

Planning Report

For Development at Scairt Cross, Douglas, Cork
on behalf of Cetti Limited

July 2024



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Cetti Limited	
Project Title	Scairt Cross Part 8	
Document Title	Planning Report	
Document Comprises	Volumes	1
	Pages (Including Cover)	21
	Appendices	1
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Checked by	Tom Halley	
Office of Issue	Cork	
Document Information	Revision	B
	Status	Submitted
	Issue Date	July 2024

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1. Introduction

This report has been prepared by McCutcheon Halley Planning Consultants in support of a residential development proposal at Scairt Cross, Douglas, Cork.

The Scairt Cross proposed development comprises the construction of a residential development of 54 no. dwellings units. The development site area is approximately 0.8 hectares. The site is located at Scairt Cross, Douglas, Cork. Access to the development will be via Scairt Hill.

The proposed development will comprise of:

The construction of:

- 5 no. 3 bed dwelling houses;
- 3 no. 2 bed dwelling houses;
- 2 no. apartment blocks, ranging in height from 2 to 3 storeys, comprising:
 - 24 no. 2-bedroom apartments;
 - 22 no. 1-bedroom apartments;
- Provision of 44 no. car parking spaces and 94 no. bicycle parking spaces.
- All ancillary site works and signage as outlined in the plans and particulars

In accordance with the City Council's requirement to demonstrate compliance with the relevant Development Plan/Local Area Plan (in a tabular format), Appendix 1 of this report provides a Statement of Compliance (in a tabular format) which demonstrates compliance with the following Development Plan:

- Cork City Development Plan 2022

2. Site Context

2.1 Site Context

The subject site is located on the Scairt Cross. The site is located approximately 1km southeast of Grange Village Centre and 2km southwest of Douglas Village. The proposed development is within walking distance of both Grange and Douglas which have a wide range of convenience retail with two shopping centres and other local services.

The area surrounding the site is primarily residential in character, with the lands immediately adjoining the site to the north, south, east and west generally comprising detached and semi-detached dwellings.

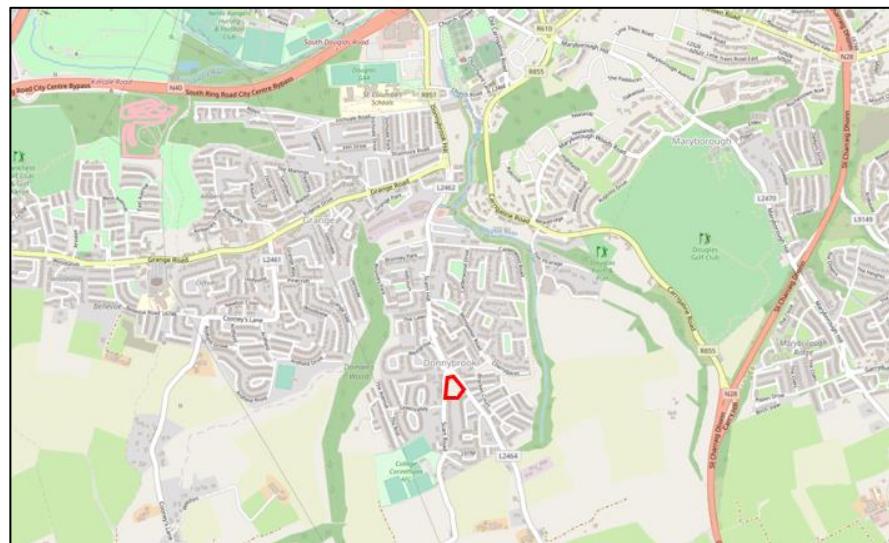


Figure 1 Indicative location of subject site outlined in red.



Figure 2 Subject Site outlined in red.

2.2 Planning History

Previous planning applications submitted on the site are summarized below:

Cork County Council Ref. No. 17/6616

In October 2017, Dan O'Brien applied for planning permission for a standalone convenience retail unit and 2 no. semidetached dwellings and all ancillary development work to replace a mixed-use block, previously permitted under Cork County Council Ref: 16/5738, comprising a convenience retail unit at ground floor level and 1 no. apartment over at Scairt Hill, Castletreasure, Donnybrook, Douglas, Co. Cork.

Cork County Council Ref. No. 16/5738

Dan O'Brien applied for planning permission for a mixed-use development comprising the construction of 14 no. dwelling houses, 2 no. apartments and convenience retail unit and all associated ancillary development works including vehicular access, footpaths, drainage landscaping/amenity areas, parking and set down area. During the FI process the layout was amended and the council granted permission for 14 no. dwelling houses, 1 no. apartment over the convenience retail unit.

Cork County Council Ref. No. 07/9964 & Appeal Ref. No. PL04 .225876

Planning permission was granted under Cork County Council Ref. No. 07/9964 for the construct of 3 no. apartment blocks comprising 43 no. apartments, car parking and all ancillary site works. This decision was overturned on appeal by An Bord Pleanala for the following design specific reason:

"Having regard to the design of the proposed development, in particular the poor levels of natural light which would be available to a large proportion of the proposed apartments due to the limited number of dual aspect units, the inadequate separation distance between blocks A and B, apartments which have an aspect facing onto semi-basement level open space, the inadequate size of a significant proportion of the apartments and the lack of storage space therein and the insufficient provision of private and public open space, it is considered that the proposed development would fail to provide an reasonable standard of residential amenity for future occupants. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area."

Cork County Council Ref. No. 06/9186

In July 2006, a planning application was submitted to Cork County Council under Ref. No. 06/9186 for the construction of 3 no.

apartment blocks comprising 54 no. apartments. The application was later withdrawn.

3. Planning Policy

3.1 Cork City Development Plan 2022

The site is zoned as 'ZO 01 Sustainable Residential Neighbourhoods' in the Cork City Development Plan 2022. Under this zoning it is an objective "to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses".

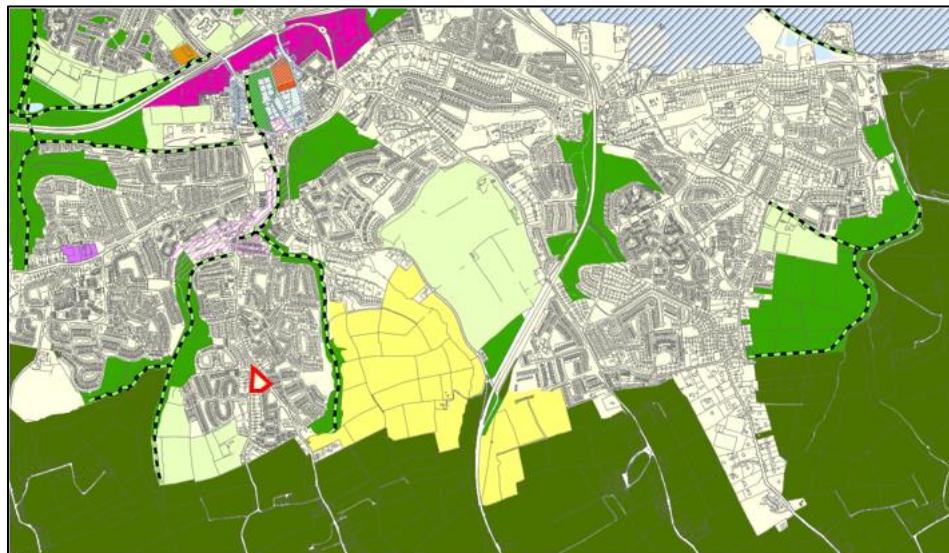


Figure 3 Extract from the Cork City Development Plan Map 14

Appendix 1 of this report provides a Statement of Compliance (in a tabular format) which demonstrates compliance with Cork City Development Plan, 2022

In accordance with the Cork City Development Plan 2022, the site is located in the Outer Suburbs for building heights where a target of 2 to 4-storeys in height is proposed. Similarly, a density of 40-60 dwellings per hectare is the target for residential led schemes in the Outer Suburbs.

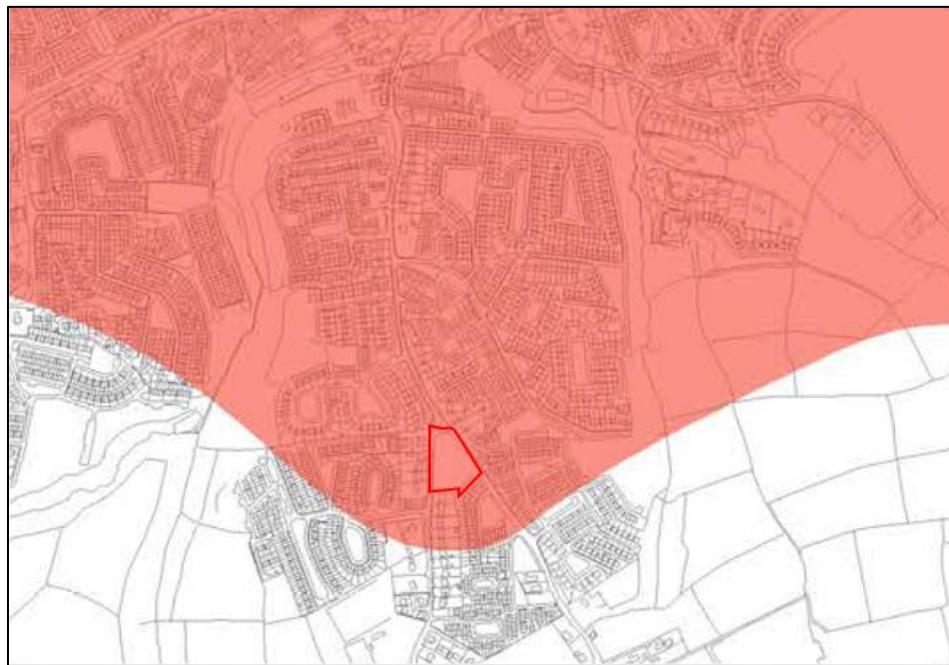


Figure 4 Extract from Cork City Development Plan – Density and Building Height Strategy (extract from UDBHTBS inset)

The **scale/density** of the scheme has been informed by national and local planning guidance, which is unanimously promoting higher density development, especially on infill sites on transport corridors. As noted in the National Planning Framework Project Ireland 2040 (NPF) more people, jobs and activity are encouraged within existing urban areas as opposed to developing greenfield sites. National Policy Objective 11 which is relevant to the proposed development site states that *"in meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth"* (emphasis added).

National Policy Objective 13 of the NPF also states that *"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"*.

The provision of residential development on the site supports the primary land use of the surrounding existing built up residential area. The density (67.5 dwellings per hectare) is in line with the *Sustainable Residential Development and Compact Settlements Guidelines*, January 2024, which encourage densities in the range 40uph to 80uph in Cork City suburban areas.

The proposed development is compliant with the 2022 Cork City Development Plan (CDP) where Objective 3.5 in relation to densities states that:

Cork City Council will seek to:

- a. **Promote compact urban growth by encouraging higher densities throughout Cork City** according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and*
- b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;*
- c. Ensure that urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities;*
- d. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.*

The proposed density of 67.5 units per hectare is appropriate given the presence and capacity of public transportation in the area (a bus stop is located at the subject site). In addition, permitted densities in Cork City include, amongst others, 530 units/ha (Albert Quay), 495 units/ha (Horgan's Quay), 454 units/ha (Railway Gardens), 247 units/ha (The Former Ford Distribution Site), 238 units/ha (Victoria Road), 220 units/ha (Crow's Nest), 183 units/ha (Lower Friar's Walk), 137 units/ha (Jacob's Island), 180 units/ha (CMP Site). The proposed development is consistent with the density permitted within Cork City, albeit our development is of a much more modest scale and height. Therefore, the proposed density of 67.5 units/ha is appropriate for a site zoned for Residential use on an existing public transport corridor and is consistent with other similar residential densities permitted across the city, including areas in the inner and outer suburbs.

In this context, we consider that the proposed density is consistent with national and local planning policy to increase residential densities and reflects the existing and emerging pattern of development in the surrounding area and will act as a natural infill development providing an attractive addition to the area.

In terms of height, the Department of Housing, Planning and Local Government have issued Guidelines for Planning Authorities on “*Urban Development and Building Heights*” (December 2020). The overall objective of the Guidelines is to encourage more sustainable development through greater densities and heights, particularly in built up areas and advises against the implementation of generic maximum height limits:

“In recent years, local authorities, through their statutory development and local area plan processes, have begun to set generic maximum height limits across their functional areas. Frequently, such limits have resulted from local-level concerns, like maintaining the character of an existing built-up area, for example. However, such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built-up area. Such blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.”¹

Of particular relevance to the current proposal, is the acceptance that planning policy and decisions have to promote a transition to greater heights within traditional residential areas where heights are often two storeys, to increased heights:

“Reflecting the National Planning Framework strategic outcomes in relation to compact urban growth, the Government considers that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas. For example, if much of the future development in and around existing urban areas, where two- storey development is currently the norm, was of four-storey form as the default objective, it would be possible to provide substantially more population growth within existing built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would need services. Therefore, these guidelines require that the scope to consider general building heights of at least three to four storeys, coupled with appropriate density, in locations outside what would be defined as city and town centre areas, and which would include suburban areas, must be supported in principle at development plan and development management levels” (emphasis added).²

As can be seen from the above excerpt, the reason behind the increase in heights is to provide substantially more population growth within existing

¹ Department of Housing, Planning and Local Government, *Urban Development and Building Heights - draft Guidelines for Planning Authorities*, p.1 Section 1.4 (August 2018).

² Department of Housing, Planning and Local Government, *Urban Development and Building Heights - draft Guidelines for Planning Authorities*, p.2 Section 1.9 (August 2018).

built-up areas where there is more infrastructure already in place, rather than in greenfield locations which would need services.

Given the site's location and the position of apartment blocks and houses, it is considered that the additional height as part of the proposed development can be facilitated without having an adverse impact on the residential amenities of the area.

Appendix 1 of this report provides a Statement of Compliance (in a tabular format) which demonstrates compliance with the following Development Plans/Local Area Plan:

- Cork City Development Plan, 2022

4. Proposed Development

The proposed development will comprise of:

The construction of:

- 5 no. 3 bed dwelling houses;
- 3 no. 2 bed dwelling houses;
- 2 no. apartment blocks, ranging in height from 2 to 3 storeys, comprising:
 - 24 no. 2-bedroom apartments;
 - 22 no. 1-bedroom apartments;
- Provision of 44 no. car parking spaces and 94 no. bicycle parking spaces.
- All ancillary site works and signage as outlined in the plans and particulars



Figure 5 Proposed Site Plan

The proposed schedule of accommodation is as follows:

BLOCK A	1 BED APT	2 BED APT 3P	2 BED APT 4P		Total
Apartments					
Level 00	10		1		11
Level 01		1			1
Level 02		1			1
Duplexes					
Level 00					
Level 01			10		10
Level 02					
TOTAL	10	2	11		23
BLOCK B	1 BED APT	2 BED APT 3P	2 BED APT 4P		Total
Level 00	4	2	1		7
Level 01	4	4	1		9
Level 02	4	3			7
TOTAL	12	9	2		23
APARTMENTS TOTAL	22	11	13		46
HOUSES		2 BED		3 BED	Total
Level 00		3		5	8
TOTAL		3		5	8
RESIDENTIAL TOTAL	22	14	13	5	54

Figure 6 Extract from Schedule of Accommodation by O'Mahony Pike Architects

Each unit has access to a private amenity space and to the large public open space area located to the west.

All homes will be constructed to prevent acoustic transfer. Windows are sited to prevent overlooking into adjacent private gardens. Homes will have adequate storage areas and areas for sorting of recyclables.

44 no. car parking spaces and 94 no. bicycle spaces are proposed as part of the development. A plaza is proposed to the north of the site to address the junction of Scairt Hill and Donnybrook Hill.

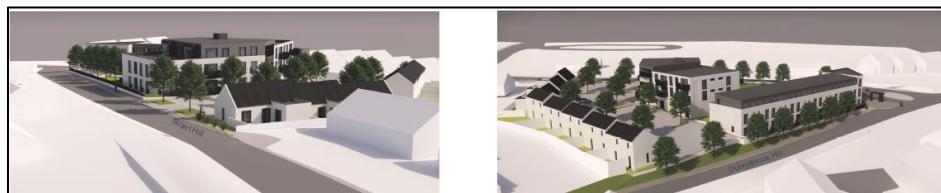


Figure 7 Aerial View of proposed development by O'Mahony Pike Architects

5. Site Suitability

5.1 Site Suitability

The site is located in an established residential area of Cork City's eastern suburbs close to services, employment locations and amenities. The area comprises a mix of residential house types ranging from private house and apartment accommodation to rented units. The provision of additional smaller housing units (i.e. 1 and 2 beds) on the subject site will assist in balancing the housing mix in the area, which is predominantly larger 3 and 4-bed houses.

The site is located on a dedicated public transport corridor and zoned ZO 01 'Sustainable Residential Neighbourhoods' in the 2022 Cork City Development Plan.

As the zoning provisions and planning permissions secured on adjoining/nearby sites demonstrate, the site is suitable for higher density residential development.

Vehicular access to the subject site is to be facilitated from Scairt Hill.

The associated material by DOSA Consulting Engineers demonstrates that all drainage and water supply services are available to serve the site. This along with the zoning and location of the site, demonstrates that the site is adequate and suitable to provide a successful residential neighbourhood.

5.2 Car Parking Provision

Under the provision of the 2022 City Plan, the site forms part of Zone 2 where 1 no. car parking space is required for 1-2-bedroom units and 2 no. spaces are required for 3 plus bedroom units. These are **maximum** standards.

Under the new City Development Plan, a **maximum** of 67 no. car parking spaces may be provided, however the 2022 City Development Plan encourages a reduction in car parking provision where alternative, sustainable transport measures are available. In this context the site is located on a dedicated bus connects corridor which terminates at the site on Scairt Cross (there is an existing bus stop at the site). 94 no. bicycle spaces serving the site are also proposed as part of the development.

It is considered that the provision of 44 no. car parking spaces is sufficient given that the site is in close proximity of sustainable modes of transport including an existing bus stop on site.

5.3 Access and Transportation

A bus stop for the 207-bus route is located at the site at Scairt Cross and runs at 30-minute intervals to Cork City centre from 7.10am to 11:10pm Monday to Saturday. The service runs at 30-minute intervals to Cork City centre from 9.30am to 11pm on Sundays. This will allow the development to be served by frequent bus services to ensure connectivity to Cork City, Douglas and other employment centres including Blackpool on the north side of Cork City.

The subject site is well served for pedestrians with footpaths existing from the subject site through to Scairt Hill and connecting into Donnybrook Hill and Douglas District Centre. The footpath network extends the full length of Donnybrook Hill connecting the site to Douglas District Centre and Grange neighbourhood centre.

5.3.2 Cork Metropolitan area Transport Strategy CMATS 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council.

CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area to cover the period up to 2040. It takes its lead from the NPF 2040 and the National Development Plan (NDP) 2018-2027 which envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population by 2040.

The Strategy provides a coherent transport planning policy framework and implementation plan to support the planning authorities land use zonings and to help promote higher densities along transport corridors.

As part of the strategy a series of 'Bus Connects' corridors are proposed where existing transport corridors will be upgraded to provide priority for public bus services, including dedicated bus lanes. As can be seen from Figure 8, a dedicated bus connects corridor is proposed along Donnybrook terminated at Scairt Hill/Greenvalley estates.

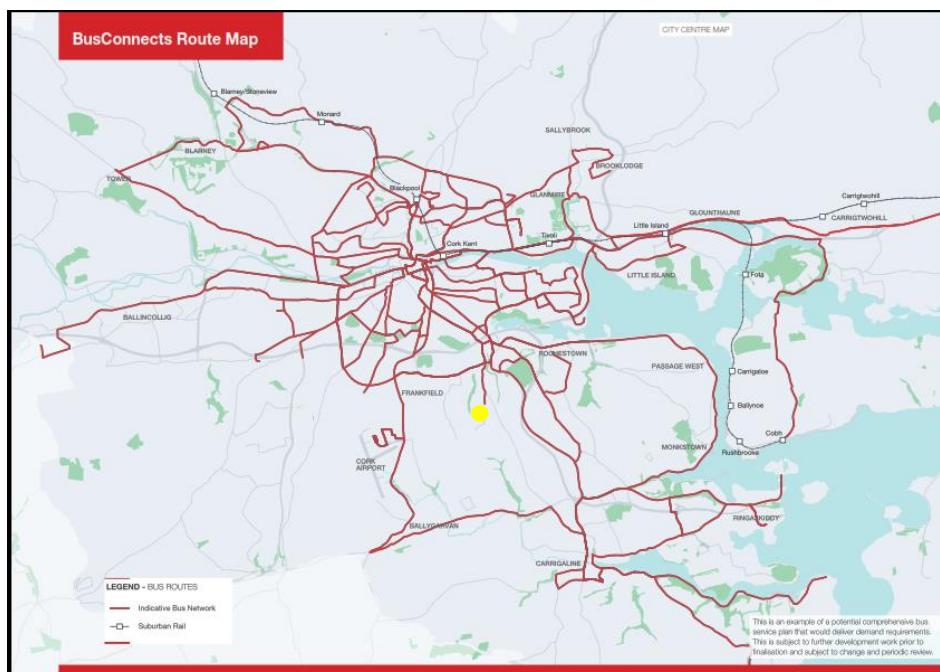


Figure 8 Bus Connects map from CMATS- Subject site outlined in yellow

5.4 Social and Community Facilities

There is access to commercial, social and community services within walking distance of the site, such as Ballybrack Woods, Douglas RFC Grounds and Corinthians Soccer Grounds and St. Columba's National School. Figure 9 and Table 1 below identify services, amenities, schools and neighbourhood centres in proximity of the subject site.

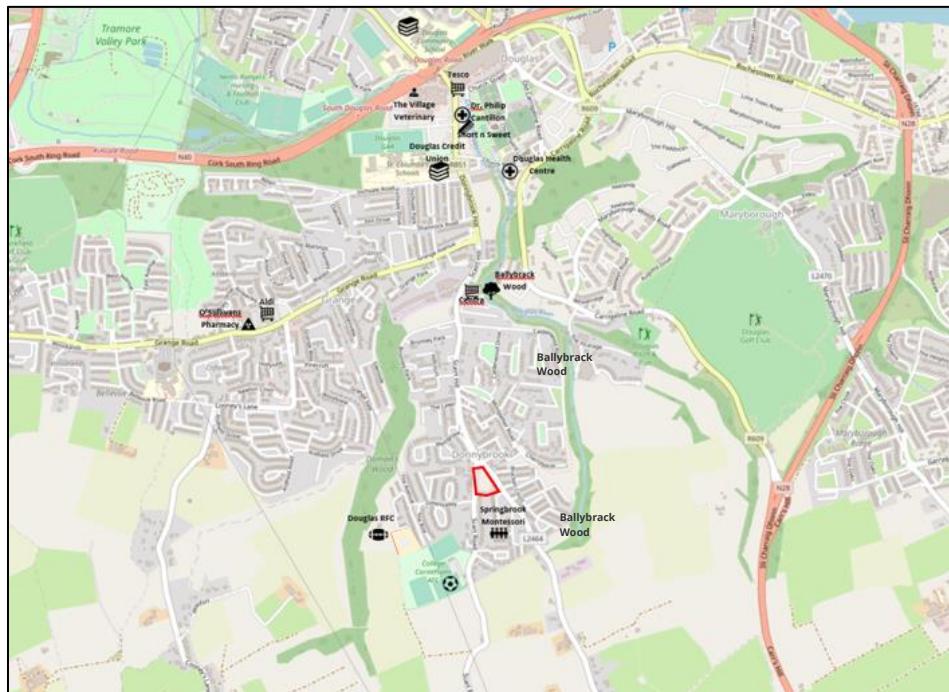


Figure 9 Indicative location of services/facilities in context of site. Indicative location of site outlined in red

Type of Social Infrastructure	Type of Service	Distance from Site
Service/Facility		
Dr. Philip Cantillon	Doctors	1.4km
Douglas Health Centre	Health Centre	1.5km
Douglas Credit Union	Credit Union	1.4km
The Village Veterinary Clinic	Veterinary Clinic	1.8m
Retail		
Centra	Supermarket	1km
Tesco	Supermarket	1.6km
Short n Sweet	Hairdresser	1.3km
O'Sullivans Pharmacy	Pharmacy	1.6km
Aldi	Supermarket	1.7km
Schools		
Springbrook Montessori	Montessori School	280m
St. Columbas's School	National School	1.6km
Douglas Community Preschool	Preschool Facility	1.5km
Douglas Community School	Secondary School	1.5km
Amenity		
College Corinthians AFC Douglas	Soccer Club	450m
Douglas RFC Grounds	Rugby Club	680m
Ballybrack Woods	Public Wood/Walkway	150m

Table 1 Services and Facilities within proximity of site.

5.5 Engineering Services

All drainage and water supply services are immediately available to the site. The material by DOSA Consulting Engineers included in the submission demonstrates that ground conditions are amenable to development and the site is not affected by flooding. This along with the zoning and location of the site, demonstrates that the site is adequate and suitable to provide a successful residential development on an infill site within Cork City.



Figure 10 Location of site in context of Flood Zones. Site indicated by red star.

5.6 Heritage and Archaeology

There are no protected structures or national monuments located on the subject site. The closest archaeological feature is a ringfort located 0.5km away to the southeast.

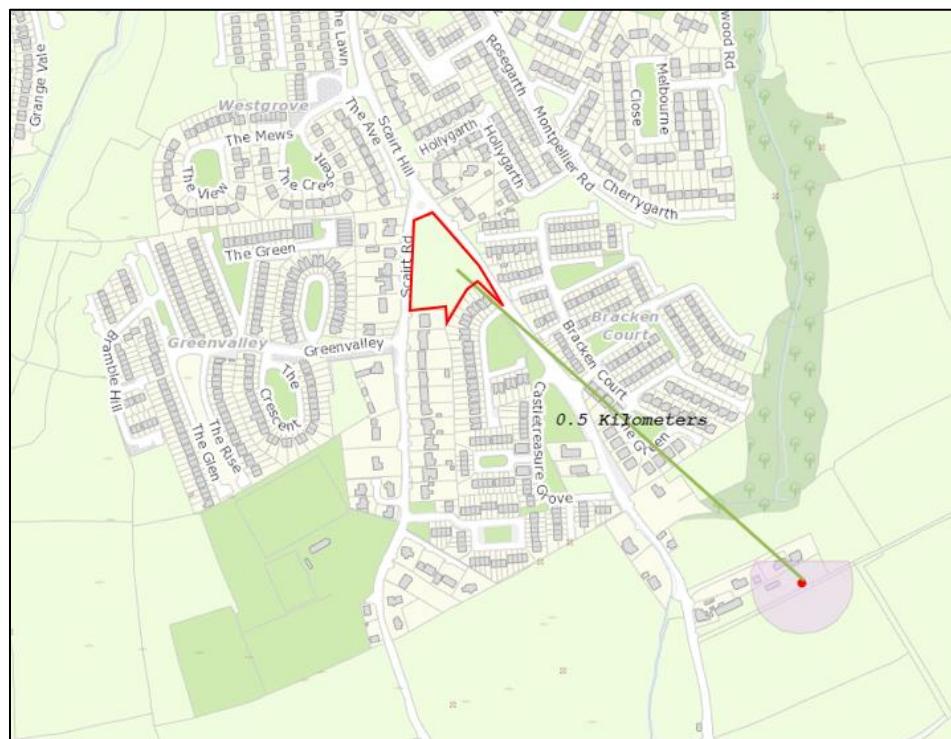


Figure 11 Indicative location of site in context of National Monuments (Monument in red dot. Site outlined in red)

6. Planning Application Approach

The planning application related to the subject site will be overseen by McCutcheon Halley Planning Consultants in conjunction with O'Mahony Pike Architects and DOSA Consulting Engineers.

O'Mahony Pike Architects have designed the scheme to maximise the development potential of the site with an objective of providing a high standard of residential amenity for future residents.

DOSA Consulting Engineers have advised on the engineering side of the proposal and will provide advice on flooding and ground issues.

The owners of the site have compiled a very experienced design team to work on this proposal. It is considered, based on the residential zoning of the site and the experience of the design team in working on residential schemes, that planning permission will be forthcoming through the Part VIII process or to the Planning Authority.

The proposed scheme will comply with the zoning and development standards of the 2022 Cork City Development Plan, and the relevant guidelines, including:

- Project Ireland 2040: National Planning Framework, 2018
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024
- Design Manual for Urban Roads and Streets, 2019
- Sustainable Urban Housing: Design Standards for New Apartments, 2023
- Urban Development and Building Heights, 2018
- Cork Metropolitan Area Transport Strategy (CMATS) 2040
- Cork City Development Plan 2022

7. Appendix 1 – Statement of Compliance

Statement of Compliance

For Development at Scairt Cross, Douglas, Cork
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1.1 Cork City Development Plan 2022

Reference	Policy Objective	Policy Provision	Statement of Compliance
Chapter 2: Core Strategy	Objective 2.10: The 15 Minute City	To support the delivery of a 15-minute City delivering Compact Liveable Growth through walkable neighbourhoods, towns and communities with a mix of uses, house types and tenures that foster a diverse, resilient, socially inclusive and responsive city. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability.	The proposed development which incorporates a mix of 1, 2, and 3 bed residential units is located within a highly accessible area in terms of access to public transport facilities which supports the delivery of a 15-minute compact city. A bus stop for the 207-bus route is located on the site to the north at Scairt Cross and runs at 30-minute intervals to Cork City centre from 7.10am to 11:10pm Monday to Saturday. The bus route runs at 30-minute intervals to Cork City centre from 9.30am to 11pm on Sundays. This will allow the development to be served by frequent bus services to ensure connectivity to Cork City, Douglas and other employment centres including Blackpool on the north side of Cork City. The walkability of the development to local shops and services within Douglas District centre and Grange neighbourhood centre supports the use of sustainable transport measures over private transport methods.

Reference	Policy Objective	Policy Provision	Statement of Compliance
	Objective 2.14: Walkable Neighbourhoods	<p>New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:</p> <ul style="list-style-type: none"> a. Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces b. Creating attractive, safe and vibrant places designed at a human scale (i.e., places that relate to people, streetscape and local character). c. Ensuring a child friendly and age friendly environment with a mix of household types. d. Designing a safe place that enables access for all. e. Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services. 	<p>A mix of unit types and sizes at a scale and design that creates high quality buildings and spaces have been provided within the proposed development.</p> <p>The proposed scheme has been designed to be of the highest standard in terms of design, accessibility and surveillance to create an attractive, safe and vibrant place designed at a human scale.</p> <p>The development has been designed to be universally accessible to all members of the community, regardless of age or ability.</p> <p>The proposed scheme provides excellent pedestrian facilities which connect to the existing facilities within Douglas District Centre and Grange neighbourhood centre which provide a direct link from the subject site to essential services including schools. The site is situated in close proximity of several bus stops (there is a bus stop located at the site) and will benefit from the pending improvements to transport</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>f. Being well-connected with easy access to public transport and active travel.</p> <p>g. Providing enhanced permeability for walking and cycling.</p>	<p>services and infrastructure in the area through CMATS and the Donnybrook Hill Pedestrian Improvement Scheme.</p> <p>Pedestrian and cyclist connectivity are priority throughout the scheme with 94 no. bicycle spaces provided for the proposed development. Generous pedestrian paths are provided as part of the development.</p> <p>The proposed development is based on encouraging sustainable transport.</p>
	Objective 2.17: Neighbourhood Design	<p>The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approached to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.</p>	<p>The design focuses on the creation of a distinctive residential development and its integration with the surrounding area. The creation of a community is central to the design.</p>
Chapter 3: Delivering Homes and Communities	Objective 3.3	<p>New Housing Supply</p> <p>Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period.</p>	<p>The proposed development will provide 54 no. dwellings on zoned residential lands and will help achieve the City Council's New Housing Supply target.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>This will be achieved by:</p> <p>a. Zoning sufficient lands for residential or a mix of residential and other uses to facilitate the delivery of housing;</p>	
Chapter 3: Delivering Homes and Communities	Objective 3.5: Residential Density	<p>Cork City Council will seek to:</p> <p>a. Promote compact urban growth by encouraging higher densities throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standard set out in Chapter 11: Placemaking and Managing Development and mapped Objectives, and,</p> <p>b. Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities;</p>	<p>The proposed development promotes compact urban growth by providing a higher density of development (67.5 dph) on an infill site on a BusConnects route. The proposed heights are also in line with the City Council's Building Height strategy and Chapter 11: Placemaking and Managing Development.</p> <p>The proposed development provides for a high-quality sustainable residential development at an appropriate density without having a negative or adverse impact on the residential amenities of the area.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<ul style="list-style-type: none"> c. Ensure the urban density is closely linked to creating successful neighbourhoods (see 3-A-1, above) and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities. d. Ensuring high quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development 	<p>The development is within walking distance of Grange neighbourhood centre and Douglas District centre.</p> <p>As outlined in the Design Statement by O'Mahony Pike Architects, the scheme provides a high-quality architectural design and urban/public realm design.</p>
	Objective 3.6 Housing Mix	<p>Cork City Council will seek to:</p> <ul style="list-style-type: none"> a) Cork City Council will facilitate the provision of Build-to-Rent in suitable locations in Cork City and schemes shall comply with the requirements of the "Sustainable Urban Housing: Design Standards for New Apartments" Guidelines (DHPLG, March 2018) and the December 2020 update, and any subsequent updates. At the neighbourhood level development proposals should contribute to the creation or maintenance of a socially balanced and inclusive neighbourhood. Development proposals will need to be 	<p>A mix of house types is proposed as part of the development including the following:</p> <p>5 no. 3-bed dwelling houses; 3 no. 2-bed dwelling houses; 2 no. apartment blocks comprising; 24 no. 2-bedroom apartments; and 22 no. 1-bedroom apartments.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>justified within the context of the HNDA (Housing Need Demand Assessment) demand forecasts for one and two-person households and the spectrum of dwelling types and tenures available for that population group;</p> <ul style="list-style-type: none"> b) There is a presumption against shared accommodation / co-living development. c) Implement the provisions of the Joint Housing Strategy and HNDA as far as they relate to Cork City; d) Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in "Density Done Well" in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments; e) Within all new residential developments, it will be necessary to ensure an appropriate balance of housing tenure and dwelling size to sustain balanced and inclusive communities, including a balance of family-sized units and smaller dwellings 	<p>The higher number of 1 and 2 bed units in the scheme in an area where the predominant house types are larger 3 and 4 bed units, will help to achieve the Housing Strategy/HNDA and higher target for smaller units in Table 11.8 (City Suburbs Dwelling Size Mix for Housing Developments) of the 2022 CDP and in turn provide more affordable units and a more balanced and inclusive community in the area.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>tailored to suit the location (please refer to Chapter 11: Placemaking and Managing Development for those standards);</p> <p>f) Deliver at least 20% below-market priced housing across Cork City and ideally within each new residential neighbourhood;</p> <p>g) Encourage the provision of housing for one and two person households in all neighbourhoods to meet the needs of all age groups, including providing for downsizing to release family housing units;</p> <p>h) Update Development Plan policy as necessary to reflect emerging national guidance with regard to housing standards.</p>	
Chapter 4: Transport and Mobility	Objective 4.3 Strategic Location of New Development	To ensure that all new residential, employment and commercial development are focused in areas with good access to the planned high frequency public transport network.	The proposed development is located within close proximity to employment and commercial areas of Douglas and Grange which offer high frequency public transport
Chapter 5: Climate Change and	Objective 5.24b.	a) To support the strategic role that Green and Blue Infrastructure plays in facilitating a more climate resilient city.	While the site is modest in area, the proposal has included Blue and Green Infrastructure where possible.

Reference	Policy Objective	Policy Provision	Statement of Compliance
the Environment	Green and Blue Infrastructure	<p>b) All development proposals will be expected to fully explore and incorporate Green and Blue Infrastructure as an integral component of the scheme.</p> <p>c) To support communities in the development of local scale Green and Blue Infrastructure projects.</p>	
Chapter 9: Environmental Infrastructure	Objective 9.2 Waste Water	<p>a) To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical.</p> <p>b) As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.</p>	The proposed development incorporates SUDS and has obtained a Confirmation of Feasibility from Irish Water.
Chapter 9: Environmental Infrastructure	Objective 9.4 a. Sustainable Urban Drainage Systems (SUDS)	To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment	SUDS has been incorporated into the proposed scheme – see Engineering Report/Drawings by DOSA Consulting Engineers.

Reference	Policy Objective	Policy Provision	Statement of Compliance
		including run-off quantity, run off quality and impacts on habitat and water quality.	
Chapter 9: Environmental Infrastructure	Objective 9.5 a. Discharging	To ensure that onsite petrol/oil interceptors and silt traps shall be installed to all significant road projects/upgrades or for proposals where surface water otherwise discharges to watercourses, to prevent hydrocarbon pollution of the receiving waters.	The proposed scheme includes strategies to prevent hydrocarbon pollution to receiving waters. See Engineering Report/Drawings by DOSA Consulting Engineers.
Chapter 9: Environmental Infrastructure	Objective 9.6 Storm Water	To provide adequate storm water infrastructure in order to accommodate the planned levels of growth within the plan area and to ensure that appropriate flood management measures are implemented to protect property and infrastructure.	The proposed scheme provides for adequate storm water infrastructure/attenuation – see Engineering Report/Drawings by DOSA Consulting Engineers.
Chapter 11: Placemaking and Managing Development	Objective 11.2 Dwelling Size Mix	<p>All planning applications for residential developments or mixed-use developments comprising more than 50 dwellings will be required to comply with the target dwelling size mix specified in Tables 11.3-11.9, apart from in exceptional circumstances.</p> <p>Applications for 10-50 dwellings will need to provide a dwelling size mix that benefits from the flexibility provided by the dwelling size target ranges provided for the respective sub-area.</p>	<p>A mix of house types is proposed as part of the development including the following:</p> <p>5 no. 3-bed dwelling houses;</p> <p>3 no. 2-bed dwelling houses;</p> <p>2 no. apartment blocks comprising;</p> <p>24 no. 2-bedroom apartments; and</p> <p>22 no. 1-bedroom apartments.</p> <p>The higher number of 1 and 2 bed units within this scheme, will help to achieve the higher target for smaller units outlined in Table 11.3 and Table 11.8</p>

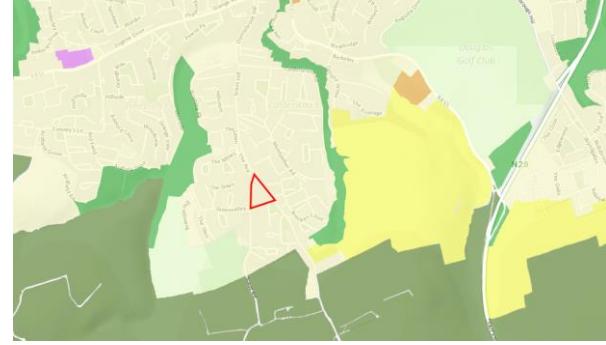
Reference	Policy Objective	Policy Provision	Statement of Compliance
		Where a clear justification can be provided on the basis of market evidence that demand / need for a specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.	<p>(City Suburbs Dwelling Size Mix for Housing Developments) and help to increase the availability of smaller residential units in an area where the predominant houses are 3 and 4 bedroom units..</p> <p>In compliance with Table 11.3 of the CDP and SPPR 1 of the Design Standards for New Apartments Guidelines for Planning Authorities, the proposal provides for 22 no. 1 bed units equating to 41% of the total units on site. SPPR 1 states that "<i>housing developments may include up to 50% one-bedroom or studio type units</i>" and therefore the proposed development is in compliance with the relevant guidelines.</p>
Chapter 11: Placemaking and Managing Development	Objective 11.3 Housing Quality and Standards	<p>a) High quality functional design: Housing developments should be of a high-quality design and provide adequately sized rooms with comfortable and functional layouts, which are fit for purpose without differentiating between tenures.</p> <p>b) Housing quality: Qualitative aspects of development are key to ensuring successful sustainable housing. Table 11.10 sets out key qualitative aspects</p>	<p>The proposed development provides a high-quality functional design – see Design Statement by OMP.</p> <p>The development is compliant with the design criteria outlined in Table 11.10 –</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>that should be addressed in the design of housing developments.</p> <p>c) Dual aspect dwellings: Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered to be a more appropriate design solution than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.</p> <p>d) Daylight Sunlight and Overshadowing: The design of developments should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst, minimising overshadowing and maximising the useability of outdoor amenity space.</p> <p>e) Waste: Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables, food waste and residual waste.</p>	<p>see Schedule of Accommodation, HQA and Design Statement by OMP.</p> <p>The scheme has a very high proportion (81.5%) of dual aspect units - see HQA by OMP.</p> <p>The proposed development provides a good quality of daylight/sunlight within the scheme and has generous separation distances to neighbouring properties so that there will be no adverse impacts or overshadowing.</p> <p>The proposed units have generous storage space - see HQA by OMP.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
Chapter 11: Placemaking and Managing Development	Objective 11.4 Daylight Sunlight and Overshadowing (DSO)	<p>All habitable rooms within new residential units shall have access to appropriate levels of natural / daylight and ventilation. Planning applications should be supported by a daylight and sunlight design strategy that sets out design objectives for the scheme itself and its context that should be included in the Design Statement.</p> <p>The potential impacts of the proposed development on the amenities enjoyed by adjoining properties will need to be assessed in relation to all major schemes and where separation distances are reduced below those stipulated. Cumulative impacts of committed schemes will also need to be assessed.</p> <p>Daylight, Sunlight and Overshadowing (DSO) assessment, utilising best practice tools, should be scoped and agreed with the Planning Authority prior to application and should take into account the amenities of the proposed development, its relevant context, planning commitments, and in major development areas the likely impact on adjacent sites.</p>	<p>All habitable rooms have access to appropriate levels of natural / daylight and ventilation (see Design Statement and Drawings by O'Mahony Pike Architects).</p> <p>The proposed development has generous separation distances to neighbouring properties so that there will be no adverse impacts or overshadowing.</p>
Chapter 11: Placemaking	Objective 11.5	Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private	

Reference	Policy Objective	Policy Provision	Statement of Compliance
and Managing Development	Private Amenity Space for Houses	<p>outdoor areas should allow space for outside dining and / or clothes drying, with reasonable circulation.</p> <p>Private open space for houses should aim to be at least 48 sqm. However, it may be acceptable to provide a smaller area where it can be demonstrated that good quality, useable open space can be provided on site.</p> <p>The following factors will be material in assessing whether adequate space has been provided:</p> <ul style="list-style-type: none"> a) The density of the proposed development. b) The context of the development in relation to the size and layout of existing residential plots and the pattern of development. c) The orientation of the outdoor area in relation to the path of the sun. d) The degree to which enclosure and overlooking impact on the proposed new dwellings and any neighbouring dwellings. e) The overall shape, access to and usability of the whole space to be provided. 	All housing units meet minimum requirements as set out for private amenity spaces – see HQA by OMP Architects.

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>f) Clear delineation public and private space (avoiding rear boundaries onto streets and public realm).</p> <p>The location of the plot in relation to publicly accessible open space and the offer of that space.</p>	
Chapter 11: Placemaking and Managing Development	Table 11.11: Residential Public Open Space Provision.	<p>Public Open Space Provision: Greenfield Sites / Areas for which local area plan is appropriate - 15%</p> <p>General Provision 10%</p>	The proposed development has an open space provision of 13.4% which is above the CDP standard - see Schedule of Accommodation by OMP Architects.
Chapter 11: Placemaking and Managing Development	Table 11.13: Maximum Car Parking Standards.	<p>Residential (1-2 Bedroom) 1.0 space</p> <p>Residential (3 - 3+ Bedroom) 2.0 space</p>	Given the sites proximity to existing public transport and services/facilities within Douglas and Grange, 44 no. car parking spaces are provided for the scheme. This will encourage sustainable modes of transport. 94 no. bicycle parking spaces are also provided on site.
Chapter 11: Placemaking and Managing Development	Table 11.14: Bicycle Parking Requirements.	Standard Apartments: 0.50 Per Unit in Suburbs	A generous amount of bicycle parking will be provided for the proposed development and is above the CDP standards (94 no. - see Schedule of Accommodation by OMP Architects).

Reference	Policy Objective	Policy Provision	Statement of Compliance
Chapter 12: Land Use Zoning Objectives	ZO 01 Sustainable Residential Neighbourhoods	<p>Protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.</p> 	<p>The proposed development is fully compliant with this zoning objective. As per Section ZO 1.3 of the Plan "<i>Primary uses in this zone include residential uses, crèches, schools, home-based economic activity, open space and places of public worship.</i>"</p>