

Statement of Consistency

For Development at Courtstown (Townland), Little
Island, County Cork

on behalf of Ruden Homes Ltd.

July 2024



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Ruden Homes Ltd.	
Project Title	Courtstown, Little Island	
Document Title	Statement of Consistency	
Document Comprises	Volumes	1
	Pages (Including Cover)	112
	Appendices	0
Prepared by	Michelle O'Shea	
Checked by	Orla O'Sullivan	
Office of Issue	Cork	
Document Information	Revision	1
	Status	Final
	Issue Date	July 2024

CORK

6 Joyce House
Barrack Square
Ballincollig
Cork
P31 YX97

T. +353 (0)21 420 8710

DUBLIN

Kreston House
Arran Court
Arran Quay
Dublin 7
D07 K271

T. +353 (0)1 676 6971

www.mhplanning.ie

Contents

1. Introduction.....	3
2. Summary Statement of Consistency.....	4
2.1 Context	4
2.2 Proposed Development	4
2.3 Density & Housing Mix	5
2.4 Small Scale Local Neighbourhood Centre	6
2.5 Scale of Development.....	6
2.6 Layout & Design	7
2.7 Landscape, Recreational Amenity & Visual Impact	7
2.8 Connectivity	7
2.9 Sustainability.....	8
2.10 Childcare Provision Assessment	9
3. National Planning Policy	10
3.1 Project Ireland 2040: The National Planning Framework 2018	10
3.2 Rebuilding Ireland: Action Plan for Housing and Homelessness	18
3.3 Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, 2024	18
3.4 Urban Design Manual – A Best Practice Guide, 2009.....	36
3.5 Design Manual for Urban Roads and Streets, 2013	45
3.6 Sustainable Urban Housing: Design Standards for New Apartments, July 2023.	49
3.7 Urban Development and Building Heights, 2018	54
3.8 Childcare Facilities Guidelines, 2001	59
3.9 The Planning System and Flood Risk Management, 2009.....	60
3.10 Southern Regional Assembly: Regional Spatial and Economic Strategy	60
3.11 Cork Metropolitan Area Strategic Plan (MASP), 2019.....	62
3.12 Cork Metropolitan Area Transport Strategy (CMATS), 2020.....	62
4. Local Planning Policy	63
4.1 Cork County Development Plan 2022-2028 – Volume 1, Main Policy Material	63
4.2 Cork County Development Plan 2022-2028 – Volume 4, South Cork	100
5. Conclusion	107

1. Introduction

This Statement of Consistency has been prepared by McCutcheon Halley Planning Consultants, in conjunction with Engenuiti Consulting Engineers, Brady Shipman Martin, Greenleaf Ecology, Limosa Environmental, Lane Purcell Archaeologists, Arbor Care, MHL Consulting Engineers, MMOS Consulting Engineers and Horizon Engineering Consultants on behalf of Ruden Homes Ltd. to accompany a planning application for a Large-scale Residential Development on land at Courtstown (Townland), Little Island, County Cork.

This report provides a Statement of Consistency (SOC) with the relevant planning policy documents at national and local levels, and addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form.

Section 3 of this report addresses the following national and regional planning policy documents:

- 3.1 *Project Ireland 2040 National Planning Framework (2018).*
- 3.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016).*
- 3.3 *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, 2024. Department of Housing, Local Government & Heritage.*
- 3.4 *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government.*
- 3.5 *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport.*
- 3.6 *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, (July 2023), Department of Housing, Planning and Local Government.*
- 3.7 *Urban Development and Building Height Guidelines, 2018.*
- 3.8 *Childcare Facilities Guidelines, June 2001.*
- 3.9 *The Planning System and Flood Risk Management, 2009.*
- 3.10 *Southern Regional Assembly: Regional Spatial and Economic Strategy for the Southern Region (2020).*
- 3.11 *Cork Metropolitan Area Strategic Plan (MASP), 2019. and*
- 3.12 *Cork Metropolitan Area Transport Strategy (CMATS) 2020.*

Section 4 of this report addresses the following Local Planning Policy documents:

- 4.1 *Cork County Council Development Plan 2022-2028, Volume 1, Main Policy Material.*
- 4.2 *Cork County Council Development Plan 2022-2028, Volume 4, South Cork.*

2. Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Courtstown (Townland), Little Island, County Cork with reference to the relevant national and local planning policy documents, as detailed in Section 1.

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

This section summarises compliance with planning policy on the following theme:

- Context
- Proposed Development
- Density and Housing Mix
- Small Scale Local Neighbourhood Centre
- Scale of Development
- Layout and Design
- Landscape, Recreational Amenity and Visual Impact
- Connectivity
- Sustainability
- Childcare Provision

Please also note that the proposed development has been summarised in the Planning Report, prepared by McCutcheon Halley, and that this planning application is supported by detailed planning, architectural, landscaping, archaeological, ecological, traffic and engineering assessments, as detailed in the cover letter. The proposed development has also been designed having regard to the twelve design principles set out in the Urban Design Manual. The twelve design principles are addressed at Section 3.4 of this Statement of Consistency and in greater detail in the Architectural Design Statement, prepared by Engenuiti Consulting Engineers.

2.1 Context

The application site has an area of 6.55 hectares and is located towards the eastern end of Little Island in Courtstown, approximately 10 km to the east of Cork City Centre and approximately 3.5km to the east of the Dunkettle Interchange and Jack Lynch Tunnel. The site is bounded to the north-east by local road L-2985-0 (Ballytrasna Park) and is separated from the public road along the northern-western boundary by detached houses. The site is characterised by arable land and slopes in a southerly direction, with a fall of approximately 2.5 metres across the site. The site is well served by the national N25 road and is situated within approximately 2 km of the Little Island train station. It is located approximately 1km southeast of East Gate Village which is the designated neighbourhood centre for Little Island.

The area surrounding the site is characterised by a mix of uses including residential, industrial, recreational/leisure and agricultural. The land immediately adjoining the site to the east is arable land and zoned for industry. This adjoins the Harbour Point and Courtstown Business Parks with uses comprising light industry, warehousing and distribution. To the south and west is the former Harbour Point Golf Club.

2.2 Proposed Development

In summary, the proposal comprises the construction of 172 dwelling units, a creche, four commercial units and all associated ancillary site development works including access, roads,

parking, footpaths, drainage, landscaping and amenity areas at Courtstown (Townland), Little Island, Co. Cork.

The development will be accessed via the existing entrance onto Ballytrasna Park Road and includes the creation of a new distributor road in line with Policy Objective LI-U-05. The distributor road is located to the east of the residential development and runs in a general north-south axis, with connections provided along the western boundary of the distributor road to facilitate three separate vehicular access points into the residential development. Connections have also been included for land to the immediate east of the distributor road to allow the development to integrate with the future phase 2 residential development. The application site boundary also includes works to the public road (Ballytrasna Park Road) to facilitate the creation of a signalised junction including footpath and cycle lane. The existing entrance will be updated to facilitate the distributor road and will include footpaths and cycle lanes, which will connect with existing infrastructure services on Ballytrasna Park Road.

The development will consist of:

- (a). The construction of 172 no. residential units to include 146 no. dwelling houses (with 83 no. dwelling houses to include the option for constructing a ground floor extension to the rear); 6 no. duplex units; and 20 no. apartments.
- (b). Provision of 1 no. creche and 4 no. commercial units.
- (c). Upgrading of the existing vehicular access to the site and the creation of a signalised junction on Ballytrasna Park Road (L-2985-0), including footpaths, cycle lanes and pedestrian/bicycle crossing points, to facilitate access into the site.
- (d). The provision of a new distributor road, including footpaths and cycle lanes, connecting the proposed residential development with Ballytrasna Park Road.
- (e). All associated infrastructure and ancillary development works to include the provision of roads, footpaths and cycle lanes as well as the provision of vehicular connections to adjoining lands with pedestrian/cycle facilities; Proposed diversion and undergrounding of the existing 10KV overhead electricity line and associated poles traversing the site; landscaping & amenity areas, lighting, drainage and services connections; bicycle and car parking; bin storage; and boundary treatments including fencing and landscape buffer of mixed native hedge planting along the eastern boundary of the site.

2.3 Density & Housing Mix

The CCDP 2022 sets out that Medium A density ranges from minimum 30 to maximum 50 units per hectare, and notes that, this category would be the highest density category applicable to the smaller towns (< 5,000 in population) and would generally apply to edge of centre/inner suburban sites within such settlements, unless otherwise stated. It also sets out medium, density A provisions must include a broad range of unit typologies and normally involves a combination of unit formats including a higher proportion of terraced units and/or apartment type units.

The Sustainable Residential Development and Compact Settlements Guidelines, 2024 support the application of densities that respond to settlement size and to different place contexts within each settlement, recognising in particular the differences between cities, large and medium-sized towns and smaller towns and villages. They will also allow greater flexibility in residential design standards, setting national standards for the first time that support innovation in housing design and a greater range of house types.

Section 3.3 focuses on 'Cities and Metropolitan Areas' and notes that:

“The NPF sets ambitious growth targets for cities and metropolitan areas to 2040. The strategy for all cities is to support consolidation and intensification within and close to the existing built-up footprint of the city and suburbs area and metropolitan towns; and to support sustainable urban extension at locations served by public transport”.

Table 3.3 provides density ranges of 35dph to 50dph for the suburban and edge locations of Metropolitan Towns with a population greater than 1,500.

Having regard to the CCDP and the Compact Settlement Guidelines, the proposed development proposes a net density of 39.5 units per hectare and therefore complies with both the CCDP 2022 and the Compact Settlement Guidelines.

Having regard to the predicted population growth for Metropolitan Cork, and policy to promote more consolidated and compact growth, the proposal will create a more sustainable travel led development that will prioritise housing in an area that can be served by enhanced public transport, walking and cycling. The growing capacity of Little Island’s employment base will also attract more people and create a greater demand for employees to live close to work. Furthermore, the provision of the distributor road through the application site will provide the opportunity to unlock residential zoned lands to the south and west and meet the targeted population growth for Metropolitan Cork.

The development promotes the delivery of new housing and apartment units which deliver integrated, balanced communities and provide a sustainable social mix with a mix of unit types and sizes. The application site comprises of 2, 3 & 4 bed detached, semi-detached and terraced houses as well as a mix of 1, 2 & 3 bed apartment / duplex units. The proposed mix of unit types and sizes has been designed to respond to market demand; to complement the built character of the area; and to provide for a mix of dwelling and apartment types and sizes to provide opportunities for people at all stages of their life cycle. This proposal will introduce a mix of units and housing choice for a wide range of households and also cater to those that work in the nearby employment centres. Furthermore, the design of the layout and location of units together with pedestrian and cycle facilities will promote more sustainable modes of transport.

2.4 Small Scale Local Neighbourhood Centre

It is proposed to provide four commercial units, ranging in size from 60 m² to 109 m², as well as a creche of 256 m², on the ground floor of the apartment building. The creche and commercial units, with overhead apartments, will be located in the central character area and will form the heart of the overall scheme. They will also be complemented by an open space area to the west including a multi-use games area and local play area and will be highly accessible for pedestrians. Little Island and the wider metropolitan area have a generous offering in terms of social and physical infrastructure and the proposed creche and commercial units will therefore complement these services.

Having regard to the existing range of services in Little Island as well as the projected population growth for Little Island of 1,461 persons, the proposed creche and commercial units more than meet the need for a new neighbourhood centre for the X-01 lands

2.5 Scale of Development

Paragraph 2.6.10 of Volume 4 of the CCDP 2022 sets out that it is an objective to secure the development of up to 500 new dwellings in Little Island over the lifetime of the plan and that these dwellings will be located primarily within the LI-X-01 lands within the development boundary. It is proposed to provide 172 residential units as part of this application, which represents

approximately 34.4% of the overall figure of units envisaged to be delivered on the LI-X-01 zoned lands during the lifetime of the current LAP. It is therefore considered that the proposed development is consistent with the CCDP 2022 in terms of the overall scale of development and forms part of the principal area for the sustainable expansion of Little Island within the defined settlement boundary.

2.6 Layout & Design

The detailed design of the development has been designed to naturally integrate with its surroundings and to promote movement of pedestrians and cyclists. The proposed layout is informed by a variety of amenity and plays area and paths, that are enhanced by retained trees and hedgerows as well as additional planting to enhance biodiversity and create visual interest.

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 Architectural Design Statement is submitted with this planning application in accordance with Paragraph 3.10.2 of the CCDP. The proposed apartments have been designed having regard to and are consistent with the *2023 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 dwellings and apartment units in three distinct character areas and the creation of a sustainable development that priorities pedestrian and cyclist movements.

2.7 Landscape, Recreational Amenity & Visual Impact

The proposed layout has been designed to ensure that each residential unit within the development has a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning the houses and apartments and by providing generous separation distances.

A network of open spaces and landscaping areas are provided and are linked by good quality walking and cycling facilities. The open spaces are complimented by a multi-use games area (MUGA) and local play areas and enhanced by attractive planting. In line with local policy objectives, a secure 2.4m high buffer fence with landscape buffer of mixed native hedge planting will be provided along the eastern boundary.

Pedestrian permeability is maximised through a network of footpaths which are designed to link with existing facilities on Ballytrasna Park Road. The distributor Road also provides for off road cycle and pedestrian lanes on both sides. These links will promote more sustainable modes of transport and reduce reliance on vehicles for local trips.

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Landscape Development Report and Architectural Design Statement are submitted with this planning application. The proposed apartments have been designed having regard to and are consistent with *2023 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.

2.8 Connectivity

Little Island is a strategic employment area comprising of a business park, industries, residential communities and local services and benefits from access to a rail station and the N25. It is located approximately 10 km east of Cork City and in close proximity to the strategic employment centre

of Carrigtwohill. The site is situated approximately 1km to the south-east of the neighbourhood centre (East Gate Village) and benefits from full connectivity via Ballytrasna Park Road. The site is accessed via Ballytrasna Park Road with full connectivity westwards towards the core of Little Island and forms part of an established built-up area with housing to the north and west and a business park to the east.

The proposal has been designed to prioritise the safe movement of pedestrians within the site and to the wider area. The proposal will comprise of a hierarchy of internal roads, enhanced by a multitude of pedestrian footpaths, that will promote pedestrian movement and safe access to open spaces. The roads have been designed to allow balanced dispersal of traffic and a pedestrian friendly environment in the form of shared spaces / home zones. The proposed layout has been designed with a focus on prioritising pedestrian movement and creating a safe and overlooking environment. Pedestrian connections are provided throughout the site to ensure residents will have good access to all open space areas within the development and the built form will be orientated to ensure all internal connections are overlooked.

The proposed public roadways have been designed to the highest standard. The proposed signalised junction on Ballytrasna Park Road has been discussed with the Sustainable Transport Unit of Cork County Council to integrate with future planned infrastructure works and has been designed to take on board what we understand to be the Council's requirements.

In line with local policy objectives, a distributor road is being provided along the eastern boundary of the site, with off road cycle lanes and footpaths along both sides. This has been designed to link with similar facilities being provided on Ballytrasna Park Road as part of local authority upgrade works. This will encourage pedestrians to utilise more sustainable methods of transport for shorter journeys and promote walking to local facilities, services and public transport options.

The site will benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island.

2.9 Sustainability

The proposed development provides an appropriate balance between achieving the required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. The dwellings and apartments are designed to maximise solar gain, increasing daylight into residential units, and waste generation will be sustainably managed.

The residential units have been designed to allow a great deal of flexibility to reconfigure the internal arrangements in the future and have been designed to be adaptable should additional habitable space be required in the future.

With regard to waste provision and collection, storage areas for bins are provided.

The sustainability of the proposed development is based on the principal criteria of the *Urban Design Manual* and a detailed Architectural Design Statement is submitted with this planning application. The proposed apartments have been designed having regard to and are consistent with *2023 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.

2.10 Childcare Provision Assessment

A Childcare Assessment Report has been prepared by McCutcheon Halley Planning Consultants. An assessment of the existing childcare facilities within the study area identified that there is existing provision in the area of 43 available childcare spaces. This report has identified that the development of 172 units on the Courtstown site would likely result in 28-30 children of pre-school age living in the completed development. Taking into account the existing provision within the 10-minute catchment area of 43 available childcare spaces, it is considered that there are enough places available to meet the short to medium term childcare requirements of the area.

Notwithstanding this, there are only two creches within walking distance of the site in Little Island, with no spaces available. The capacity of Little Island's employment base to grow will also attract more people and create a greater demand for employees to live close to their place of work. Having regard to policy provision to promote more consolidated growth, the predicted growth for Metropolitan Cork, and the development of adjoining residential lands, the proposed development makes provision for a creche of approximately 256 m² providing for 49 no. childcare places.

3. National Planning Policy

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

- *Project Ireland 2040 National Planning Framework (2018).*
- *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016).*
- Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, 2024. *Department of Housing, Local Government & Heritage.*
- *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government.*
- *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport.*
- *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, (July 2023), Department of Housing, Planning and Local Government.*
- *Urban Development and Building Height Guidelines, 2018.*
- *Childcare Facilities Guidelines, June 2001.*
- *The Planning System and Flood Risk Management, 2009.*
- *Southern Regional Assembly: Regional Spatial and Economic Strategy for the Southern Region (2020).*
- *Cork Metropolitan Area Strategic Plan (MASP) 2019. and*
- *Cork Metropolitan Area Transport Strategy (CMATS) 2020.*

3.1 Project Ireland 2040: The National Planning Framework 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
National Policy Objective 3A	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	The proposed development is located on residential zoned land within the defined settlement boundary of Little Island and within the Cork Metropolitan area on land that is zoned for residential development. It is bounded to the north by existing residential dwellings which extend westwards towards the commercial core of Little Island and to the east by an industrial estate. Therefore the proposed development represents a sustainable extension to the built-up area of Little Island, achieving the delivery of much needed housing units.
National Policy Objective 4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<p>The proposed development will create a high-quality residential development that will form a continuation of the established residential houses and communities to the north and extending west towards the core of Little Island.</p> <p>The proposed development will provide a number of clearly defined high-quality open spaces to accommodate future occupants of the proposed development and the wider community.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>Little Island is a strategic employment area comprising of a business park, industries, residential communities and local services and benefits from access to a rail station and the N25. It is located approximately 10 km east of Cork City and in close proximity to the strategic employment centre of Carrigtwohill. The site is situated approximately 1km to the south-east of the East Gate Village and Retail Park and benefits from full connectivity via Ballytrasna Park Road.</p> <p>The RSES sets out that there is a planned growth rate of 50-60% to 2040 in the Cork City and suburban area of between two to three times the national average and a growth rate of up to 50% for the rest of the metropolitan area. This will result in growth of the population and the economy of metropolitan Cork with a focus also being placed on delivering more sustainable transport patterns. There is currently an undersupply of housing in metropolitan Cork so this proposal will therefore meet the needs of workers.</p> <p>This planning application is supported by additional technical reports and drawings and are detailed in the cover letter prepared by McCutcheon Halley Planning Consultants. These documents and drawings are aimed at demonstrating the quality of the buildings and residential environment being created.</p>
<p>National Policy Objective 6</p>	<p>Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</p>	<p>The site is located within close proximity to local services and the commercial core of Little Island and is accessed directly off Ballytrasna Park Road which has full connectivity extending westwards towards Little Island.</p> <p>The site is zoned for residential use and will deliver an efficient density of 39.5 units per hectare with a mix of units and housing choice for a wide range of households and also cater to those that work in the nearby employment centres. The site will provide a distributor road enhanced by off road cycle and pedestrian lanes to encourage more sustainable modes of transport and enhance connections with the wider area. The layout has been designed to allow for future potential connections to adjoining lands, which will have the benefit of releasing further land to deliver sustainable housing and meet the demand created by the projected population increase. The proposal will also provide a variety of public and private open spaces and landscaped areas linked by a network of paths and</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>National Policy Objective 7</p>	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> • Dublin; • The four cities of Cork, Limerick, Galway and Waterford; • Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; • Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes; • In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth. 	<p>will provide a balance in amenity facilities which are accessible by all age groups.</p> <p>Little Island is designated as a strategic employment area and forms part of the metropolitan Cork area which is projected to grow by 50% up to 2040. The application site is also located in proximity to the strategic employment area of Carrigtwohill, as well as being accessible to the employment hubs of Cork City and Mahon.</p> <p>The site is accessed via Ballytrasna Park Road with full connectivity westwards towards the core of Little Island and forms part of an established built-up area with housing to the north and west and a business park to the east.</p> <p>The site will benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island.</p> <p>The site's zoning facilitates residential development and is appropriate for an efficient land use density of 39.5 units per hectares. Little Island is located in close proximity to the rail network and the N25 and is well connected to Cork City and surrounding areas. The Cork Metropolitan Area Transport Strategy (CMATS) supports the strategic direction of Cork County Council's adopted planning frameworks to significantly intensify and consolidate future housing and employment within the immediate catchment area of Cobh, Midleton, and Carrigtwohill stations, with growth also anticipated for Little Island. The application site provides a significant opportunity to deliver a compact and sustainable travel led development, with enhanced pedestrian and cycle connections, in close proximity to the neighbourhood centre and strong employment base of Little Island. The proposal will provide more compact and connected growth to accommodate the planned growth for Metropolitan Cork.</p>
<p>National Policy</p>	<p>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within</p>	<p>The proposed development seeks permission for a residential density of 39.5 units per hectare within the settlement boundary of Little Island.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Objective 11	existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	<p>The NPF makes provision for significant population growth of Cork up to 2040 and the RSES seeks to ensure that future developments are planned and designed to maximise their accessibility by public transport, walking and cycling. The CMATS aims to deliver transport infrastructure and services to support and better manage the increased demand for travel in metropolitan Cork resulting from the anticipated growth up to 2040.</p> <p>The proposed development will therefore play a fundamental role in delivering the objectives of the CMATS, by providing a sustainable and compact development with enhanced pedestrian and cycle connections to Little Island; and will further meet the demand for housing as the population and job market continue to grow.</p> <p>The additional population will also lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area.</p>
National Policy Objective 13	In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.	<p>The NPF recognises the need for greater flexibility in urban Development Plans with regard to height guidelines and parking, in order to ensure that appropriate projects can be brought forward and will contribute to meeting growth targets.</p> <p>The scale of the development is appropriate to the site and location. The open spaces, creche and enhanced pedestrian and cycle links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel. The distributor road included as part of this proposed development enhances connectivity to the wider area and provides the opportunity to release adjoining lands to deliver housing.</p> <p>This planning application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning Consultants, which provides a list of the supporting assessments which accompany this planning application.</p>
National Policy Objective 26	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	The subject site is situated within the existing built-up area of Little Island and benefits from full connectivity to the core of Little Island and the wider area via access from Ballytrasna Park Road. The proposal comprises a network of footpaths to

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>facilitate safe movement of pedestrians and provides pedestrian and cycle lanes to connect with existing facilities on the public road and encourage alternative modes of transport including walking and cycling.</p> <p>The site will benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island.</p> <p>The integration of open spaces, pedestrian and cycle connections and shared surfaces to control traffic movement will create a safe environment that will encourage future residents to live active lifestyles.</p>
<p>National Policy Objective 27</p>	<p>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</p>	<p>The proposed development will generate increased pedestrian and cycling activity, increased permeability both within the site and to local services, employment areas and public transport options. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour.</p> <p>Permeability is central to the design and in this regard, it is proposed to provide a distributor road to connect with the surrounding area. Footpaths, cycle lanes and the improved road infrastructure as proposed in this development will enhance connectivity from the application site to the commercial core of Little Island and the surrounding area and will encourage movement of pedestrians and cyclists.</p> <p>Cycle parking spaces are proposed on the application site for future occupants.</p>
<p>National Policy Objective 28</p>	<p>Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.</p>	<p>The proposed development provides a varied housing mix, that will cater for a range of household sizes, including those that work in the nearby employment centres.</p> <p>The Applicant will comply with their Part V obligations and deliver 34 no. social and affordable housing units.</p> <p>A number of public open spaces linked by pedestrian paths are provided and create a green network with the scheme and connecting to the</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>existing local access road to the north. The open spaces are complimented by a multi-use games area (MUGA) and play areas which are enhanced by attractive planting. Pedestrian permeability is maximised through a network of footpaths which are designed to link with existing facilities on Ballytrasna Park Road. The distributor road also provides for off road cycle and pedestrian lanes on both sides. These links will promote more sustainable modes of transport and reduce reliance on vehicles for local trips.</p> <p>The proposal also provides a creche to meet long term demand generated by the proposed development and future needs of the population of Little Island.</p> <p>The proposed development is Part M compliant and thus includes access for people with disabilities.</p>
<p>National Policy Objective 31</p>	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <ul style="list-style-type: none"> The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations. 	<p>A 256 m² creche is provided on the site providing for 49 no. childcare places.</p>
<p>National Policy Objective 32</p>	<p>Target the delivery of 550,000 additional households up to 2040.</p>	<p>The proposed development will contribute 172 no. new households to the target.</p>
<p>National Policy Objective 33</p>	<p>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</p>	<p>The proposed development provides 172 units in the existing built-up area of Little Island, in close proximity to a railway station and the N25 with services to Cork City and the wider county; and is adjacent to the employment base of Little Island and close to Carrigtwohill. The scale and density of development is consistent with national guidelines, is an efficient use of land and will help to meet the housing targets for Little Island.</p>
<p>National Policy Objective 34</p>	<p>Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.</p>	<p>There is a deficit in accommodation suitable for the mobile population that work in the wider area including nearby employment centres of Little Island and Carrigtwohill as well as Cork City. This is evidenced by the high number of people who</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>commute into the area daily. The proposed development responds to this deficit.</p> <p>A mix of unit types and sizes have been provided to accommodate changes to household size.</p> <p>The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size, ability or disability.</p> <p>The proposed development is Part M compliant.</p>
<p>National Policy Objective 35</p>	<p>Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.</p>	<p>The proposed development is designed to maximise density, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in higher density accommodation such as the apartment units.</p> <p>The site is also located in close proximity to the employment hub of Little Island and has been designed to encourage more sustainable modes of transport, including walking and cycling. This will seek to reduce use of vehicles for shorter journeys.</p>
<p>National Policy Objective 52</p>	<p>The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.</p>	<p>The proposed development is designed to have a very high energy performance and is therefore in accordance with National Policy Objective 52</p> <p>Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge. Refer to Civil Engineering Report prepared by MMOS Consulting Engineers for further information.</p> <p>A Construction, Environmental & Waste Management Plan has also been prepared by MMOS Consulting Engineers.</p>
<p>National Policy Objective 54</p>	<p>Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.</p>	<p>The proposed development is designed to have a very high energy performance.</p>
<p>National Policy Objective 56</p>	<p>Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and</p>	<p>The proposal is in accordance with National Policy Objective 56. Refer to Operational Waste Management Plan prepared by Engenuiti Consulting Engineers for further details.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	recovery, to support a healthy environment, economy and society.	
National Policy Objective 57	<p>Enhance water quality and resource management by:</p> <p>Ensuring flood risk management informs placemaking by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.</p>	<p>The CCDP 2022 zoning map for Little Island illustrates that the site is not located within flood zones A or B. The OPW flood maps also indicate that the application site is not located within an area at risk of flooding. The application site is therefore considered appropriate for the proposed development.</p> <p>Refer to Flood Risk Assessment by MMOS Consulting Engineers for further details.</p>
National Policy Objective 60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<p>The proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and enhance the site with additional planting to increase site biodiversity and visual interest.</p> <p>An Archaeological Impact Assessment also accompanies this application.</p>
National Policy Objective 63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<p>Sustainable and efficient measures are incorporated as appropriate into the proposed design.</p> <p>Refer to Civil Engineering Report prepared by MMOS Consulting Engineers for further information.</p>
National Policy Objective 64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	<p>The proposed development will promote more sustainable modes of transport by integrating a network of footpaths and cycle lanes throughout the scheme and incorporating off road cycle and pedestrian lanes into the distributor road, which will link with existing facilities on Ballytrasna Park Road. The design facilitates enhanced connections to the commercial core of Little Island, employment areas and train station and seeks to encourage movement of pedestrians and cyclists and reduce reliance on vehicles. This will serve to promote a modal shift in transport and a reduction in emissions.</p> <p>Cycle parking spaces are provided within the development.</p> <p>The proposed development will be designed to achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
National Policy Objective 75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	A Report to Inform Screening for Appropriate Assessment, prepared by Greenleaf Ecology, accompanies this planning application.

3.2 Rebuilding Ireland: Action Plan for Housing and Homelessness

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pillar 2: Accelerate Social Housing	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion Mixed-Tenure Development on State Lands and other lands	The proposed development will provide 20% social housing units in line with legislative requirements. The development will therefore contribute 34 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.
Pillar 3: Build More Homes	Increase the output of private housing to meet demand at affordable prices	Key actions: Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021)	The proposed development will provide 146 no. residential houses and 26 no. apartment / duplex units and will therefore contribute towards the target.

3.3 Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, 2024

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3	The key priorities for city and metropolitan growth in order of priority are to: <ul style="list-style-type: none"> (a). strengthen city, town and village centres, (b). protect, restore and enhance historic fabric, character, amenity, natural heritage, biodiversity and environmental quality, (c). realise opportunities for adaptation, reuse and intensification of existing buildings and for incremental brownfield and infill development, (d). deliver brownfield and infill development at scale at suitable strategic and sustainable development locations within the existing built up footprint of the city and suburbs area or metropolitan towns, 	The proposed LRD is located in Little Island on a site zoned for residential development. The proposed development will create a high-quality residential development that will form a continuation of the established residential houses to the north. The scheme protects and where possible enhances existing amenities, natural heritage/biodiversity e.g. where possible by the retention of existing trees and hedgerow.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>(e). deliver sustainable and compact urban extension at scale at suitable strategic and sustainable development locations that are close to the existing built-up footprint of the city and suburbs area or a metropolitan town and served by existing or proposed high-capacity public transport, and</p> <p>(f). deliver sequential and sustainable urban extension at suitable locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built-up footprint of the city and suburbs area or a metropolitan town.</p>	<p>The site is zoned for residential use and will deliver an efficient density of 39.5 units per hectare with a mix of units and housing choice for a wide range of households.</p> <p>The LRD will deliver sequential and sustainable urban extension to Little Island that is well integrated and connected to the surrounding area.</p>
	<p>Table 3.3 – Areas and Density Ranges – Metropolitan Towns and Villages</p> <p>Metropolitan Towns (>1,500 population) – Suburban / Urban Extension</p> <p>Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8).</p>	<p>The proposed density of 39.5 dph is compliant with this objective for the subject site.</p>
	<p>3.4.2 Step 2: Considerations of Character, Amenity and the Natural Environment</p> <p>While considerations of centrality and accessibility will have a significant bearing on density, it is also necessary to ensure that the quantum and scale of development at all locations can integrate successfully into the receiving environment. New development should respond to the receiving environment in a positive way and should not result in a significant negative impact on character (including historic character), amenity or the natural environment.</p> <p>(a). The evaluation of impact on local character should focus on the defining characteristics of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities and the capacity of the area for change. While it is not necessary to replicate the scale and mass of</p>	<p>Great care has been taken to respect the local character of the area while presenting it in a contemporary manner, unique to the proposed scheme.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>existing buildings, as most urban areas have significant capacity to accommodate change, it will be necessary to respond in a positive and proportionate way to the receiving context through site responsive design.</p>	
	<p>(b). Historic environments (built and landscape heritage) can be particularly sensitive to change. It is a recommendation of these Guidelines that a Built Heritage Character Assessment inform the preparation of statutory development plans that relate to historic environments. The assessment should describe for example, the historical evolution, urban form, street pattern, building typologies and building plots that define the historic environments. This will better inform the designation of Architectural Conservation Areas under Section 84 of the Planning and Development Act 2000 (as amended) and the integration of new buildings and street patterns with historic environments. The provisions contained within Part (IV) of the Planning and Development Act regarding architectural heritage and the requirement to protect the character and setting of a protected structure must also be considered. The Architectural Heritage Protection, Guidelines for Planning Authorities (DEHLG) provides useful guidance in relation to the protection of architectural heritage in urban areas. Shaping the Future Case Studies in the Reuse in Historic Urban Environments (DAHG) 2012 provides useful guidance where building refurbishment is proposed.</p>	<p>Not Applicable.</p>
	<p>(c). Evaluation of impact on the environment and on protected habitats and species must be considered under the requirements of the Environmental Impact Assessment and Habitats Directives. Development proposals should seek to protect and enhance important natural features (habitats and species) and should avoid the degradation of ecosystems. Habitat mapping undertaken as part of a plan making process can give a good indication of natural heritage features and corridors within an area. Appendix C sets out suggested threshold for submission of an Ecological Impact Assessment (EIA) and all site surveys and the associated description of the site should detail the natural features that exist within a site to allow for consideration of impact on biodiversity and natural features.</p>	<p>A Report to Inform Screening for Appropriate Assessment prepared by Greenleaf Ecology, accompanies this planning application This concludes that the proposed development either alone or in- combination with other plans and/or projects, does not have the potential to significantly affect any European site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.</p> <p>An Ecological Impact Assessment, prepared by Greenleaf Ecology, also accompanies this planning application and concludes that provided the mitigation measures provided in this</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>report are effectively implemented, it is not anticipated that there will be any significant adverse effects on ecological features as a result of the proposed development. A winter bird survey has also been prepared by Limosa Environmental and is appended to the Appropriate Assessment Screening Report and Ecological Impact Assessment. This report states that the subject site is considered unsuitable for use by the majority of species listed for Cork Harbour SPA. For those species that are known to utilise terrestrial habitats, the report concludes that it is highly unlikely that the subject site at Courtstown, Little Island is used by wintering waterbird species listed for Cork Harbour SPA to an extent that would lead to adverse negative impacts upon the species and impacts upon their conservation objectives.</p>
	<p>(d). It will be necessary to consider the impact of a proposed development on the amenities of residential properties that are in close proximity to a development site. The key considerations should include privacy, daylight and sunlight, and microclimate. These considerations are addressed in more detail in Chapter 5 Development Standards.</p>	<p>Great care has been taken to minimise the impact of the proposed development on the amenities of residential properties that are in close proximity to the development site. A Daylight Analysis and Overshadowing Report by H3D has been submitted with this application.</p>
	<p>(e). In all settlements, it will be important to ensure that water supply and wastewater networks (including treatment works) can service any new development.</p>	<p>Please refer to the Civil Engineering report and drawings by MMOS Consulting Engineers which confirms that water supply and wastewater networks can service the new development.</p>
	<p>Specialist technical assessments and computer-generated visual aids can assist in the evaluation of more complex development proposals and in particular, where a proposal deviates from the established scale, mass or character or is situated in a sensitive context. In order to consider larger proposals in an integrated and informed way, an Urban Design Statement that addresses the proposal from an architectural and urban design perspective should form part of the required documentation. Refer to Appendix C for thresholds.</p>	<p>A number of specialist technical assessments and computer-generated visual aids have been submitted with this application. Please refer to the cover letter by McCutcheon Halley Planning Consultants for a full list of submitted documents.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 4</p>	<p>Section 4.3 (i) Analysis and Appraisal</p> <p>The design process should start with analysis and appraisal to establish the characteristics of the area and its surrounds, including information on the function, form and qualities of an area. The nature and extent of information collected will depend on the scale and complexity of the plan area or the site. It will generally include information on natural features and ecology and on the physical and socio-economic characteristics of the area. In the case of a planning application, the statutory development plan and associated studies, strategies and environmental reports (including SEA and Appropriate Assessment) will provide a high-level context. However, it will usually be necessary to undertake more detailed/up-to-date surveys and assessments to get a full understanding of the site. This information will support an analysis of options and inform decisions in relation to how the features of the area should shape future development and how new development will integrate within its context.</p>	<p>Detailed site investigation works, and a site appraisal have been carried out, as well as a geophysical survey, an Arboricultural assessment, a childcare demand report, a Report to Inform Screening for Appropriate Assessment and an Ecological Impact assessment.</p>
	<p>Section 4.3 (ii) Vision and Strategy</p> <p>The vision for a plan area or a site should detail a set of goals for the area, while the strategy should include a set of objectives and actions to achieve that vision, for example, in relation to the nature of development and the extent of development envisaged and how it relates to the surrounding context. The development objectives in statutory plans are generally place-specific and spatially orientated, while the strategy for an individual site will focus on the specifics of the site.</p>	<p>The design and objectives for the site have been informed by detailed site investigation works and technical assessments as well as feedback from pre-planning discussions with Cork County Council. The proposal has been designed to respond to its setting and integrate with the surrounding area.</p>
	<p>Section 4.3 (iii) Detailed Design</p> <p>A masterplan that is derived from a process of analysis and the vision and strategy for the area will add greater certainty to the development process and serve to reassure both communities and developers of the future physical form of development as part of a planned process.</p> <p>The masterplan should address the conservation and restoration/enhancement of natural heritage features and biodiversity within the area, the design of development, including block layout and the street network, the provision of services and where there is residential development the provision and location of amenities and services for the community (e.g. schools, crèches and other community</p>	<p>The proposed layout integrates with the surrounding context and the submitted plans and particulars demonstrate how it is consistent with the Cork County Development Plan 2022.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>services). It can also be useful to publish supporting design strategies such as public realm, landscape, street design, architectural and/or materials and finishes strategies alongside the masterplan to give additional detail. When part of a statutory development plan the masterplan will be binding for decision making and more robust from a legal perspective. If it is not part of a statutory development plan, it is not binding for decision making and is indicative only.</p> <p>In the case of a planning application, the site layout and design statement will need to show how the development proposal has evolved in response to the surrounding context and demonstrate how it is consistent with any statutory masterplan that has been prepared for the area. The design and placemaking process for the application should be detailed in the urban design statement submitted in support of a planning application.</p>	
<p>Chapter 4, Section 4.4 (i) Sustainable and Efficient Movement</p>	<p>(a). New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</p>	<p>Yes – The proposed scheme provides a good network of footpaths, cycleways and is in close proximity of the centre of Little Island. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development, with easy to navigate links through the proposed opens spaces, and good links to public transport and footpaths in the environs.</p>
	<p>(b). New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.</p>	<p>Yes – The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport, footpaths and services in the environs.</p>
	<p>(c). Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.</p>	<p>Yes – The layout of the proposed development encourages active travel through the provision of a good pedestrian and cycle environment internal to the development with good links to public transport and footpaths in the environs.</p>
	<p>(d). The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have</p>	<p>The quantum of car parking in the proposed scheme has been minimised to manage travel demand. A total of 342 no. car parking spaces have been</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.</p>	<p>provided which will ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.</p>
<p>Chapter 4, Section 4.4 (ii) Mix and Distributio n of Uses</p>	<p>(a). In city and town centres and at high-capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.</p>	<p>The proposed development consists of 172 no. units, a 256 sqm creche and four commercial units.</p>
	<p>(b). In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.</p>	<p>The proposed development consists of 172 no. units, a 256 sqm creche and four commercial units and is complemented by high quality open spaces with good pedestrian and cycle linkages.</p>
	<p>(c). In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.</p>	<p>The proposed development consists of 172 no. units, as well as a 256 sqm creche and four commercial units which form a small-scale neighbourhood centre. The proposal is complemented by high quality open spaces with good pedestrian and cycle linkages.</p>
	<p>(d). In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).</p>	<p>The site is zoned for residential use and will deliver an efficient density of 39.5 units per hectare with a mix of units and housing choice for a wide range of households.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>(e). It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.</p>	<p>The site connects into existing infrastructure and will also benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island.</p> <p>The works proposed to the public road at the site entrance as well as the distributor road have been designed to integrate with future upgrade works to be carried out by the Council.</p>
	<p>(f). The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</p>	<p>Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by Engenuiti Consulting Engineers.</p>
<p>Chapter 4, Section 4.4 (iii) Green and Blue Infrastructure</p>	<p>(a). Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</p>	<p>Yes – Great care has been taken in order to retain and preserve as much existing natural features as possible within the site.</p>
	<p>(b). Plan for an integrated network of multifunctional and interlinked urban green spaces. This is</p>	<p>Yes – The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	addressed further in subsection (iii) Public Open Space below.	overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism.
	(c). Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised ¹³ . Planning authorities should adopt a naturebased approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.	Yes – the layout incorporates urban greening and Nature-Based Solutions. Please refer to Civil Engineering Report by MMOS Consulting Engineers for further details.
	(d). The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.	The site is not a brownfield site. The layout incorporates Nature-Based Solutions. Please refer to Civil Engineering Report by MMOS Consulting Engineers for further details.
Chapter 4, Section 4.4 (iv) Public Open Space	(b). Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development.	Yes – Public open spaces have been designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity. Please refer to the Landscape Development Report Landscape Plan Brady Shipman Martin for further details.
Chapter 4, Section 4.4 (v) Responsive Built Form	(a). New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.	Yes – the creche, neighbourhood centre and open spaces will be key node and focal points of the proposed development.
	(b). New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).	The proposed development responds in a positive way to the established pattern and form of development in the Little Island area while expressing it in a more contemporary manner.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	(c). The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.	The proposed development will strengthen the urban structure of the Little Island area.
	(d). Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.	The proposed development incorporates a well-defined urban edge throughout the development. All public realm areas are well overlooked by the surrounding units.
	(e). New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.	The proposed development embraces modern architectural style and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.
	(f). Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.	The proposed materials and finishes respect the local area and of a high quality and durable finish. Please refer to the Design Statement, Design Proposal Report and elevation drawings by Engenuiti Consulting Engineers which provides details on the materials and finishes proposed.
Chapter 5	<p>SPPR 1 - Separation Distances</p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.</p>	Appropriate separation distances are proposed between units. A Site Layout showing the separation distances (10277-PL-012) between residential units as well as with existing houses to the north of the application is submitted with this application. Refer to architectural reports and drawings for further details.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.</p> <p>This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.</p>	
	<p>SPPR 2 - Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <ul style="list-style-type: none"> ▪ 1 bed house 20 sq.m ▪ 2 bed house 30 sq.m ▪ 3 bed house 40 sq.m ▪ 4 bed + house 50 sq.m <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</p> <p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p> <p>This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended</p>	<p>The proposed development is compliant with current guidelines. Please refer to the Housing Quality Assessment by Engenuiti Consulting Engineers which outlines the developments compliance.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.	
	Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level. The open space must be directly accessible from the unit it serves and a principal area of open space should be directly accessible from a living space.	Each unit is provided with a private open space in the form of a private garden or balcony, depending on the respective unit type and situation.
	Semi-private open space is distinct from public open space. While there is no requirement to provide semi-private open space for a house, these Guidelines provide an option under SPPR 2 to provide semi-private open space in lieu of private open space as part of a more flexible design approach. Semi-private spaces shall be for the exclusive use of the residents of a housing development and be directly accessible and integrated into the development. They should be secure and usable spaces with a range of suitable landscape features to meet the needs of intended residents.	Private open space and communal open space are provided for the apartments.
	<p>Policy and Objective 5.1 - Public Open Space</p> <p>It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.</p> <p>In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.</p> <p>In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained.</p>	A total of approximately 17.3 % public open space is provided for on-site which is towards the upper range of the 12%-18% range identified in the Cork County Development Plan 2022.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>The 10-15% range shall not therefore apply to new development in such areas.</p> <p>In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.</p>	
	<p>SPPR 3 - Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <ul style="list-style-type: none"> (i). In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling. (ii). In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling. (iii). In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling. <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car</p>	<p>The parking provision on site is in accordance with the parking requirements outlined in the CCDP. The proposed car parking provision for the development has been informed by standard requirements set out in the 2022-2028 Cork County Development Plan (CCDP) and 2022 Apartment Guidelines, which strongly encourage reduced car parking provision.</p> <p>A total of 342 parking spaces are provided for the development which is in line with and below the maximum standards set out in the CCDP 2022. The breakdown is as follows:</p> <ul style="list-style-type: none"> ▪ 146 Houses = 275 spaces ▪ 20 Apartments & 6 duplex units = 33 spaces ▪ Commercial Units = 20 spaces ▪ Creche = 14 spaces <p>According to the CCDP standards, the maximum car parking provision for the residential element of the proposal would be 325 spaces (292 for dwelling houses and 33 for apartment/duplex units). This application proposes 308 residential spaces. The proposed parking</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p> <p>This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.</p>	<p>provision allows for 2 spaces per detached house and 3-bed townhouse, 1 space per 2-bed townhouse, and 1.25 spaces per apartment. The parking proposed is below the maximum standards set out in the CCDP 2022 and is considered to be suitable for its location and existing infrastructure context.</p> <p>For the houses, parking will comprise a mix of both off-street and on-street parking as shown on the site layout plan. Parking will also be provided within close proximity to the apartments, creche and commercial units. Refer to Architectural Design Statement and Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers, for further information.</p> <p>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.</p> <p>Secure bicycle storage facilities are provided for the apartments and creche and each house will have rear garden access for bicycle storage.</p>
	<p>SPPR 4 - Cycle Parking and Storage</p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p> <ul style="list-style-type: none"> (i). Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the 	<p>Secure bicycle storage facilities are provided for the apartments and creche and each house will have rear garden access for bicycle storage.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.</p> <p>(ii). Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.</p>	
	<p>Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage. The cycle storage facilities should be easily accessible. Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. An acceptable quality of cycle storage requires a management plan that ensures the effective security (including any proposals for electronic access or CCTV), operation and maintenance of cycle parking. It should be low maintenance and as far as possible easy and attractive to use by residents. Appropriate conditions in relation to the operation and maintenance of the cycle storage facilities should be attached to any grant of permission that includes communal cycle provision.</p>	<p>As above - Secure bicycle storage facilities are provided for the apartments and creche and each house will have rear garden access for bicycle storage.</p>
	<p>Operation and Management of the Development</p> <p>For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.</p>	<p>Dwelling-house bin storage will be at the rear of houses with full access to the public road for collection. Dwelling houses that are mid-terraced with no rear access will have bin storage within the front of their dwelling set back from the public footpath.</p> <p>Apartment bin storage will be adjacent to the apartment buildings and will be allocated by apartment number. The area will be safe and secure yet easily accessible to homeowners. All duplex units have a dedicated secure bin storage area.</p> <p>Refer to Operational Waste Management Plan by Engenuiti</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		Consulting Engineers for further details on management of waste.
Chapter 5, Section 5.3.7 Daylight	(a). The potential for poor daylight performance in a proposed development or for a material impact on neighbouring properties will generally arise in cases where the buildings are close together, where higher buildings are involved, or where there are other obstructions to daylight. Planning authorities do not need to undertake a detailed technical assessment in relation to daylight performance in all cases. It should be clear from the assessment of architectural drawings (including sections) in the case of low-rise housing with good separation from existing and proposed buildings that undue impact would not arise, and planning authorities may apply a level of discretion in this regard.	A Daylight Analysis and Overshadowing Report has been prepared by H3D and concludes that the proposed development would not cause an unacceptable overshadowing impact on neighbouring rear properties and the development will also provide an excellent level of daylight and sunlight for future inhabitants.
	(b). In cases where a technical assessment of daylight performance is considered by the planning authority to be necessary regard should be had to quantitative performance approaches to daylight provision outlined in guides like A New European Standard for Daylighting in Buildings IS EN17037:2018, UK National Annex BS EN17037:2019 and the associated BRE Guide 209 2022 Edition (June 2022), or any relevant future standards or guidance specific to the Irish context.	A Daylight Analysis and Overshadowing Report has been prepared by H3D in accordance with the relevant standards to measure the performance of the proposed development.
Appendix D Design Checklist - Key Indicators of Quality Design and Placemaking	Sustainable and Efficient Movement (i). Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?	Yes – The proposed development establishes a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport).
	(ii). Have opportunities to improve connections with and between established communities been identified and responded to with particular regard to strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?	Yes – The proposed development establishes a highly permeable and legible network of streets and spaces. It has been designed to link in with existing infrastructure and to provide future connections to provide the opportunity to unlock adjoining residential zoned lands to meet the

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		targeted population growth for metropolitan Cork.
	(iii). Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?	Yes – The road layout is compliant with DMURS requirements.
	(iv). Has the quantum of parking been minimised (in accordance with SPPR4 where relevant) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable modes of transport and ensure that the public realm is not dominated by parked vehicles?	Yes – a reduced quantum of parking has been provided and is below the maximum standards set out in the CCDP 2022. All parking areas have been designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles.
	Mix of Land Uses (Vibrant Centres and Communities) (i). Is the mix and intensity of land uses appropriate to the site and its location and have land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?	Yes – a mix of unit types and sizes, a creche, commercial units and a number of open space areas have been provided all within a short walk or cycle of homes.
	(ii). Have a diverse and varied range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by an innovative range of housing typologies that support greater housing affordability and choice?	Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers.
	(iii). Will the plan or development proposal supplement and/or support the regeneration and revitalisation of an existing centre or neighbourhood, including the adaption and re-use of the existing building stock in order to reduce vacancy and dereliction (where applicable) and promote town centre living (where applicable)?	Not Applicable. There is no existing development on the site. As part of the development, it is proposed to provide a small-scale neighbourhood centre in line with the zoning objective for the site and which will comprise of a creche and four commercial units at the heart of the development.
	(iv). Is the regeneration and revitalisation of an existing centre or neighbourhood supported by the enhancement of the public realm so as to create a more liveable environment, attract	Not Applicable. There is no existing development on the site. As noted above, as part of the development, it is proposed to provide

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	investment and encourage a greater number of visitors (where applicable)?	a small-scale neighbourhood centre in line with the zoning objective for the site and which will comprise of a creche and four commercial units at the heart of the development. This area will also be complemented by public open space.
	<p>Green and Blue Infrastructure (Open Space, Landscape and Heritage)</p> <p>(i). Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the setting of protected structures, conservation areas and historic landscapes?</p>	Yes – the proposed development has responded to the natural features and landscape character of the site. Trees have been retained and supplemented where possible. An appropriate buffer area has been provided along the eastern boundary.
	(ii). Have a complementary and interconnected range of open spaces, corridors and planted/ landscaped areas been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	Yes – The proposed development establishes a highly permeable and interconnected range of open spaces and corridors which increases site biodiversity and promotes active travel and healthier lifestyles.
	(iii). Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	Yes – the proposed open space areas cater for and are universally accessible to all ages and abilities.
	(iv). Does the plan or development proposal include integrated nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?	Yes – please refer to the Civil Engineering Report by MMOS Consulting Engineers for further details.
	<p>Responsive Built Form</p> <p>(i). Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure in terms of block layouts and building heights with particular regard to the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?</p>	Yes – The proposed development establishes a highly permeable and legible urban structure that optimises daylight/sunlight and connections with and between established communities.
	(ii). Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise	Yes – the buildings address all streets and open spaces to ensure passive surveillance. Public and private spaces are clearly defined by boundary and landscaping treatments. Please refer

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	passive surveillance and provide an attractive and animated interface?	to the Landscape Development Report and landscape plan by Brady Shipman Martin.
	(iii). Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant), integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?	Yes - the proposed development responds to the local vernacular while representing it in a more contemporary manner.
	(iv). Has a coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity?	Yes - please refer to the Design Statement by Engenuiti Consulting Engineers for further details.

3.4 Urban Design Manual – A Best Practice Guide, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>1. Context:</p> <p>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 to the east of the commercial core of Little Island and adjoins the existing built up area, with residential to the west and north-west and a business park to the east. The proposed layout has been designed to naturally integrate with its surroundings, while also having regard to site constraints and topographical context. The site also benefits from direct connectivity to Ballytrasna Park Road, which includes pedestrian facilities and links with the wider infrastructure network including the Little Island train station and the N25, connecting the site with Cork City and the wider county.</p> <p>The density of the proposed development is consistent with local policy and the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities and is appropriate to the existing pattern of development in Little Island. The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area.</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</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>specific time and place. The Landscape Plan has been developed to provide a structure which strengthens and supports the overall design concept, and which creates an inclusive and coherent new community based on best practice urban planning principles, giving residents a sense of place, ownership and identity. This approach will ensure that the scheme will act as an attractive and sustainable residential expansion while also positively contributing to the character and identity of Little Island. The proposed landscaping has informed the design by providing a variety of landscaping spaces and integrating the development with the surrounding environment. It will be enhanced by pedestrian and cycle facilities that will encourage movement of people throughout the site and will connect with the neighbourhood centre and public transport facilities such as the train station.</p> <p>In terms of boundary conditions, appropriate responses have been made to retain good quality trees and hedgerows, where possible, and to reinforce with additional planting in order to support and strengthen the character areas of the development. This will also provide natural screening to the development, in order to minimise impact on existing residents in the surrounding environment. The eastern boundary of the application site with the existing commercial development will consist of a secure 2.4m high fence with a landscape buffer of mixed native hedge planting.</p>
<p>2. Connections:</p> <p>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. ▪ 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>The application site is strategically located within close proximity to the neighbour centre and commercial core of Little Island and is accessed directly off Ballytrasna Park Road which has full connectivity extending westwards towards Little Island and the wider area including Cork City and county.</p> <p>Public transport facilities in the area include the 211 Cork/Little Island bus service, a 30min frequency service linked to Cork City Centre and the Little Island train station located approximately 2.0 km from the site (a 25 min walk) which provides a 15min service to Kent Station in Cork City. Impending future road works for Little Island will include</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving the area.</p> <p>The proposed development has been designed to comprise a network of streets, open space, and pedestrian and cycle links which will maximise connectivity and permeability for pedestrians. The site will provide a distributor road along the eastern boundary, which will be enhanced by cycle and pedestrian lanes to encourage more sustainable modes of transport and enhance connections with the wider area. The distributor road will connect with the existing Ballytrasna Park Road and footpath, which will encourage movement of people and promote walking and cycling, in particular for local or shorter journeys. The layout has also been designed to allow for future potential connections to adjoining lands, which will have the benefit of releasing further land to deliver sustainable housing.</p> <p>The proposed layout has been designed with a focus on prioritising pedestrian movement and creating a safe and overlooking environment. Pedestrian connections are provided throughout the site to ensure residents will have good access to all open space areas within the development and the built form will be orientated to ensure all internal connections are overlooked.</p> <p>Refer to Architectural Design Statement prepared by Engenuiti Consulting Engineers for further details.</p>
<p>3. Inclusivity:</p> <p>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 residential units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development will meet 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 will be developed to suit children of varying ages, teenagers, adults and seniors, where relevant. These spaces will be well defined and accessible to all. This will</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		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>4. Variety:</p> <p>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>The development comprises of a creche, commercial units and a network of open spaces and landscaping areas that are linked by good quality walking and cycling facilities and are accessible by all future residents. The open spaces are complimented by a multi-use games area (MUGA) and play areas and enhanced by attractive planting. Pedestrian permeability is maximised through a network of footpaths which are designed to link with existing facilities on Ballytrasna Park Road. The distributor Road also provides for off road cycle and pedestrian lanes on both sides. These links will promote more sustainable modes of transport and reduce reliance on vehicles for local trips. They will also enhance connections to the neighbourhood centre and public transport facilities.</p> <p>A wide variety of house types have also been provided in a choice of 2, 3, and 4-bedroom houses; and 1, 2 & 3-bedroom apartments/duplexes. 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 Little Island and throughout Metropolitan Cork. It will also cater to those that work in the nearby employment centres.</p>
<p>5. Efficiency:</p> <p>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>The proposed development provides an appropriate balance between achieving the required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained.</p> <p>Landscaped areas comprise of open spaces that include local play areas and a multi-use games area (MUGA). These will provide both passive and active amenity opportunities for the residents of the proposed development. The landscaping strategy will increase site biodiversity through the use of native and ornamental seasonal, non-invasive, adaptive planting that supports multifunctional external space to provide benefits to people.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>Measures include planting that combines protection and enhancement of the environment for pollinators as set out in the All-Ireland National Pollinator Plan 2015, with green solutions for surface water drainage integrated into open spaces and streets.</p> <p>Sustainable and efficient measures are incorporated as appropriate into the proposed design.</p> <p>Building gardens and open spaces are laid out to exploit the best solar orientation. All buildings are oriented to best embrace the natural light the site offers.</p> <p>Appropriate recycling facilities will be provided, as detailed in the Operational Waste Management Report, prepared by Engenuiti Consulting Engineers. The development has been designed to maximise the quantity of waste recycled by providing sufficient waste recycling infrastructure, waste reduction initiatives and waste collection/waste management information to residents.</p>
<p>6. Distinctiveness:</p> <p>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>The proposed development is located approximately 10km to the east of Cork City and within the Metropolitan Cork area; within close proximity to a train station and key road infrastructure; and benefits from being strategically located close to the strategic employment areas of Little Island and Carrigtwohill. The proposed development has been designed to respond to the topography of the site and to retain and protect good quality trees and hedgerows, where possible.</p> <p>The site is easily accessible for all modes of transport, with existing pedestrian facilities linking the site to the neighbour centre of Little Island and a coastal amenity trail to the south of the site at Carrigrennan.</p> <p>The landscape strategy supports and strengthens the character areas of the development with planting and boundary treatments, that are linked by good quality walking and cycling facilities. The open spaces are complimented by a multi-use games area (MUGA), local play areas, a large</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>level kick around area and enhanced by attractive planting.</p> <p>A buffer will be provided along the eastern boundary of the site with the existing commercial development and will comprise of a secure 2.4m high fence with a landscape buffer of mixed native hedge planting. The landscaping strategy for the site will be to increase site biodiversity through the use of native and ornamental seasonal, non-invasive, adaptive planting that supports multifunctional external space to provide benefits to people. Measures include planting that combines protection and enhancement of the environment for pollinators as set out in the All-Ireland National Pollinator Plan 2015, with green solutions for surface water drainage integrated into open spaces and streets.</p> <p>The proposal will respect the character of the site and surrounding environment and enhance the visual appearance of the site.</p> <p>These features will create an inclusive and coherent new community that provides residents with a sense of place, ownership and identity and enhances linkages with Little Island and the wider area.</p> <p>The buildings will use materials, proportions and features that respect and enhance the existing local setting, but be sufficiently individual to promote their own sense of place and identify. Careful consideration will be given to balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.</p> <p>Refer to Architectural Design Statement prepared by Engenuiti Consulting Engineers for further details.</p>
<p>7. Layout:</p> <p>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 	<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 development has been designed to achieve an active edge where possible. The residential units front onto the circulation</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</p> <ul style="list-style-type: none"> ▪ 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>roads, with driveways and planting. For all houses, the front doors serve the street directly as do the principal access points for all apartments. End-of-block houses will have a dual aspect orientation to enhance supervision.</p> <p>The open spaces within the development will enhance activity, enliven the areas between the proposed buildings and will benefit from passive surveillance. Pedestrian movement is maximised via multiple pedestrian routes throughout the scheme.</p> <p>The streets are designed as places instead of roads for cars and integrate surfaces shared by pedestrians, cyclists and drivers. The development of home-zones, areas overlooked by on-street housing, include shared surfaces, active open spaces and traffic calming elements throughout the scheme to help deliver sustainable neighbourhoods, instilling a sense of ownership for residents and encouraging visitors to respect speed limits, pedestrian/cycle facilities and parking areas. The road network also presents a number of pedestrian prioritisation areas by including raised junction tables at critical junctions. These shared areas, along with the removal of long straight roads will ensure traffic vehicular speeds are controlled.</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. ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<p>The principal objective of the landscape strategy is to provide a high-quality public realm, which is accessible, safe and distinctive. The proposed development is designed to balance the private and public amenity needs of the future community. The layout maximises the number of units which are dual aspect, providing additional interaction between the public and private realm while also increasing daylight into residential units.</p> <p>The layout has been designed to provide a clear definition between public and private space. Changes in materiality and the use of landscaping within the street and the gardens themselves will mark the transition between these spaces, clearly defining the curtilage of each dwelling. The proposed development has been designed so that</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>residential units are overlooking the main access routes to the development, circulation areas within the development and the public open space.</p> <p>The arrangement of the open spaces results in a legible layout that places a focus on pedestrian connectivity and benefits from passive surveillance to create a safe and permeable environment.</p>
<p>9. Adaptability:</p> <p>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 varying house types will be designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. 83 of the residential dwellings are designed with the option of a rear extension to provide for adaptability and changing requirements. Most unit types will be capable of converting the attic spaces, as detailed in the Architectural Design Statement, prepared by Engenuiti Consulting Engineers.</p> <p>Each house type has been designed to ensure maximum energy efficiency and will comply with the proposed NZEB energy efficiency standards. This will be achieved through maximising passive solar gains, highly insulated building fabric, high-quality windows, excellent airtightness, and appropriate heating systems (such as air-to-water heat pumps, PV arrays etc).</p>
<p>10. Privacy and Amenity:</p> <p>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 will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each unit and also by providing generous separation distances between residential units to prevent overlooking into adjacent private gardens.</p> <p>Each dwelling house has a rear garden, and each apartment will have an area of useable private open space including a patio/balcony. Private open space will meet the guidelines set out for minimum private amenity sizes. The apartment block has its own separate provision for communal open space</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>Generous rear gardens will be provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and will be oriented to maximise solar exposure.</p> <p>All homes will have adequate storage areas and areas for sorting of recyclables.</p>
<p>11. Parking:</p> <p>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>A total of 342 parking spaces are provided for the development which is in line with and below the maximum standards set out in the CCDP 2022. The breakdown is as follows:</p> <ul style="list-style-type: none"> ▪ 146 Houses = 275 spaces ▪ 20 Apartments & 6 duplex units = 33 spaces ▪ Commercial Units = 20 spaces ▪ Creche = 14 spaces <p>For the houses, parking will comprise a mix of both off-street and on-street parking as shown on the site layout plan. Parking will also be provided within close proximity to the apartments, creche and commercial units. Refer to Architectural Design Statement and Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers, for further information.</p> <p>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.</p> <p>Secure bicycle storage facilities are provided for the apartments and creche and each house will have rear garden access for bicycle storage.</p>
<p>12. Detailed Design:</p> <p>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. ▪ 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 	<p>The detailed design of the development has been designed to naturally integrate with its surroundings and to promote movement of pedestrians and cyclists. The proposed layout is informed by a variety of amenity and plays area and paths, that are enhanced by retained trees and hedgerows as well as additional planting to enhance biodiversity and create visual interest.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>realm design and are treated accordingly.</p> <ul style="list-style-type: none"> ▪ Care has been taken over the siting of flues, vents and bin stores. 	<p>Three character areas are proposed within the development with a selected pallet of finishes offering a variety in terms of design and accommodation and will comprise of distinctive home zones to create a strong sense of place. The landscape strategy will support and strengthen the character areas with planting and boundary treatments. The hard landscaping, including the pathways and parking areas, will be treated as an integral part of the public realm. The selection of materials and planting will be durable and facilitate easy maintenance.</p> <p>For the houses, parking will comprise a mix of both off-street and on-street parking as shown on the site layout plan. Parking will also be provided within close proximity to the apartments, creche and commercial units.</p> <p>Refer to Architectural Design Statement, prepared by Engenuiti Consulting Engineers, for further details.</p>

3.5 Design Manual for Urban Roads and Streets, 2013

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Integrated Street Networks</p>	<ul style="list-style-type: none"> ▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport? 	<p>The development has been designed to provide integrated street networks that promote higher levels of permeability and legibility for all users and in particular more sustainable forms of transport.</p> <p>The layout ensures that the focus on connectivity is centred on pedestrians and cyclists. The provision of high levels of connectivity for pedestrians and cyclists is intended to promote walking and cycling by making them a more attractive option to the private car. Streets and roads within the scheme have been sized to create a definitive hierarchy, each with its own specific character and function, achieved using colour contrasted surfacing, raised traffic platforms and other traffic calming elements such as pedestrian crossings, signing and lining.</p>
<p>Movement and Place</p>	<ul style="list-style-type: none"> ▪ Does the development create a legible street hierarchy that is appropriate to its context? ▪ Are the proposed streets connected, maximising the number of walkable / cycleable routes between streets as well as 	<p>The proposed layout has been designed to create a legible street hierarchy. The road and street hierarchy set out in the scheme aligns with the principles of DMURS by presenting an organic layout of arterial and link streets, whilst respecting,</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>specific destinations (i.e. community centre, shops, creche, schools etc.)?</p>	<p>in-so-far-as possible the overall topography of the site. The layout also presents an efficient and legible route for drivers through the estate and for pedestrians and cyclists to the Ballytrasna Park Road, with a number of points of access from the respective internal link streets.</p> <p>The network of paths provides safe movement for pedestrians throughout the site and creates strong permeability to open spaces and the creche, and links with the existing footpath to the neighbourhood centre, public transport facilities and the wider area.</p>
<p>Permeability and Legibility</p>	<ul style="list-style-type: none"> ▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists? ▪ Are the streets legible with maximum connection opportunities? ▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<p>As noted above, the layout provides for safe and permeable pedestrian / cycle routes facilitating connection throughout the proposed development and with services and facilities in the wider area.</p> <p>Internal streets are sized to create a hierarchy of streets that allow safe movement of motorised traffic, whilst maximising permeability for pedestrians.</p>
<p>Management</p>	<p>Is the layout designed to self-regulate vehicle speeds and traffic congestion?</p> <p>Does the proposed layout minimise noise / air pollution wherever possible?</p>	<p>The proposed layout has been designed to calm traffic via passive measures where possible, and to ensure low driving speeds within the development as well as to achieve the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place. The implementation of self-regulating streets actively manages movement in a low-speed high quality residential environment.</p> <p>The layout of roads and streets are designed to ensure that the design speed within the estate is a maximum 30kph with home-zones and local access areas designed to 15 kph. Road cross sections proposed range from 7.5m on the main spine road to 5.5 - 5.0m on local access roads. Traffic calming is achieved by limiting forward visibility through chicanes, landscaping and on-street parking as well as raised colour contrasted platforms. The use of signage, tighter corner radii (3-5m radius), frequent pedestrian crossings and multiple junctions within the scheme achieve a self-regulating environment for all road users.</p> <p>The benefit of creating a low-speed environment, in addition to road safety gains, is the minimisation of noise and air pollution within the development.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>The landscaping strategy will also seek to reduce noise and air pollution.</p>
Movement, Place and Speed	<ul style="list-style-type: none"> ▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? ▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<p>As noted above, the proposed layout has been designed to comply with the principles of DMURS and regulate vehicular speeds via passive measures where possible, and to achieve the appropriate balance between the functional requirements of different network users whilst enhancing the sense of place and prioritising pedestrian movements.</p>
Streetscape	<ul style="list-style-type: none"> ▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? ▪ Have street trees and areas of planting been provided where appropriate? ▪ Have active street edges been provided where appropriate? ▪ Is a palette of high quality surface materials and finishes provided? 	<p>The proposed development has been designed so that residential units are overlooking the main access routes to the development, circulation areas within the development and public open space. High quality landscaping and tree planting are proposed within the scheme with the retention of mature trees and hedgerows along existing ditch lines.</p> <p>The development of home-zones, areas overlooked by on-street housing, which include shared surfaces, active open spaces and traffic calming elements throughout the scheme will help to deliver sustainable neighbourhoods, instilling a sense of ownership for residents and encouraging visitors to respect speed limits, pedestrian/cycle facilities and parking areas.</p> <p>The development has been designed so that the residential units front onto the circulation roads, with driveways and planting. The open spaces within the development will enhance activity and enliven the areas between the proposed buildings. As outlined in the attached Site Layout Drawings pedestrian movement between neighbourhoods is possible via multiple routes. In addition to encouraging walking as a viable mode of travel the provision of these links ensures an 'Active Edge' is achieved in most locations.</p> <p>A palette of high-quality surface materials and finishes have been provided.</p>
Pedestrian and Cyclist Environment	<ul style="list-style-type: none"> ▪ Are footways of appropriate width provided so as to ensure pedestrian safety? ▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? 	<p>Footpaths have been provided in accordance with the principles of DMURS to ensure pedestrian safety.</p> <p>Throughout the site, pedestrian routes are generally 2.0m wide or greater which provide adequate space for two people to pass</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? ▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? ▪ Have cycle facilities been factored into the design? 	<p>comfortably. DMURS identifies a 1.8m wide footpath as being suitable for areas of low pedestrian activity and a 2.5m footpath as being suitable for low to moderate pedestrian activity. It is considered that a 2m wide footpath is appropriate for the proposed development. Footpaths are designed to have a maximum gradient of 1:20. Where footpaths are combined with cycle routes a 3.0m combined facility is provided. Pedestrian crossings are located along identified desire lines at regular intervals and will be formed with the recommended dropped kerbs, signage and tactile paving.</p> <p>Pedestrian crossing facilities are provided at appropriate locations throughout the scheme.</p> <p>The development has been designed to integrate cycle facilities, with dedicated cycle parking.</p>
<p>Carriageway Conditions</p>	<ul style="list-style-type: none"> ▪ Are vehicular carriageways sized appropriately for their function / location? ▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? ▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? ▪ Have adequate parking / loading areas been provided? 	<p>Vehicular carriageways have been sized appropriately in accordance with DMURS to enable movement of vehicles throughout the site whilst prioritising pedestrians and cyclists.</p> <p>The layout of roads and streets are designed to ensure that the design speed within the estate is a maximum 30kph with home-zones and local access areas designed to 15 kph. Road cross sections proposed range from 7.5m on the main spine road to 5.5 - 5.0m on local access roads. Traffic calming is achieved by limiting forward visibility through chicanes, landscaping and on-street parking as well as raised colour contrasted platforms. The use of signage, tighter corner radii (3-5m radius), frequent pedestrian crossings and multiple junctions within the scheme achieve a self-regulating environment for all road users.</p> <p>Surface material are appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic with the needs of pedestrians / cyclists.</p> <p>Parking provision has been provided in accordance with the provisions of the Cork County Development Plan 2022.</p>

3.6 Sustainable Urban Housing: Design Standards for New Apartments, July 2023.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Apartment Floor Area & Mix</p>	<ul style="list-style-type: none"> ▪ Studio (1 person) 37 sqm ▪ 1-bed (2 persons) 45 sqm ▪ 2-bed (4 persons) 73 sqm ▪ 3-bed (5 persons) 90 sqm <ul style="list-style-type: none"> - Planning authorities may also consider a two-bedroom apartment to accommodate 3 persons, with a minimum floor area of 63 square metres. - Therefore, no more than 10% of the total number of units in any private residential development may comprise this category of two-bedroom three-person apartment. - The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2, or 3-bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%). 	<p>All apartments are designed well in excess of the minimum standards. A detailed schedule of accommodation for all apartment blocks is detailed in the Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers.</p>
<p>Dual Aspect Ratio</p>	<ul style="list-style-type: none"> ▪ 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. • At least 33% of units should be dual aspect in more central, accessible and some intermediate locations (i.e. near city or town centres). Planning authorities may exercise discretion for a lower percentage on urban infill sites up to 0.25ha, subject to overall high-quality design in other aspects. • In suburban or intermediate locations, it is an objective that a minimum of 50% of apartments will be dual aspect. • Ideally any 3-bedroom apartments should be dual aspect. • Where single aspect units are provided, the number of south facing units should be maximised, with west or east facing single aspect also being acceptable. North facing units may be considered 	<p>Noted. Every apartment has at least one are dual aspect. The 6 duplex units are dual aspect.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	where overlooking a significant amenity, such as a public park, garden or formal space or water body.	
Floor to Ceiling Height	Ground level apartment floor to ceiling heights shall be a minimum of 2.7 m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.	The floor to ceiling heights have been designed to comply with the Apartment Guidelines. Refer to Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers for further information.
Lift / Stair Cores	A maximum of 12 apartments per floor may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, subject to overall design quality and compliance with building regulations.	All lift/stair cores provided within the scheme serve no more than 12 apartments.
Internal Storage	<p>Minimum Storage requirements:</p> <ul style="list-style-type: none"> ▪ Studio 3 sqm ▪ 1-bed 3 sqm ▪ 2-bed (3 person) 5 sqm ▪ 2-bed (4 person) 6 sqm ▪ 3+ bed (5+ person) 9 sqm <p>Secure storage can be provided outside individual units, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	<p>The apartments have been designed to meet the minimum storage requirements as per the relevant guidelines.</p> <p>Each Apartment has a minimum requirement for internal storage provided for within the apartment. Additional minimum storage is provided for with private lockable storage built at ground level adjacent to Commercial Unit 04.</p> <p>Refer to Housing Quality Assessment Report, prepared by Engenuiti Consulting Engineers, for further information.</p>
Private Amenity Space	<p>Private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <ul style="list-style-type: none"> ▪ Studio 4 sqm ▪ 1-bed 5 sqm ▪ 2-bed (3 person) 6 sqm ▪ 2-bed (4 person) 7 sqm ▪ 3+ bed (5+ person) 9 sqm <p>Minimum depth of 1.5m is required for balconies, primarily accessed from living</p>	Noted. All apartments are designed with private amenity spaces that exceed minimum required standards as set out in the relevant guidelines.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>room. Standards may be relaxed for refurbishment schemes, or on urban infill sites of up to 0.25 ha, subject to overall design quality.</p>	
<p>Security Considerations</p>	<p>Apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p>	<p>All apartments are designed to provide passive surveillance onto adjacent open spaces or streets, with fenestration optimised where required, to ensure a sense of safety for residents and visitors using the area.</p> <p>Entrance points are clearly indicated and have been designed to be well illuminated at all times.</p>
<p>Access and Services</p>	<p>Apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations</p>	<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. The apartments have been designed to be compatible with Part M requirements.</p> <p>The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces.</p> <p>All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.</p>
<p>Communal Rooms</p>	<p>Communal rooms may be provided in apartment schemes, including meeting rooms, management/maintenance offices. Or communal laundries.</p>	<p>No communal rooms are proposed as part of the development.</p>
<p>Childcare</p>	<p>Threshold for provision of childcare facilities in apartment schemes should be established having regard to the scale and unit mix; existing childcare facilities and demographic profile of the area. One-bedroom or studio units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may</p>	<p>Please refer to the Childcare Provision Assessment, prepared by McCutcheon Halley Planning Consultants, which accompanies this application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	also apply in part, or whole to units with two or more bedrooms.	
Refuse Storage	<p>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>The following general design considerations should be taken into account:</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; ▪ 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. 	<p>Appropriate facilities have been provided to facilitate the storage and collection of waste materials generated by apartments. Refer to Housing Quality Assessment Report, prepared by Engenuiti Consulting Engineers, for further information.</p> <p>Refer to Operational Waste Management Report for specific details on requirements and compliance with relevant standards for the apartment building.</p>
Communal Amenity Facilities	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	<p>Noted.</p> <p>High quality communal open space has been provided to accommodate residents of the apartment units.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>adjoining blocks permit adequate levels of sunlight.</p>	<p>The proposed development is adequately served by good quality open space areas to meet the amenity needs of future residents. The design, orientation and location of the apartments will also ensure that the spaces benefit from adequate levels of sunlight.</p>
<p>Children’s Play</p>	<p>Recreational needs of children must be considered as part of communal amenity space within apartment schemes. Children’s play needs should be catered for:</p> <ul style="list-style-type: none"> - Within the private open space associated with individual apartments; - Within small play spaces (c.85-100 sqm) for children up to age of 6 in a scheme that includes 25 or more units with 2 or more bedrooms. - Within play areas (200- 400 sqm) for older children and young teenagers, in a scheme that includes 100 or more apartments with two or more bedrooms. 	<p>Noted. All apartments are designed with amenity spaces that exceed minimum required standards as set out in the relevant guidelines. Refer to Housing Quality Assessment Report, prepared by Engenuiti Consulting Engineers, for further information.</p> <p>Play areas have been incorporated into the open space areas throughout the scheme. These play areas benefit from passive surveillance from surrounding residential areas.</p>
<p>Bicycle Parking and Storage</p>	<p>Section 4.17 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/street network.</p>	<p>Cycle parking has been provided for the apartment units. The cycle parking breakdown is detailed in the Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers.</p>
<p>Car Parking</p>	<p>The guidelines state that the quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria.</p> <p>Section 4.23 states that in suburban/urban locations served by public transport or close to town centres or employment areas, planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.</p> <p>Section 4.25 states that for all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary</p>	<p>A total of 33 parking spaces are provided for the 20 apartments and 6 duplex units. The proposed development satisfies the requirements set out for car parking. The Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers provides a detailed breakdown of the car parking calculation for the development.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage. It is also a requirement to demonstrate specific measures that enable car parking provision to be reduced or avoided.	

3.7 Urban Development and Building Heights, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
SPPR 1	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in town / city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.	<p>The proposal consists of a mix of two and three storey units as well as a building in the central character area which ranges in height from three to four stories. This building comprises of a creche and commercial units on the ground floor and apartments overhead.</p> <p>The overall net density of 39.5 units is considered to be consistent with national guidelines and will achieve a mix of housing types that will support a variety of different household needs.</p> <p>The proposed development maximises permeability and prioritises movement for pedestrians and cyclists and will enhance pedestrian and cycling connections.</p>
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively	<p>The development promotes the delivery of new housing and apartment/duplex units which provide a sustainable social mix with a mix of unit types and sizes. This is complemented with a creche and four commercial units to create a local small scale neighbourhood centre. A high-quality landscape design is proposed throughout the development establishing a strong sense of place connected with nature and provision of a variety of public/semi-private/private open space. The proposal provides high quality public</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.</p>	<p>open space that allows for use for a range of activities, MUGA and playground and access to nature that provides for the development and the surrounding environs.</p>
<p>At the scale of the relevant city/town</p>	<p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>The development is located within walking/cycling distance of both bus and rail services.</p> <p>The development allows for permeability through the site between character areas and home zones via a network of streets and footpaths and provides excellent pedestrian connectivity.</p> <p>The scale, massing and materials have been carefully designed to sensitively respond to the site and the surrounding area.</p> <p>The proposal has been designed to respond to the site's topography.</p> <p>Given the location of the site, its topography and surrounding built context, it is considered that the application site will not have a significant visual impact. Views towards the site are restricted due to topography, tree lines and housing. The nature of the topography means the site is generally not visible due to its position on the lower land beneath a relatively steep elevation.</p> <p>Photomontages have also been prepared of the proposed development from a number of viewpoints to demonstrate how the proposal can be viewed from different locations. The photomontages illustrate how the proposal will successfully integrate with and complement the character of the area and show that the scale of the buildings are appropriate for its setting.</p> <p>The proposed development will make a positive contribution to the area with a sustainable residential density and variety of house types and good quality amenities.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>At the scale of district / neighbourhood / street</p>	<p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i> (2009).</p> <p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p> <p>The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p>	<p>The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</p> <p>The proposed development is not monolithic and the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</p> <p>The proposed development is set around a network of streets, interlinked pathways and open spaces which ensures legibility through the site and the wider urban area.</p> <p>The proposed mix of residential house and apartment/duplex types will support a variety of different household needs. The broad range of housing typology & size will add to the variety of home choice within the immediate area and within the site itself, catering for different demographics.</p>
<p>At the scale of the site / building</p>	<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight ventilation and views and minimise overshadowing and loss of light.</p> <p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s <i>‘Site Layout Planning for Daylight and Sunlight’</i> (2nd edition) or BS 8206-2:2008 – <i>‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’</i>.</p>	<p>The scale, massing and materials have been carefully designed to sensitively respond to the site and the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light. Building gardens and open spaces are laid out to exploit the best solar orientation. All buildings are oriented to best embrace the natural light the site offers, and apartments units designed for dual aspect where possible.</p> <p>A Daylight Analysis and Overshadowing Report has been prepared by H3D and concludes that the proposed</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to the local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	<p>development would not cause an unacceptable overshadowing impact on neighbouring rear properties and the development will also provide an excellent level of daylight and sunlight for future inhabitants.</p>
<p>Specific Assessments</p>	<p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <p>Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</p> <p>In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.</p> <p>An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</p> <p>As assessment that the proposal maintains safe air navigation.</p> <p>An urban design statement including, as appropriate, impact on the historic built environments.</p>	<p>Please refer to the cover letter by McCutcheon Halley Planning Consultants which lists the supporting assessments relevant to the subject proposal which are submitted with this application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</p>	
<p>SPPR 3</p>	<p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(A) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>(B) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	<p>Compliance with the <i>Urban Development and Building Heights, 2018</i> Guidelines, including SPPR 1 and 2 criteria is set out above.</p>
<p>SPPR 4</p>	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town</p>	<p>The proposed net density of 39.5 units per hectare is in accordance with the CCDP 2022 and the Sustainable Residential</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>locations for housing purposes, planning authorities must secure:</p> <p>The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement guidelines.</p> <p>A greater mix of building heights and typologies in planning for the future development of suburban locations; and</p> <p>Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.</p>	<p>Development and Compact Settlement Guidelines for Planning Authorities.</p> <p>Throughout the development the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</p> <p>The proposal will achieve a mix of housing types that will support a variety of different household needs.</p>

3.8 Childcare Facilities Guidelines, 2001

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 Development Control & Related Standards	<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>A 256 m² creche is provided on the site.</p> <p>A Childcare Provision Assessment has been prepared by McCutcheon Halley Planning Consultants. An assessment of the existing childcare facilities within the study area identified that there is existing provision in the area of 43 available childcare spaces. The Report considers that there are enough places available to meet the short to medium term childcare requirements of the area. Notwithstanding this, there are only two creches within walking distance of the site in Little Island, with 0 childcare spaces available. The capacity of Little Island's employment base to grow will also attract more people and create a greater demand for employees to live close to work. Having regard to policy provision to promote more consolidated growth, the predicted growth for metropolitan Cork, and the development of adjoining residential lands, the proposed development makes</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		provision for a creche providing for 49 no. childcare places. Refer to Childcare Provision Assessment for further information.
Appendix 1 General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	Noted. 1 no. 256 sqm childcare facility is provided on site. The creche has been designed in accordance with the guidelines set out in Appendix 1 of the Childcare Facilities Guidelines and is more than sufficient to cater for the proposed development. Refer to detailed drawings prepared by Engenuiti Consulting Engineers for further information.

3.9 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 5 Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	Please refer to Flood Risk Assessment prepared by MMOS Consulting Engineers for further details.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	Please refer to Flood Risk Assessment prepared by MMOS Consulting Engineers for further details.
	Development in flood risk areas should be subject to the Justification test.	Not Applicable. Please refer to Flood Risk Assessment prepared by MMOS Consulting Engineers for further details.

3.10 Southern Regional Assembly: Regional Spatial and Economic Strategy

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
RPO 5	<p>Population Growth and Environmental Criteria</p> <p>Increased population growth should be planned with regard to environmental criteria, including:</p> <ul style="list-style-type: none"> ▪ Assimilative capacity of the receiving environment; ▪ Proximity of Natura 2000 sites and potential for adverse effects on these sites, and their conservation objectives; ▪ Areas with flood potential. 	<p>The proposed development is located within the settlement boundary of Little Island, within close proximity to existing residential communities, local services, employment hubs and infrastructure and public transport facilities. The site is zoned for residential development and will facilitate the planned growth for metropolitan Cork under national objectives within the RSES and NPF.</p> <p>A Report to Inform Screening for Appropriate Assessment has been prepared by Greenleaf Ecology and is submitted with this application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		A Flood Risk Assessment prepared by MMOS Consulting Engineers is also submitted with this application.
RPO 9	<p>Holistic Approach to Delivering Infrastructure</p> <p>It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives including:</p> <p>Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including flood risk management measures, environmental improvement, arts, culture and public realm.</p>	<p>The proposed development will provide for increased population growth in line with local policy targets in an area that will benefit from improvements to public transport linkages and will promote non car modes of transport.</p> <p>The CMATS fully supports the strategic direction of Cork County Council's adopted planning frameworks to significantly intensify and consolidate future housing, employment and educational development within the immediate catchment areas of Cobh, Midleton and Carrigtwohill stations with housing growth anticipated for Glounthaune and Little Island.</p> <p>The site will benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island.</p> <p>Consolidation of housing will support the viability of public transport infrastructure and additional sustainable transport provision and will play a fundamental role in delivering the objectives of CMATS.</p>
RPO 10	<p>Compact Growth in Metropolitan Areas</p> <p>To achieve compact growth, the RSES seeks to:</p> <p>a. Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.</p> <p>b. The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas;</p>	<p>The application site is located within the settlement boundary of Little Island on residential zoned land and forms part of the metropolitan area of Cork. The site has full connectivity to the core of Little Island and surrounding residential communities. Ballytrasna Park Road includes a footpath which will link with the network of footpaths provided within the scheme and the off-road cycle and pedestrian paths incorporated into the distributor road.</p> <p>The application site will benefit from and integrate with improvements to sustainable transport, as part of the CMATS and LITS, which will promote walking, cycling and public transport.</p>

3.11 Cork Metropolitan Area Strategic Plan (MASP), 2019

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	Sustainable regeneration and growth (including achieving compact growth targets) will be distributed in a manner aligned with effective sustainable transport and spatial land use planning. Sustainable higher densities must be delivered, especially at public transport nodal points.	The proposal is consistent with the identified objective of achieving higher densities in line with the CCDP 2022 and the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities.

3.12 Cork Metropolitan Area Transport Strategy (CMATS), 2020

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 6	<p>Key outcomes for walking in the Strategy include:</p> <ul style="list-style-type: none"> ▪ An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km); ▪ Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork; ▪ Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm; ▪ Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and ▪ Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car. 	<p>The proposal has been designed to prioritise the safe movement of pedestrians within the site and to the wider area. The proposal will comprise of a hierarchy of internal roads, enhanced by a multitude of pedestrian footpaths, that will promote pedestrian movement and safe access to open spaces. The roads have been designed to allow balanced dispersal of traffic and a pedestrian friendly environment in the form of shared spaces / home zones.</p> <p>In line with local policy objectives, a distributor road is being provided along the eastern boundary of the site, with off road cycle lanes and footpaths along both sides. This has been designed to link with similar facilities being provided on Ballytrasna Park Road as part of local authority upgrade works. This will encourage pedestrians to utilise more sustainable methods of transport for shorter journeys and promote walking to local facilities, services and public transport options.</p> <p>In terms of safety issues, the residential units have been designed so that they front onto active edges and open space, in order to provide passive surveillance and a safe and user-friendly environment for pedestrians. This will be further enhanced by public lighting. The open spaces have been designed to accommodate all age groups and will be accessible for persons with varying degrees of mobility.</p>

4. Local Planning Policy

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

4.1 *Cork County Council Development Plan 2022-2028, Volume 1, Main Policy Material.*

4.2 *Cork County Council Development Plan 2022-2028, Volume 4, South Cork.*

4.1 Cork County Development Plan 2022-2028 – Volume 1, Main Policy Material

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 2: Core Strategy	CS 2-3: County Metropolitan Cork Strategic Planning Area	a) Recognise the importance of the role to be played by the Cork Metropolitan Area in the development of the Cork 'MASP' as identified in the RSES for the Southern Region, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City;	The proposed development contributes to the growth of metropolitan Cork and will provide 172 no. residential units in the short to medium term to serve the planned population growth.
		b) Recognise Cork Harbour as a unique and strategic asset both nationally and internationally and promote the development of the Cork Harbour Economy as a key driver of economic growth at a metropolitan, county, regional, national and international level, while simultaneously sustainably managing the future development of the Cork Harbour area, taking account of its environmental, ecological, heritage and landscape values.	The proposed development supports the strategic growth of Little Island. The proposed development will provide residential dwellings for people with an urban employment focus.
		c) Maintain the principles of the Metropolitan Cork Greenbelt to protect the setting of the City and the Metropolitan Towns and to provide easy access to the	Noted.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		countryside and facilities for sports and recreation.	
		d) Within the Cork Metropolitan Area, and most notably along the existing rail corridor, plan for development to provide the homes and jobs that are necessary to serve the long term planned population prioritised in the following locations, Midleton, Carrigtwohill, Cobh and Little Island.	The proposal will provide 172 no. residential units in the short to medium term to serve the planned population growth.
		e) Support the development of Passage Town Centre to provide for housing, employment, retail, office, community and recreational uses.	Not Applicable.
		f) Provide an enhanced public transport network linking the City, its environs, the Metropolitan Towns and the major centres of employment in line with the Cork Metropolitan Area Transport Strategy (2020);	The site will benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island. The proposed development has been designed to integrate with these future infrastructure works.
		g) Promote the development in the medium to longer term, of the designated Strategic Development Zone (SDZ) at Monard;	Not Applicable.
		h) Continue to assist in the redevelopment of industrial uses and major port facilities, primarily at Ringaskiddy, to where deep-water berths are viable and	Not Applicable.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		appropriate infrastructure is planned to facilitate freight transport.	
		<p>i) Support the existing Strategic Employment Locations as important economic assets, particularly in terms of public transport provision and linkages to local residential populations.</p>	Not Applicable.
		<p>j) Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the North and East Cork Rail Corridor (including the proposed new settlement at Monard) and to enhance the capacity of these towns to provide services and facilities to meet the needs of their population.</p>	The proposal will provide 172 no. residential units in the short to medium term to serve the planned population growth. A creche and four commercial units are also proposed.
		<p>k) Facilitate the development of the villages so that the rate of future population growth compliments the strategy to achieve a critical mass of population in the towns and provide protection for those areas recognised as under pressure from urban development.</p>	Not Applicable.
		<p>l) Facilitate the development of renewable energy projects in support of national climate change objectives.</p>	Not Applicable.
<p>Chapter 3: Settlements and Placemaking</p>	<p>PL 3-1: Building Design, Movement and Quality of the Public Realm</p>	<p>a) To achieve / reinforce a better sense of place and distinctiveness strengthening local character.</p>	The proposed design of the dwellings, duplex units and building in the central character area are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		<p>b) Create a design that is sensitive to the history and heritage context of</p>	As above.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>a town / village setting and provides for protection of heritage features and non structural heritage that are important and intrinsic part of the distinctiveness and character of the settlement such as historic boundaries (stone and earthen), pillars and gates, street furnishing, paving and kerbing, trees, hedgerows;</p>	<p>The proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and enhance the site with additional planting to increase site biodiversity and visual interest.</p>
		<p>c) Ground floor buildings within the town centre should aim to have a 4m floor to ceiling height, where possible, to facilitate active ground floor uses.</p>	<p>Not Applicable.</p>
		<p>d) The use of awnings should be utilized in a manner that respects and enhances the historic town centre environment and adds to the town centre experience.</p>	<p>Not Applicable.</p>
		<p>e) New buildings should provide for high quality, local material choice and the design shall draw on the local architectural language of place and reinterpret these in a contemporary manner.</p>	<p>As above.</p>
		<p>f) Promote enhanced and increased public realm opportunities including a share use of spaces, for outdoor experiences, with a priority on pedestrian usage.</p>	<p>A network of interconnected footpaths and shared spaces have been provided throughout the development which will improve connectivity and encourage walking. These footpaths and shared spaces are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p>
		<p>g) Provide multi-functional spaces suitable for all age cohorts in the community and capable of accommodating cultural events.</p>	<p>The proposed open spaces and amenities are dispersed throughout the site, making them accessible to the future population of the proposed development as</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>well as the existing population of surrounding residential areas.</p> <p>The proposed landscaping strategy has been designed with consideration for all users, including both adults and children, and has been designed to facilitate the use of the spaces for both.</p>
		<p>h) Develop and strengthen the use of the green and blue infrastructure in a town / village setting including the retention and enhancement of existing trees and landscape features, the use of SUDs and permeable paving to achieve climate adaptable places.</p>	<p>The proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and enhance the site with additional planting to increase site biodiversity and visual interest.</p> <p>The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.</p>
		<p>i) Achieve inclusive public realm working from the centre of a town / village setting which minimizes clutter and maximises opportunities for active mobility.</p>	Not Applicable.
		<p>j) Achieve permeability and connectivity in town centre / village locations which contributes to the 10 Minute Town Concept and Sustainable Neighbourhood Infrastructure. The loss of existing laneways will not be permitted.</p>	<p>The proposed development will be well connected to the surrounding area, which will ensure permeability and ease of access to existing bus routes in the area, the train station and the nearby retail park.</p>
		<p>k) Delivers legible routes and urban way finding in the larger towns.</p>	Not Applicable.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		l) Ensure universal design standards are achievable.	A Statement of Compliance with Principles of Universal Design by Engenuiti Consulting Engineers is submitted with the application.
		m) Ensure that the aged community and the needs of all ages are facilitate, e.g., through the provision of seating areas and public toilet facilities.	The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.
		n) Consider the impacts, positive and negative, of lighting within the public realm which performs an important safety function but can also be an aid to the legibility and distinctiveness of a place. Lighting should be designed to minimise negative effects on wildlife. See also Chapter 15 Biodiversity and Environment including paragraph 15.11.3 and Objectives BE 15-13(d) and (e).	A public lighting proposal, by Horizon Engineering Consultants Ltd, is submitted with the application.
		o) Encourage and facilitate the creation and use of public realm and outdoor dining in line with Fáilte Ireland's new Outdoor Dining Enhancement Investment Scheme.	Not Applicable.
Chapter 3: Settlements and Placemaking	PL 3-3: Delivering Quality and Inclusive Places	a) To achieve / reinforce a better sense of place and distinctiveness therefore, strengthening local character.	The proposed design of the development is based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		b) Prioritise walking, cycling and public transport, and minimise the need to use cars.	A network of interconnected footpaths has been provided throughout the

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>development which will improve connectivity and encourage walking, cycling and public transport use. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p> <p>It is proposed to enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.</p> <p>The proposed development will be well connected to the surrounding area, which will ensure permeability and ease of access to existing bus routes in the area, the train station and the nearby retail park.</p>
		<p>c) Deliver a quality of life which residents and visitors are entitled to expect. In terms of amenity, safety and convenience.</p>	<p>The proposed development incorporates high quality open spaces and amenities dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.</p> <p>The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>
		<p>d) Provide a good range of community and support facilities, where and when they are needed.</p>	<p>The proposed development makes provision for active open space, which will be available to use by all ages</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>and abilities and will be designed to a high standard to create useable spaces and give residents a sense of place, ownership and identity.</p> <p>The proposed development includes 49 childcare places / 256 sqm creche in line with the requirements of the Guidelines on Childcare Facilities. It is also proposed to provide four commercial units.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
		<p>e) Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm.</p>	<p>As above.</p>
		<p>f) Easy to access and navigate through the delivery of a clear urban structure including landmarks and vistas.</p>	<p>A network of easy to navigate 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.</p>
		<p>g) Promote the efficient use of land and energy and minimise greenhouse gas emissions.</p>	<p>The development provides an appropriate density of development with an emphasis on good options for sustainable travel.</p>
		<p>h) Provide a mix of land uses (where relevant) to minimise transport demand.</p>	<p>A mix of uses (residential, childcare and commercial) have been provided within the proposed development.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		i) Promote social integration and provide accommodation for a diverse range of household types and age groups.	A mix of dwelling types and sizes has been provided within the proposed development. 20% Part V Social and Affordable Housing is provided and is distributed across the site.
		j) Enhance and protect the built and natural heritage.	The proposed development will enhance and protect the built and natural heritage of Little Island.
Chapter 4: Housing	HOU 4-2: Reserved Land for Social and Affordable Housing	Lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, including all lands identified in this Plan will require a mandatory 20% of which at least half must be for social housing purposes and the balance can be applied to affordable and/or cost rental housing purposes in accordance with the principles, policies and programmes for action set out in the Joint Housing Needs Demand Assessment and Joint Housing Strategy.	It is proposed to transfer 34 no. units to meet the Part V obligation of 20%. The manner in which the applicant proposes to do so is outlined in the Part V Report.
Chapter 4: Housing	HOU 4-3: Housing for Older People	a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more. b) Support the delivery of housing suitable for older people on infill, opportunity and regeneration sites within town and village centres.	A mix of dwelling types and sizes suitable for all ages has been provided within the proposed development.
Chapter 4: Housing	Hou 4-6: 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 across all age groups in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable	A mix of dwelling types and sizes have been provided within the proposed development and have been provided following feedback from Cork County Council as part of pre-planning consultations. Refer to

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Residential Development in Urban Areas.	Section 6.4 of the Planning Report, prepared by McCutcheon Halley Planning Consultants, and the Housing Quality Assessment Report prepared by Engenuiti Consulting Engineers.
		b) Require the submission of a Statement of Housing Mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective. The Statement of Housing Mix should include proposals for the provision of suitable housing for older people and the disabled in the area.	A Housing Quality Assessment has been prepared by Engenuiti Consulting Engineers and includes a detailed schedule and breakdown of unit types. The mix of units is also addressed in the Planning Report, prepared by McCutcheon Halley Planning Consultants.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 4: Housing</p>	<p>Hou 4-8: Building Height and Amenity</p>	<p>Support the provision of increased building height and densities in appropriate locations within the County, subject to the avoidance of undue impacts on the existing residential amenities. In mixed use schemes, proposals will include details of the sequencing of uses to enable the activation of supporting services. New development greater than 4 storeys will be required to address the development management criteria, as set out in paragraph 3.2 of the Urban Development and Building Heights Guidelines (2018).</p>	<p>The overall density has been calculated at 39.5 units per hectare. This density falls within the threshold for Medium A density development.</p>
<p>Chapter 6: Social and Community</p>	<p>SC 6-1: Social and Community Infrastructure Provision</p>	<p>a) Support the provision of social and community facilities which meet the current and future needs of the entire population and which should grow in tandem with development in communities.</p> <p>b) Secure lands for social and community facilities in appropriate locations and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations. Encourage the provision of community facilities, in accordance with the livable town concept, in order to enhance ease of access to social and community facilities and services to all members within the community.</p>	<p>The proposal comprises a network of private and open space spaces that are linked by good quality walking and cycling facilities. The open spaces are complimented by a multi-use games area (MUGA), play areas, and enhanced by attractive planting.</p> <p>Pedestrian permeability is maximised through a network of footpaths which are designed to link with existing facilities on Ballytrasna Park Road. The distributor Road also provides for off road cycle and pedestrian lanes on both sides. These links will promote more sustainable modes of transport and reduce reliance on vehicles for local trips.</p> <p>The proposal also provides a creche to meet long term demand generated by the proposed development and future needs of the population of Little Island.</p> <p>It is also proposed to provide four commercial</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>units. The creche and commercial units will be located in the central character area and together with the open space amenity area will create a small-scale local neighbourhood centre at the heart of the proposed scheme. Little Island and the wider metropolitan area have a generous offering in terms of social and physical infrastructure and the proposed creche and commercial units will therefore complement these services.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
Chapter 6: Social and Community	SC 6-3: Multi-Use Community Facilities	Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.	As above.
Chapter 6: Social and Community	SC 6-4: Childcare Facilities	Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Childcare Facilities Guidelines for Local Authorities 2001 and regard to the Universal Design Guidelines for Early Learning and Care Centres 2019.	The proposed development includes 49 childcare places / 256 m ² creche in line with the requirements of the guidelines.
Chapter 6: Social and Community	SC 6-5: Educational Facilities	Facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged.	A creche is proposed to cater for the needs of the development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 6: Social and Community</p>	<p>SC 6-6: Provision of Educational Facilities in Large Residential Developments</p>	<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, including adequate provision for special needs education facilities, such as dedicated autism units, special schools, etc., where appropriate.</p> <p>c) Work closely with the Department of Education and Skills to identify in the Plan, 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 and Skills, 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. Where a previously reserved site for educational purposes is no longer required the site will be capable of coming forward for alternative forms of development subject to the planning process.</p> <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</p>	<p>The guidelines recommend that a report be undertaken to identify the demand generated by proposals for school places, where there are 200+ dwelling units proposed. This planning application is for 172 residential units and is not considered to be a substantial development.</p> <p>There is an existing primary school in Little Island and a number of primary and secondary schools in Glounthaune, Glanmire and Carrigtwohill.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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> <p>g) Where a designated school forms part of a wider development it is critical that the granting of permission for that wider development be contingent upon the provision of infrastructure and services to the school site as part of that development and such infrastructure and services must be specified to the standard which is required for any future school provision at that location.</p>	
<p>Chapter 11: Water Management</p>	<p>WM 11-9: Wastewater Disposal</p>	<p>a) Require that development in all settlements connect to public wastewater treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public wastewater system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate wastewater infrastructure is provided.</p>	<p>The proposed development will connect to the existing public wastewater treatment system in the area. This has been discussed with Irish Water who have confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Irish Water Network can be facilitated.</p>
		<p>b) In assessing proposals for development, it is a requirement that adequate assimilative capacity in the receiving waterbody be retained so as to allow for the overall growth of the settlement.</p>	<p>Not Applicable.</p>
		<p>c) Development proposals incorporating proposals for</p>	<p>Not Applicable.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		management of wastewater through use of integrated Constructed Wetlands should be designed to comply with national guidelines.	
		d) Development in and around Wastewater Treatment Plants will not generally be permitted within 100m of a treatment works or 25m of a pumping station. This distance may be increased if significant environmental issues are likely to arise and will be judged on a site-by-site basis. The buffer area may be used to fulfil open space requirements.	Not Applicable.
Chapter 11: Water Management	WM 11-10: Surface Water and SuDS	a) Require that all new developments incorporate sustainable drainage systems (SuDS). Efforts should be taken to limit the extent of hard surfacing and impermeable paving.	The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site. Refer to Civil Engineering Report prepared by MMOS Consulting Engineers for further information.
		b) Encourage the application of a Water Sensitive Urban Design Approach in the design of new development or other urban interventions. Opportunities to contribute to, protect or re-enforce existing green infrastructure corridors or assets should be maximised.	Refer to Civil Engineering Report prepared by MMOS Consulting Engineers for further information.
		c) Optimise and maximise the application of Sustainable Urban Drainage Systems (SuDS) to mitigate flood risk, enhance biodiversity, protect and enhance visual and recreational amenity; all in the most innovative and creative manner appropriate and in accordance with best practices. Proposals should demonstrate that due consideration has been given	The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site. Refer to Civil Engineering Report prepared by MMOS Consulting

Reference	Policy Objective	Policy Provision	Statement of Consistency
		to nature based solutions in the first instance in arriving at the preferred SuDS solution for any development.	Engineers for further information.
		d) 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. Refer to Civil Engineering Report prepared by MMOS Consulting Engineers for further information.
		e) Where surface water from a development is discharging to a waterbody, appropriate pollution control measures (e.g. hydrocarbon interceptors, silt traps) should be implemented.	As above, surface water will be managed appropriately on site.
		f) The capacity and efficiency of the national road network drainage regimes will be safeguarded for national road drainage purposes.	Noted.
Chapter 11: Water Management	WM 11-12: Surface Water Management	Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.	As above, surface water will be managed appropriately on site.
Chapter 11: Water Management	WM 11-17: Development in Flood Risk Areas	When considering proposals for development, which may be vulnerable to flooding, and that would generally be inappropriate as set out in Table 3.2 of the Guidelines, the following criteria must be satisfied: 1. The subject lands have been zoned or otherwise designated for the particular use or form of development in an operative development plan, which has been adopted or varied taking account of these Guidelines.	Refer to Flood Risk Assessment prepared by MMOS Consulting Engineers for further details.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>2. The proposal has been subject to an appropriate flood risk assessment that demonstrates:</p> <ul style="list-style-type: none"> a. The development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk; b. The development proposal includes measures to minimise flood risk to people, property, the economy and the environment as far as reasonably possible; c. The development proposed includes measures to ensure that residual risks to the area and/or development can be managed to an acceptable level as regards the adequacy of existing flood protection measures or the design, implementation and funding of any future flood risk management measures and provisions for emergency services access; and d. The development proposed addresses the above in a manner that is also compatible with the achievement of wider planning objectives in relation to development of good urban design and vibrant and active streetscapes. <p>The acceptability or otherwise of levels of residual risk should be made with consideration of the type and predicted future use of the development and the local development context.</p> <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 or Natural Heritage Areas or proposed Natural Heritage Areas.</p>	
Chapter 12:		TM12 2.1: Deliver a high level of priority and permeability for walking and cycling	The proposed development is well

Reference	Policy Objective	Policy Provision	Statement of Consistency
Transport and Mobility	TM 12-2.1: Active Travel	to promote accessible, attractive, liveable, vibrant and safe settlements to work, live, shop and engage in community life, within a ten minute walk of one's home. Prioritise development in our settlements that is well located and designed to facilitate walking, cycling and public transport trips. Promote equal access for all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling.	located and facilitates walking, cycling and public transport trips.
		a) New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.	A network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.
		b) All new developments are to be designed to latest DMURS standards, unless precluded by space or other constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility.	All routes are fully compliant with DMURS standards. Refer to DMURS Compliance Statement by MHL Consulting Engineers for further details.
		c) Applications for all new development are to be accompanied by a statement of how enhanced and inclusive permeability will be achieved, to include a statement of compliance with DMURS (2020 or later revision) and a quality audit (as referred to in DMURS).	Refer to DMURS Compliance Statement by MHL Consulting Engineers.
		d) Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public	Noted. The site does not contain any existing routes or linkages which currently contribute to the permeability of the area.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips.	
		e) Walkability and accessibility by walking mode will be a central objective in the planning and design of all new transport infrastructure and public transport services.	Noted.
		f) Public realm upgrades will be promoted to enhance walking and cycling provision in settlements.	Noted.
		g) Deliver settlements that offer a broad range of services as well as diverse and higher density residential development to support walking and cycling.	Noted.
		h) Support the function of the Cork Metropolitan Area Transport Strategy to achieve higher rates of modal shift to sustainable transport.	Noted.
		i) Encourage mixed use developments on regeneration sites within town centres where appropriate.	Not Applicable.
	TM 12-2.2: Active Travel	d) Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe walking and cycle routes particularly in the approach to schools.	The 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.
		f) Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel	As above the proposed development places an emphasis on walking and cycling.
Chapter 12: Transport and Mobility	TM 12.5: Bus Transport	TM 12-5.1: Large scale development proposals (over 100 residential units or employment related development likely to give rise to over 50 jobs) will be	The proposed development facilitates a connection to the existing footpath network. A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>required to include a comprehensive public transport assessment, to include:</p> <ul style="list-style-type: none"> a) Assessment of how the proposal will ensure effective links to potential future bus transport. b) Demonstrate options for connection to existing and future transport facilities. c) Where appropriate, examination of the potential for bus connectivity through the development. d) Determine where additional infrastructure e.g. lay-bys/bus stops may be required 	<p>footpath connection runs from the site directly into the retail park.</p> <p>Refer to documents by MHL Consulting Engineers for further information.</p>
		<p>TM 12-5.2: Support and prioritise the following in relation to new development:</p> <ul style="list-style-type: none"> a) Require that new developments are, as much as possible, well connected to their local bus networks; b) Secure the provision of appropriate bus infrastructure as an integral part of new development; c) Secure safe, attractive and convenient walking routes from all new development to the local bus network. 	<p>As above.</p>
<p>Chapter 12: Transport and Mobility</p>	<p>TM 12.8: Traffic / Mobility Management and Road Safety</p>	<ul style="list-style-type: none"> a) Where traffic movements associated with a development proposal have the potential to have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit will be required as part of the proposal. Where a Local Transport Plan exists, it will inform any TTA. 	<p>Refer to accompanying Traffic and Transport Assessment and Stage 1 Road Safety Audit prepared by MHL Consulting Engineers.</p>
		<ul style="list-style-type: none"> b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes. 	<p>The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>modes such as bus and rail.</p> <p>A Mobility Management Plan has been prepared by MHL Consulting Engineers and accompanies this application.</p>
		<p>c) For developments of 50 employees or more, residential developments over 100 units, all education facilities, community facilities, health facilities, as well as major extensions to existing such uses developers will be required to prepare mobility management plans (travel plans), with a strong emphasis on sustainable travel modes consistent with published NTA guidance to promote safe, attractive and convenient, alternative sustainable modes of transport as part of the proposal. Where a Local Transport Plan exists, it will inform any Mobility Management Plan.</p>	<p>Refer to Mobility Management Plan prepared by MHL Consulting Engineers for further details.</p>
		<p>d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.</p>	<p>Noted. Vehicular accesses have been designed to appropriate standards of visibility to ensure the safety of other road users.</p>
		<p>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.</p>	<p>The proposed public roadways have been designed to the highest standard.</p>

<p>Chapter 12: Transport and Mobility</p>	<p>TM 12-9: Parking</p>	<p>Secure the appropriate delivery of car parking and bicycle spaces and facilities in line with the Standards set out in Section 12.24 of this document:</p> <p>a) All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.</p> <p>b) All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.</p> <p>c) Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).</p> <p>d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.</p> <p>e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.</p> <p>f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: • Respects the character of the streetscape/landscape; • Will not adversely affect visual amenity, and • Makes provision for security, and the direct and safe access and movement of pedestrians and cyclists within the site.</p>	<p>Refer to Architectural Design Statement and Housing Quality Assessment Report, by Engenuiti Consulting Engineers for further information.</p> <p>A total of 342 parking spaces are provided for the development which is in line with and below the maximum standards set out in the CCDP 2022. The breakdown is as follows:</p> <ul style="list-style-type: none"> ▪ 146 Houses = 275 spaces ▪ 20 Apartments & 6 duplex units = 33 spaces ▪ Commercial Units = 20 spaces ▪ Creche = 14 spaces <p>For the houses, parking will comprise a mix of both off-street and on-street parking as shown on the site layout plan. Parking will also be provided within close proximity to the apartments, creche and commercial units.</p> <p>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.</p> <p>Secure bicycle storage facilities are provided for the apartments and creche and each house will have rear garden access for bicycle storage.</p>
---	-----------------------------	---	--

		<p>g) Car parking provision is to comply with Sustainable Urban Drainage practices and other climate change adaptation and mitigation measures are to be considered, including considering the potential for landscaping to provide shade, shelter and enhancement of biodiversity.</p> <p>h) Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use</p> <p>i) The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.</p>	
--	--	--	--

Reference	Policy Objective	Policy Provision		Statement of Consistency
Chapter 12: Transport and Mobility	TM 12-12: EV Charging	a) Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements		Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements.
		c) New applications for non-residential development with more than 10 parking spaces are to provide for the installation of at least one EV recharging points (or as required by national policy should such requirement specify a higher provision).		Not Applicable.
		d) All residential development should be constructed to be capable of accommodating future charging points as required within the curtilage of the dwelling where possible		Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements.
Chapter 12: Transport and Mobility	Table 12.6: Car Parking Requirements for New Development (Maximum per sqm)	Creches	1 space per 3 staff + 1 space per 10 children	Refer to Architectural Design Statement and Housing Quality Assessment Report, by Engenuiti Consulting Engineers for further details on parking. This demonstrates that parking has been provided in line with and below the maximum standards set out in the CCDP 2022.
		Residential	2 spaces per dwelling 1.25 spaces per apartment	
Chapter 12: Transport and Mobility	Table 12.8 – Cycle Parking Requirements for New Development (Minimum per sqm)	Creches	1 per 5 staff	Refer to Architectural Design Statement and Housing Quality Assessment Report, by Engenuiti Consulting Engineers for further details on cycle parking. This demonstrates that parking has been provided in line with the standards set out in the CCDP 2022. Secure bicycle storage facilities are provided for the apartments and
		Residential	1 per residential unit and 1 per bedroom for apartments.	

Reference	Policy Objective	Policy Provision	Statement of Consistency
			creche and each house will have rear garden access for bicycle storage.
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>14-3: Green Infrastructure and Development</p>	<p>a) Require new development and redevelopment proposals to contribute to the protection, management and enhancement of the existing green and blue infrastructure of the local area in terms of the design, layout and landscaping of development proposals.</p> <p>b) Require all development to submit a green infrastructure statement outlining how the proposal contributes to green and blue infrastructure both within its environs as well as within the wider settlement. Larger developments (multiple residential developments including Part 8 applications, retail, industrial, mineral extraction, etc) will be expected to prepare a Landscape/Green (and Blue) Infrastructure Plan including a Landscape Design Rationale. This Plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.</p> <p>c) Over the lifetime of the Plan the Council will consider the need to prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.</p>	<p>Good quality trees and hedgerows will be retained and protected where possible and will be strengthened and enhanced with additional planting where relevant.</p> <p>Refer to Landscape Development Report prepared by Brady Shipman Martin for further information.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-4: Recreation and Amenity</p>	<p>a) support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and intergenerational activities, which are accessible to members of the community of all ages and abilities, through initiatives in partnership</p>	<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 the surrounding area.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>with community groups and sporting organisations.</p> <p>b) Seek opportunities to improve the quality and capacity of existing recreation and amenity facilities, through initiatives with both public and private sector (sports governing bodies, local community partnerships and private development proposals) and where appropriate the Council will use its powers under Section 48 of the Planning and Development Act 2000 to require development levies to achieve the enhancement of these facilities.</p> <p>c) Ensure the protection, and seek the enhancement and wise management of existing recreational facilities and public open space, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Councils Recreation and Amenity Policy (Interim) and any successor policy and having regard to the Councils policy regarding the management of Green Infrastructure assets.</p>	<p>The proposed development provides for all age groups.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-6: Public/private open space provision</p>	<p>a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in Cork County Councils Interim Recreation & Amenity Policy (2019) and any successor policy, the "Guidelines on Sustainable Residential Development in Urban Areas" and "Making Places: a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2".</p> <p>b) Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network.</p> <p>c) Apply the standards for private open space provision contained in the</p>	<p>The provision of public open space is consistent with the relevant planning policy documents.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2009) and Cork County Council’s Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments will apply.</p>	
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-9: Landscape</p>	<p>a) Protect the visual and scenic amenities of County Cork’s built and natural environment.</p> <p>b) Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while protecting the environment and heritage generally in line with the principle of sustainability.</p> <p>c) Ensure that new development meets high standards of siting and design.</p> <p>d) Protect skylines and ridgelines from development.</p> <p>e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.</p>	<p>The proposed development has been designed to retain existing good quality trees and hedgerows, where possible, and to strengthen and reinforce the development with new planting and boundary treatments. The landscape strategy will result in a high-quality public realm with attractive and good quality walking and cycling connections.</p> <p>The proposal will seek to minimise any adverse impact on visual and scenic amenities of the built and natural environment through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscape features where possible.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-10: Draft Landscape Strategy</p>	<p>Ensure that the management of development throughout the County will have regard for the value of the landscape, its character, distinctiveness and sensitivity as recognised in the Cork County Draft Landscape Strategy and its recommendations, in order to minimize the visual and environmental impact of development, particularly in areas designated as High Value Landscapes where higher development standards</p>	<p>The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		(layout, design, landscaping, materials used) will be required.	existing landscape features including hedgerows.
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-12: General Views and Prospects</p>	<p>Preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty as recognized in the Draft Landscape Strategy.</p>	<p>Noted. Due to the topography and relatively flat terrain of the site and surrounding lands as well as the existing built context of the area and the existing and proposed screen planting and trees, it is considered that the application site will be able to absorb the new development and will not have a significant visual impact.</p> <p>Views towards the site are restricted due to topography, tree lines and housing. The nature of the topography means the site is generally not visible due to its position on the lower land beneath a relatively steep elevation.</p> <p>Photomontages have also been prepared of the proposed development from a number of viewpoints to demonstrate how the proposal can be viewed from different locations. The photomontages illustrate how the proposal will successfully integrate with and complement the character of the area and show that the scale of the buildings is appropriate for its setting.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-13: Scenic Routes</p>	<p>Protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects identified in this Plan. The scenic routes identified in this Plan are shown on the scenic amenity</p>	<p>The Landscape Development Report notes the following:</p> <ul style="list-style-type: none"> ▪ Scenic route (S41) runs c.1.4km to the North of the site

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>maps in the CCDP Map Browser and are listed in Volume 2 Heritage and Amenity Chapter 5 Scenic Routes of this Plan.</p>	<p>through Glounthaune from Priest's Hill to Caherlag, continuing to Glanmire. Views towards the site from this route are restricted due to topography, tree lines and housing.</p> <ul style="list-style-type: none"> ▪ Scenic route (S42) runs c.2.1km north of the site and provides a mixture of open panoramic views of the harbour (due to its elevation close to the ridgeline at Windsor Hill) and closed views due to high levels of vegetation screening in places. The nature of the topography means the site is not visible due to its position on the lower land beneath a relatively steep elevation. ▪ The site falls within a High Value Landscape designation. ▪ The landscape character type of the area is described in the CCDP as 'City Harbour and Estuary'. It is identified as having 'Very High' landscape value and sensitivity, and as being of 'National' importance. <p>As noted above, due to the topography and relatively flat terrain of the site and surrounding lands as well as the existing built context of the area and the existing and proposed screen planting and trees, it is considered that the</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>application site will be able to absorb the new development and will not have a significant visual impact.</p> <p>Refer to Landscape Development Report by Brady Shipman Martin and Photomontages by Pedersen Focus Ltd. for further details.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-14: Development on Scenic Routes</p>	<p>a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area.</p> <p>b) Encourage appropriate landscaping and screen planting of developments along scenic routes (See Chapter 16 Built and Cultural Heritage).</p>	<p>As noted above, the site is characterised by relatively flat terrain. Due to the site's distance from Scenic routes S41 and S42, and its relatively flat terrain, views towards the site are restricted due to topography, tree lines and existing housing. Notwithstanding this, the application site will strengthen and reinforce existing vegetation to create an attractive development that reduces the number of dwellings in view.</p> <p>Refer to Landscape Development Report and drawings, prepared by Brady Shipman Martin for further details.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-15: Development on the Approaches to Towns and Villages</p>	<p>Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.</p>	<p>The proposed development will provide appropriate landscape screening at all site boundaries, in order to protect and enhance the character and setting of the area.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 15: Biodiversity and environment</p>	<p>BE 15-6: Biodiversity and New Development</p>	<p>Provide for the protection of biodiversity in the development management process and when licensing or permitting other activities by:</p> <p>a) Providing ongoing support and guidance to developers on incorporating biodiversity considerations into new development through pre-planning communication and Council Guidelines: Biodiversity and the Planning Process and any updated versions of this advice;</p> <p>b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments;</p> <p>c) Encouraging the incorporation of primarily native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments.</p> <p>d) Fulfilling Appropriate Assessment and Environmental Impact Assessment obligations and carrying out Ecological Impact Assessment in relation to development and activities, as appropriate;</p> <p>e) Ensuring that an appropriate level of assessment is completed in relation to wetland habitats subject to proposals which would involve drainage or reclamation. This includes lakes and ponds, watercourses, springs and swamps, marshes, heath, peatlands, some woodlands as well as some coastal and marine habitats.</p> <p>f) Ensuring that the implementation of appropriate mitigation (including habitat enhancement, new planting or other habitat creation initiatives) is incorporated into new development, where the implementation of such development would result in unavoidable impacts on biodiversity - supporting the principle biodiversity net gain.</p>	<p>The proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and enhance the site with additional planting to increase site biodiversity and visual interest.</p> <p>The eastern boundary of the application site with the existing commercial development will consist of a secure 2.4m high fence with a landscape buffer of mixed native hedge planting.</p> <p>The landscaping strategy for the site will be to increase site biodiversity through the use of native and ornamental seasonal, non-invasive, adaptive planting that supports multifunctional external space to provide benefits to people. Measures include planting that combines protection and enhancement of the environment for pollinators as set out in the All-Ireland National Pollinator Plan 2015, with green solutions for surface water drainage integrated into open spaces and streets.</p> <p>Refer to Landscape Development Report prepared by Brady Shipman Martin and Arboricultural Impact Assessment Report by Arbor Care for further information.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>A Report to Inform Screening for Appropriate Assessment and an Ecological Impact Assessment, prepared by Greenleaf Ecology, accompany this planning application.</p>
<p>Chapter 15: Biodiversity and environment</p>	<p>BE 15-8: Trees and Woodlands</p>	<p>a) Protect trees the subject of Tree Preservation Orders; b) Make use of Tree Preservation Orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value. c) Encourage the provision of trees for urban shading and cooling in developments in urban environments and as an integral part of the public realm. d) Preserve and enhance the general level of tree cover in both town and country, Ensure that development</p>	<p>As noted above, the proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and enhance the site with additional planting to increase site biodiversity and visual interest.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>proposals do not compromise important trees and include an appropriate level of new tree planting.</p> <p>e) Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.</p>	
<p>Chapter 16: Built Heritage</p>	<p>HE 16-2: Protection of Archaeological Sites and Monuments</p>	<p>Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments and their setting included in the Sites and Monuments Record (SMR) (see www.archaeology.ie) and the Record of Monuments and Places (RMP) and of sites, features and objects of archaeological and historical interest generally.</p> <p>In securing such preservation, the planning authority will have regard to the advice and recommendations of the Development Applications Unit of the Department of Housing, Local Government and Heritage as outlined in the Frameworks and Principles for the Protection of the Archaeological Heritage policy document or any changes to the policy within the lifetime of the Plan.</p>	<p>Refer to Archaeological Impact Assessment (AIA) prepared by Lane Purcell Archaeology for further details. A Geophysical Survey has also been undertaken by TARGET Archaeological Geophysics Ltd. and is appended to the AIA.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 16: Built Heritage</p>	<p>16-9: Archaeology and Infrastructure Schemes</p>	<p>All large scale planning applications (i.e. development of lands on 0.5 ha or more in area or 1km or more in length) and Infrastructure schemes and proposed roadworks are subjected to an archaeological assessment as part of the planning application process which should comply with the Department of Housing, Local Government and Heritage’s codes of practice. It is recommended that the assessment is carried out in advance, by an appropriately experienced archaeologist to guide the design and layout of the proposed scheme/development, safeguarding the archaeological heritage in line with Development Management Guidelines and also facilitating a viable development.</p>	<p>Refer to Archaeological Impact Assessment (AIA) prepared by Lane Purcell Archaeology for further details. A Geophysical Survey has also been undertaken by TARGET Archaeological Geophysics Ltd. and is appended to the AIA.</p>
<p>Chapter 16: Built Heritage</p>	<p>HE 16-21: Design and Landscaping of New Buildings</p>	<p>a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape.</p> <p>b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.</p> <p>c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.</p> <p>d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows and historic boundaries in rural areas. Protection of historical/commemorative trees will also be provided for.</p>	<p>The proposed development has been designed to respect and integrate naturally with the character and pattern of the surrounding area.</p> <p>The proposed development incorporates passive sustainable design measures, maximising orientation, shelter and solar gain. It will also incorporate active measures in line with the requirements of Technical Guidance Document I. of the Building Regulations.</p> <p>A Landscape Plan by Brady Shipman Martin is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 16: Built Heritage	HE 16-24: 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 each neighbourhood cluster will be named individually in order to aid legibility through the site. These names will be agreed with Cork County Council through compliance.
Chapter 18: Zoning and Land Use	ZU18-2: Development and Land Use Zoning	Ensure that development, during the lifetime of this Plan, proceeds in accordance with the general land use objectives and any specific zoning objectives that apply to particular areas as set out in this Plan	The proposed development is consistent with the general land use objectives of the CCDP 2022.
Chapter 18: Zoning and Land Use	ZU 18-3: Development Boundaries	For any settlement, it is a general objective to locate new development within the development boundary, identified in this 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 Little Island.
Chapter 18: Zoning and Land Use	ZU 18-4: land Use Zoning of Other Lands	Where lands have not been explicitly zoned, in the Plan the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an authorised use under the Planning Acts) or, if such use is unauthorised, that of the most recent authorised use of the lands.	Not Applicable.

4.2 Cork County Development Plan 2022-2028 – Volume 4, South Cork

General Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
LI-GO-01	Locate new business development within the development boundary, which will provide additional employment growth.	Not Applicable. The proposal is for residential development on residential zoned lands. The LI-X-01 zoning objective for the application site does include for a small scale neighbourhood centre of which 4 commercial units and a creche have been provided to comply with this zoning objective.
LI-GO-02	Secure the development of new dwellings, neighbourhood centre, and high quality public open space and public realm at LI-X-01 in Little Island over the lifetime of the plan, subject to preparation of a framework plan, to enable Little Island to achieve its target population of 2,769 persons to provide a balance between the provision of housing and employment uses in the town, to support Little Island's development as an integrated live/work destination.	<p>The development proposes 172 residential units on part of the LI-X-01 lands and is located within the development boundary of Little Island.</p> <p>A creche and four commercial units will be located in the central character area. They are supported by high quality open space and will result in a small-scale neighbourhood centre at the heart of the overall scheme that is supported by a generous offering of services in the wider metropolitan area.</p> <p>Having regard to the development of the overall lands, the layout has been designed with provision for connectivity into lands to the south, east and west.</p> <p>The site will comprise a hierarchy of internal roads with a formal main avenue into the centre of the site and three side roads into the northern, central and southern sections of the site. Two connections are provided along the western boundary of the site, to allow future access to the lands to the west, which form part of the overall LI-X-01 lands.</p> <p>High quality open space areas have also been provided as part of the proposal and the overriding design intention is to create an inclusive and coherent new community. The proposed landscaping strategy has been designed with consideration for all users, including both adults and children, and has been designed to facilitate the use of the spaces for both. The open spaces are proposed in locations that are equally distributed across the development, which</p>

General Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
		<p>ensures that all residents have open space within easy walking distance of their home. Open space areas are also strategically located along the western boundary to enable a natural flow and potential connection with lands to the west. The open spaces are connected by a network of footpaths and pedestrian friendly streets to enhance inclusive access and movement between them. Each of the main open spaces are designed to have a level green area for passive and active recreation defined by planting and landscape features.</p> <p>A 'High Level Development Framework Plan' and 'High Level Development Framework Linkages Plan' have also been prepared by Brady Shipman Martin to satisfy the objective for the site and accompany this application.</p> <p>The Development Plan anticipates that the growth of Little Island will largely be accommodated within Special Policy Area LI-X-01, which includes the site the subject of this planning.</p>
LI-GO-03	<p>In order to secure the sustainable employment and population growth and supporting development proposed for Little Island, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan as well as the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation, must be provided and be operational in advance of the commencement of any discharges from the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbour does not fall below legally required levels.</p>	<p>The proposed development is in accordance with Policy Objective LI-GO-03. Refer to Civil Engineering Report by MMOS Consulting Engineers for further information.</p> <p>A Report to Inform Screening for Appropriate Assessment, prepared by Greenleaf Ecology, accompanies this planning application.</p>
LI-GO-04	<p>The green infrastructure, biodiversity and landscape assets of Little Island include its hedgerows, mature trees, woodlands, proposed Natural Heritage Areas (Dunkettle</p>	<p>The proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and</p>

General Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
	Shore and Great Island Channel) and other habitats. The boundary of Little Island is adjacent to the Cork Harbour Special Protection Area and the Great Island Channel Special Area of Conservation. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.	enhance the site with additional planting to increase site biodiversity and visual interest. A Report to Inform Screening for Appropriate Assessment and an Ecological Impact Assessment, prepared by Greenleaf Ecology, accompany this planning application.
LI-GO-05	Support implementation of the Little Island Transportation Study prepared in 2018.	The proposal provides a network of internal footpaths to maximise pedestrian permeability and provides passive surveillance to provide a safe and secure environment. The proposal will also facilitate a distributor road running from north-east to south-west with potential for future connections and will include provision for footpath and cycle lanes. This will enhance opportunities to promote more sustainable modes of transport to be used and will link with and improve existing facilities to the surrounding area and support pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The works proposed to the public road at the site entrance have been designed to integrate with future upgrade works to be carried out by the Council.
LI-GO-06	Ensure that future industrial development in Little Island does not negatively impact upon the amenity enjoyed by the existing and future residents of the area.	Noted. A 2.4-metre high fence with landscape buffer of mixed native hedge planting has been provided along the eastern boundary.
LI-GO-07	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle	The subject site is situated within the existing built-up area of Little Island and benefits from full connectivity to the core of Little Island and the wider area via access

General Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
	<p>access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.</p> <p>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, employment areas and public transport in accordance with the Cork Metropolitan Area Transport Strategy and the Metropolitan Cork Cycle Network Plan 2017, including provision of high quality linkage between Little Island Train Station, Inter-urban Route IU-1, and Little Island.</p>	<p>from Ballytrasna Park Road. The proposal comprises a network of footpaths to facilitate safe movement of pedestrians and provides pedestrian and cycle lanes to connect with existing facilities on the public road and encourage alternative modes of transport including walking and cycling.</p> <p>The site will benefit from the pending improvements to transport services and infrastructure which will arise through the implementation of the Cork Metropolitan Area Transport Strategy and The Little Island Transport Study (LITS). The future roads network will include additional sustainable transport provision such as cycle lanes, pedestrian routes and an enhanced bus service serving Little Island.</p>
LI-GO-08	Proposals for employment related development, of 50 employees or more, shall be required to prepare and submit a mobility management plan that maximise the use of public transport options/ passenger rail services.	Not Applicable.
LI-GO-09	All new development will need to make provision for Sustainable Urban Drainage Systems (SuDS) and provide adequate storm water infrastructure. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate (see Chapter 11 Water Management, including Surface Water and Flood Risk).	Refer to Civil Engineering Report prepared by MMOS Consulting Engineers for further information.
LI-GO-10	All proposals for development within areas identified as being at risk of flooding will need to comply with relevant objectives in Chapter 11 Water Management of this Plan (including Surface Water and Flood Risk).	Refer to Flood Risk Assessment prepared by MMOS Consulting Engineers for further information.

Specific Development Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
LI-X-01	<p>Medium A density residential development, small scale, local neighbourhood centre, high quality public open space (including buffer between development and adjoining industrial use) and public realm. To provide for future high quality pedestrian and cycle connectivity with LI-RR-01. Development of this area will be subject to an approved framework plan for its overall development. This zone is located in close proximity to the Cork Harbour SPA. Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of same when considering new development proposals in this area.</p>	<p>The proposed development is for a total of 172 residential units, at a density of 39.5 units per hectare, which complies with the density provisions set out in the Development Plan and the Compact Settlement Guidelines.</p> <p>The layout has been designed to provide a creche and four commercial units which will be located in the central character area and will result in a small-scale neighbourhood centre at the heart of the overall scheme that is supported by a generous offering of services in the wider metropolitan area. The creche has been designed to meet the demand created by the proposed development.</p> <p>The proposed development incorporates high quality open spaces and amenities dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates. The proposed development will retain and protect good quality trees and hedgerows, where possible, reinforce existing hedgerows with new tree planting, and enhance the site with additional planting to increase site biodiversity and visual interest. The proposal will result in the creation of attractive and high quality useable open space and create a strong neighbourhood identity that is linked by pedestrian paths.</p> <p>A secure 2.4m high fence with a landscape buffer of mixed native hedge planting is provided along the eastern boundary and provides a buffer between the application site and the adjoining lands to the east.</p> <p>The proposal provides a network of internal footpaths to maximise pedestrian permeability and provides passive surveillance to provide a safe and secure environment.</p> <p>The proposal will also facilitate a distributor road running from north-east to south-west with potential for future</p>

Specific Development Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
		<p>connections and will include provision for footpath and cycle lanes. This will enhance opportunities to promote more sustainable modes of transport to be used and will link with existing facilities to the surrounding area.</p> <p>The distributor road will also enhance connections with the wider area. The layout has been designed to allow for future potential connections to adjoining lands, which will have the benefit of releasing further land to deliver sustainable housing and meet the demand created by the projected population increase. Two connections are also provided along the western boundary of the site, to allow future access to the lands to the west.</p> <p>A 'High Level Development Framework Plan' and 'High Level Development Framework Linkages Plan' have also been prepared by Brady Shipman Martin to satisfy the objective for the site and accompany this application.</p> <p>A Report to Inform Screening for Appropriate Assessment prepared by Greenleaf Ecology, accompanies this planning application. This concludes that the proposed development either alone or in- combination with other plans and/or projects, does not have the potential to significantly affect any European site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.</p> <p>An Ecological Impact Assessment, prepared by Greenleaf Ecology, also accompanies this planning application and concludes that provided the mitigation measures provided in this report are effectively implemented, it is not anticipated that there will be any significant adverse effects on ecological features as a result of the proposed development. A winter bird survey has also been prepared by Limosa Environmental</p>

Specific Development Objectives for Little Island		
Policy Objective	Policy Provision	Statement of Consistency
		and is appended to the Appropriate Assessment Screening Report AND Ecological Impact Assessment. This report states that the subject site is considered unsuitable for use by the majority of species listed for Cork Harbour SPA. For those species that are known to utilise terrestrial habitats, the report concludes that it is highly unlikely that the subject site at Courtstown, Little Island is used by wintering waterbird species listed for Cork Harbour SPA to an extent that would lead to adverse negative impacts upon the species and impacts upon their conservation objectives.
LI-U-05	Distributor Road.	A distributor road is being provided along the eastern boundary of the application site. This is consistent with Policy Objective LI-U-05.

5. Conclusion

This Statement of Consistency provides an assessment of the proposed developments consistency with the relevant planning policy documents at national and local levels, including in particular the *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities, 2024*, the *Urban Design Manual – A Best Practice Guide* and the *Design Manual for Urban Roads and Streets* at a national level, the Cork County Development Plan 2022-2028 at a Local Planning Policy level. It is submitted that the proposed LRD development is consistent with each of these documents and will provide a positive and significant contribution to the housing supply in Little Island and the greater Metropolitan Cork area.

