored.

The proposed landscape design will frame the open spaces, creating a strong, attractive framework to the design. This is continued through to the hard landscaping, including the pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting is durable and facilitates easy maintenance.

5.13.2 Design of the Apartment & Creche Building

The massing and scale of the proposed duplex/apartment buildings responds directly to their location on the site. The proposed 2/3 storey 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 buildings frame the open space areas to the north of the site. 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



Fig. 17 Proposed duplex/apartment buildings.

As stated previously the apartments are constructed in a variety of 1, 2 and 3 bed typologies.

The proposed creche building is situated to the north of the site and is of a contemporary style. The play area for the creche is situated to the rear and side of the proposed building with parking and a set down area to the front. The compliance of this creche with the relevant guidelines is set out in the Statement of Consistency by McCutcheon Halley Planning.

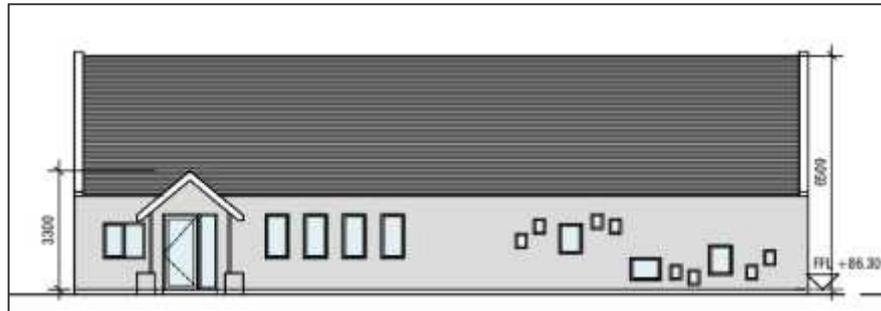


Fig. 18 Proposed creche building.

6.0 Conclusion

The subject development proposes a scheme of 251 no. dwelling units on lands identified within the settlement boundary of the Cork City South Environs and subject to Objective SE-R-07 of the LAP to facilitate the development of Medium 'A' residential development. The design has been developed in full accordance with the policies and objectives contained within the development plan, local area plan as well as the relevant national policy guidance documents. Development within the site will contribute to the realisation of housing targets for the South Environs, and the maintenance of the settlements compact form.

The proposed development will create a sustainable and attractive residential extension, which will provide quality homes that are suitable to the needs of modern households regardless of size or composition. The proposal will create a living environment that promotes the concept of 'neighbourhood' and promotes a sense of community within the different character areas. Clusters of housing and apartments are provided, each with their own identifiable visual and social identity, set around a network of open spaces. This will help to form a vibrant and resident centred extension to this area of Cork.

In doing so the proposed development strikes an appropriate balance between meeting density requirements to achieve the effective use of the land and addresses the constraints. Provision is also made for improved traffic flow in the area and traffic calming through the incorporation of raised tables and pedestrian crossings along Cooney's Lane and the Bellevue Road.

The proposed development will result in the creation of a sustainable residential community in close proximity to the city centre. We therefore consider that the proposed scheme provides for a much-needed range of housing options and will contribute to the sustainable growth of the settlement in the short to medium term.