

Planning Report

For Development at Farranlea Road, Cork

on behalf of Cetti Limited

April 2024



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Cetti Limited	
Project Title	Farranlea Road Part 8	
Document Title	Planning Report	
Document Comprises	Volumes	1
	Pages (Including Cover)	22
	Appendices	1
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Checked by	Tom Halley	
Office of Issue	Cork	
Document Information	Revision	A
	Status	Submitted
	Issue Date	April 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 Farranlea Road, Cork. The proposed development comprises the following:

- The demolition of existing structures;
- The construction of 5 no. 1-bed apartment units and 7 no. 2-bed apartment units in 1 no. four storey block; and
- All associated ancillary development including lighting, drainage, boundary treatments, car and bicycle parking and bin storage.



Figure 1 Proposed site Plan

This report is presented under the following headings:

- Site Context;
- Planning Policy Context;
- Proposed Development;
- Site Suitability; and
- Planning Application Approach.

In accordance with the City Council's requirement to demonstrate compliance with the relevant Development Plans (in a tabular format), A

Statement of Compliance (in a tabular format) is included with this pack which demonstrates compliance with the following Development Plans:

- Cork City Development Plan 2022

2. Site & Planning Policy Context

2.1 Site Context

The proposed site which is 0.06ha is located c. 70m from the junction of Farranlea Road and Victoria Cross and is situated in a mature residential area within the western (inner) suburbs of Cork City. The site is located close to several important employment and service locations including University College Cork (UCC, c. 1km), Munster Technology University (MTU, c. 2km), Cork University Hospital (CUH, c. 900m) and Wilton Shopping Centre (c. 1km). The Lee Fields and Mardyke / Fitzgerald Park amenity areas are located within easy walking distance, and this coupled with the provision of essential services in the area make this an extremely amenable area in which to reside.

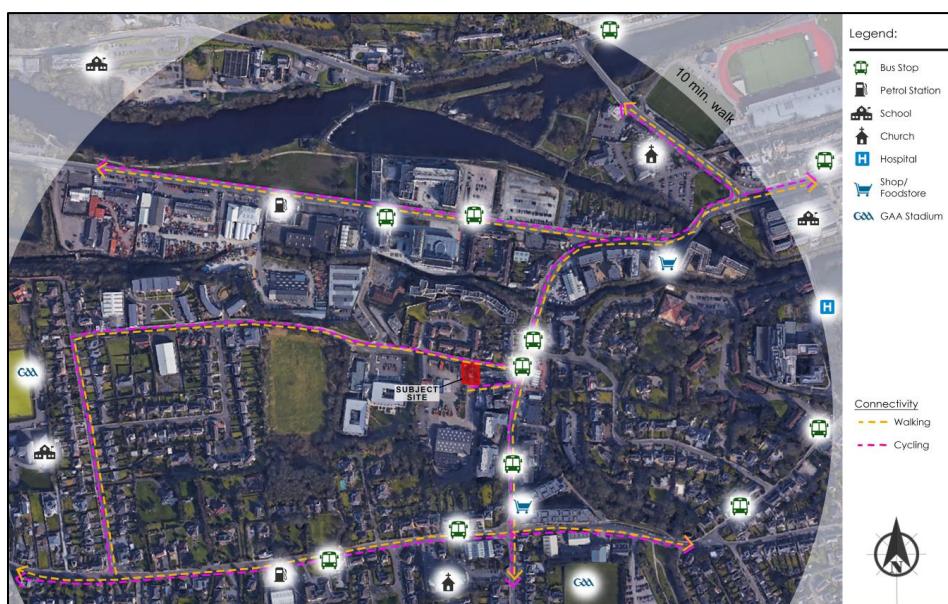


Figure 2 Site Context (site outlined in red) prepared by Deady Gahn Architects

The proposed site, with an area of 0.06 ha consists of a vacant detached house on a site overgrown with vegetation. The site is located between a large yard to the west and a flat roof single storey building, comprising medical and veterinary services to the east. The area surrounding the site comprises a mix of residential accommodation along with a mix of medical, business and retail land uses. The site is bounded by Farranlea Road to the north, Cork County Council's work yard to the west, a medical service building to the east with a residential units located to the north.

2.2 Planning History

There is no recent planning history attached to the site.

Recent planning permissions in the area have included consents for tall buildings including the 10-storey student accommodation building at the Crow's Nest site, County Hall which is a 17-storey building and a number of student / private apartment buildings of 4 storeys and over, including the Strategic Housing Development (SHD) permitted under ABP-310105-21 for 40

no. apartments in a building ranging in height from 5 to 10 storeys. Most of the recently completed buildings close to the site to its south are also 4 to 5 storeys or greater. These permitted/completed developments provide a precedent for taller buildings and higher densities in the area.



Figure 3 Site location in context of permissions adjoining the site

3. Planning Policy Context

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".

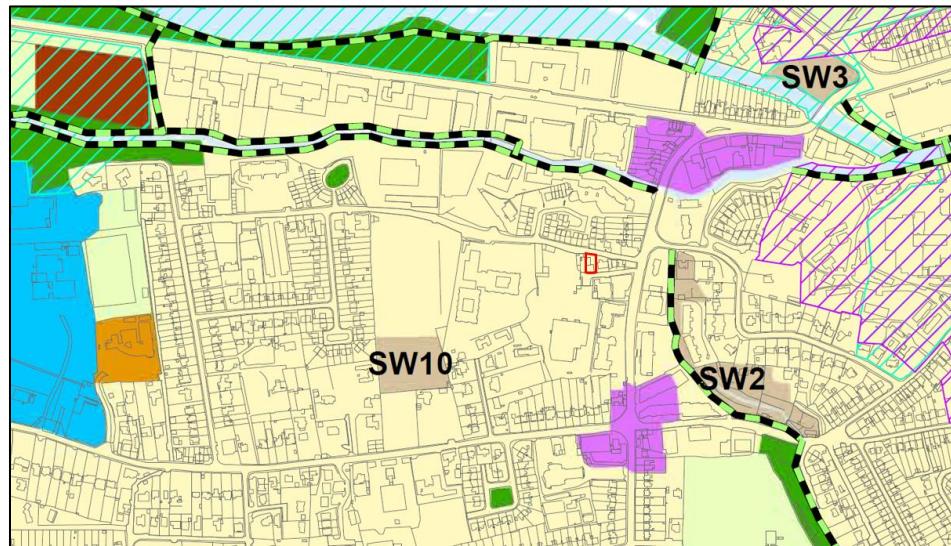


Figure 4 Extract from the City Development Plan, Map 08

In accordance with the Cork City Development Plan 2022, the site overlaps the City Fringe / Corridor and the Outer Suburbs for building heights where a target of 4 to 7 storeys is proposed for City Fringe / Corridor locations and 2 to 4 storeys in height is proposed for Outer Suburbs. Similarly, a density of 50-150 dwellings per hectare is the target for City Fringe / Corridor locations whilst 35-60 dwellings per hectare is the target for residential led schemes in the Outer Suburbs.

Victoria Cross is also identified as an 'exception' in the 2022 CDP and the Cork City Urban Density Building Height and Tall Building Study (UDBHTBS) in relation to density and building height.

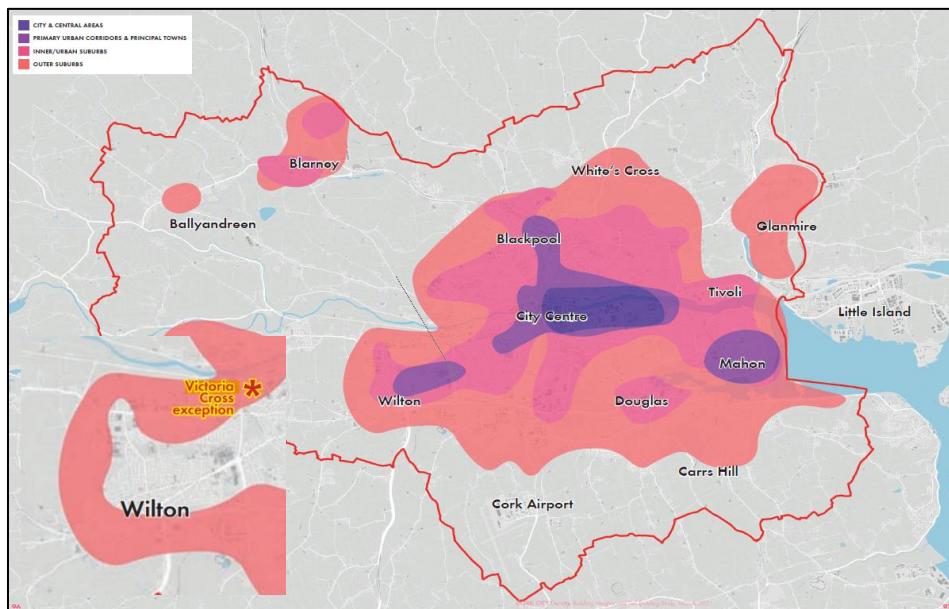


Figure 5 Extract from Cork City Development Plan – Density and Building Height Strategy (extract from UDBHTBS inset)

As noted in the National Planning Framework Project Ireland 2040 (NPF) more people, jobs and activity are encouraged within existing urban areas on brownfield sites opposed to greenfield locations. National Policy Objective (NPO) 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).

NPO 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 supporting paragraphs to National Policy Objective 13 notes that infill and brownfield development is more complex to deliver than greenfield development for a variety of reasons and that to enable development on brownfield sites, planning policies and standards need to be flexible, focusing on design-led and performance-based outcomes, rather than specifying absolute requirements in all cases. The NPF further notes that planning standards should be relaxed and applied in response to well-designed proposals that can achieve brownfield development objectives in settlements of all sizes. The NPF states that the reason for this is to recognise the fact that many current urban planning standards were devised for applications on greenfield development sites and cannot account for the evolved layers of complexity in existing built-up areas. In particular, "**general restrictions such**

as those on building height or universal standards for car parking may not be applicable in all circumstances in urban areas and should therefore be replaced by performance-based criteria appropriate to general location" (emphasis added).

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.

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target*	Lower	Upper	Prevailing	Lower	Upper
City	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
Fringe / Corridor / Centre	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
Inner Urban Suburbs	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Tivoli	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincollig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	25	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
Outer Suburbs	0 - 1.5	0.2 - 1.5	0 - 25	35	60	2	3	2	4

Figure 6 Extract from Cork City Development Plan - Density and Building Height Strategy

The proposed density of 200 units per hectare is appropriate given the presence and capacity of public transportation in the area; the site's location adjoining two neighbourhood centres; and the site (and adjoining uses) can accommodate the proposed building height (i.e. there are no sensitivities or amenity concerns in relation to overlooking, overshadowing, daylight, sunlight etc.). 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) and 180 units/ha (CMP Site).

The proposed development is consistent with the density permitted on the Crow's Nest and Victoria Road sites to the north and east of the subject site, albeit our development is of a much more modest scale and height.

Therefore, the proposed density is appropriate for a site located between two neighbourhood/local centres and located on a BusConnects/public transport corridor which will be the route of the LRT 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.

The proposed development aligns with the guidance set out in the Cork City Development Plan and the UDBHTBS in relation to height and density.

A Statement of Compliance (in a tabular format) is included with this pack which demonstrates compliance with the current Cork City Development Plan 2022.

4. Proposed Development

It is proposed to provide a 4-storey building which will accommodate 12 units in total. As this development is very close to the city centre, Dennehys Cross/Victoria Cross neighbourhood centre and the high-frequency BusConnects/rapid transit (BRT) corridor, there is no requirement for car parking on the site and 2 no. visitor parking spaces will be provided. 26 no. bicycle spaces are also provided on site for the development.



Figure 7 Site Layout Plan



Figure 8 Proposed renders – Northern elevation



Figure 9 Proposed renders – Southern elevation

5. Site Suitability

The site is located in an established residential area of Cork City's western suburbs close to services, employment locations and amenities. The area comprises a mix of residential house types ranging from student accommodation to private house and apartment accommodation. The provision of additional housing on the subject site will assist in balancing the housing mix in the area.

The site is located on a dedicated and high frequency public transport corridor and is 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.

5.1 Access and Transportation

Access to the development will be provided via a road servicing the south (front) of the property. The road is sufficiently wide to accommodate a fire truck, as per the requirements of the City Council's Fire Department.

The site is accessed via the R641 Victoria Cross Road. The road is sufficiently wide to accommodate any vehicular movements to and from any future residential development. Parking provision at the proposed development will be limited which will ensure low vehicular movement from the development. From a safety viewpoint, the access road is a Cul de Sac which will ensure it is safe as no through traffic can use the route. And from a wider access point of view, the Victoria Cross Road offers access to the city centre, Wilton and the entire metropolitan area via the South Link.

Victoria Cross Road is a busy suburban route with adequate pedestrian infrastructure and is the location of several bus stops and bus routes. The closest bus stops to the site are located c. 150m away and offer high frequency services to the city centre and the west of the city.

One of the bus routes, the 220, offers a 24-hour service between Ballincollig and Carrigaline via the city centre operating at 15-minute intervals at peak times. The location of the site so close to several high frequency bus routes which will ensure future residents can access employment and essential services without the use of a car.

The development will also benefit from the improvements to transport services and infrastructure in the area including BusConnects and the Light Rail (LRT) proposed in the Cork Metropolitan Area Transport Strategy (CMATS).



Figure 10 Location of site in context of high frequency bus stops

The sites' location, in close proximity to the major employment providers such as University College Cork and Cork University Hospital, and with the city centre only c. 1.5 km away, it is considered that cycling as a form of transport is a realistic transport option.

The continued provision of cycling infrastructure throughout the city, and the subsequent improvements in safety will ensure taking a bike to do everyday tasks will become a more realistic choice for residents of the future development.



Figure 11 Location of site in proximity of public transport, services and facilities prepared by Deady Gahan Architects

5.2 Cork Metropolitan Area Transport Strategy (CMATS)

CMATS is part of the National Planning Framework plan to grow the Metropolitan region of Cork to provide a counterbalance to the over development of the Dublin region.

CMATS provides the framework to deliver an integrated transport network that will allow for the sustainable growth of the Cork region. At a more local and site-specific level, the Victoria Cross Road area will benefit from the provision of the proposed light rail system running from Ballincollig to Mahon via the city centre and the BusConnects route along the Wilton corridor.

As outlined in Figures 12 and 13 below, the subject area lies in close proximity to the proposed light rail route and one of BusConnects Priority Measures. Both projects will lead to an increased high frequency public transport service in the area, ensuring good connections to the entire metropolitan region.

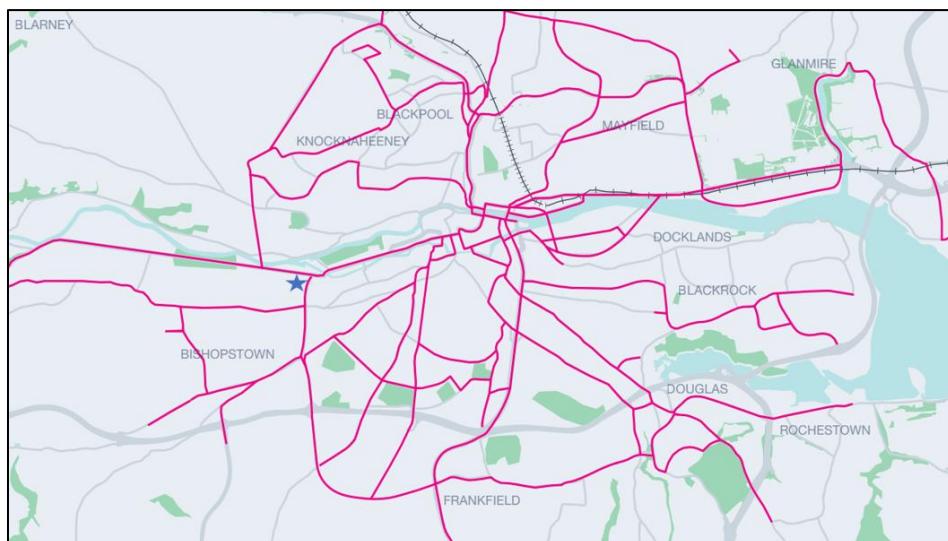


Figure 12 Future Public Transport Plans outlined in CMATS in context of site (blue star)
– Bus Priority

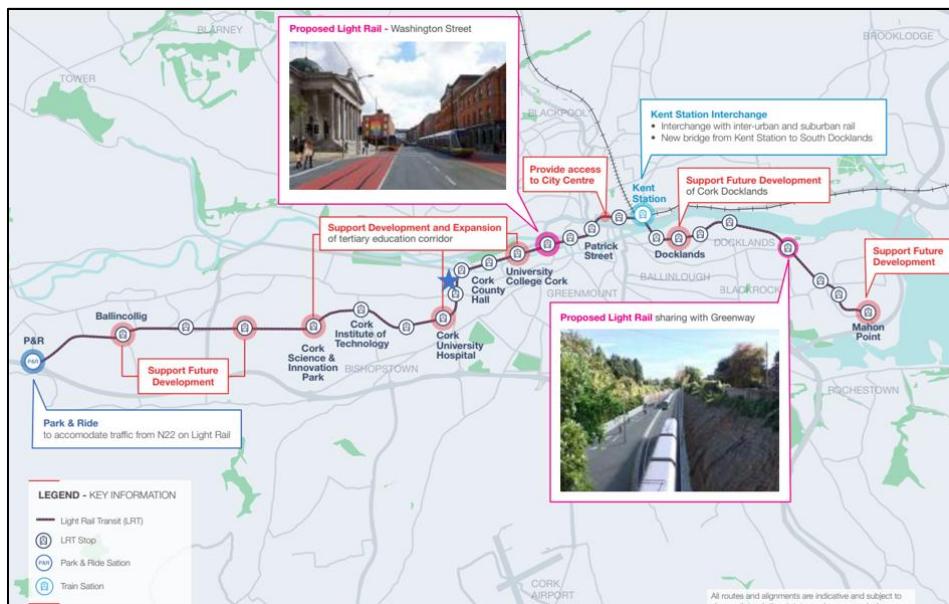


Figure 13 Future Public Transport Plans outlined in CMATS in context of site (blue star) – Light Rail Transit (LRT)

5.3 Social & Community Facilities

The site benefits from close proximity to a number of social and community facilities including the following:

Type of Social Infrastructure	Type of Service	Distance from Site
Retail		
Tesco Express	Supermarket	200m
Centra Convenience Store	Shop	300m
Texaco Station	Fuel and Shop	350m
Pharmacy	Chemist	250m
Amenities		
Lee Fields	Open Space	800m
Mardyke/Fitzgerald's Park	Amenity Area / Park	800m
Mardyke Arena	Sports Facility	500m
Schools		
St. Catherine's	Primary School	800m
Glasheen Boys	Primary School	750m
Mount Mercy	Secondary School	700m
Colaiste an Spioraid Naoimh	Secondary School	1km
Childcare		
Model Farm Road Childcare	Creche	1km
Nurture Childcare	Creche	900m
Neighbourhood Centre		
Wilton Shopping Centre	District Centre	1km
Denehy's Cross	Local Centre	200m

Table 1 Social and Community Facilities

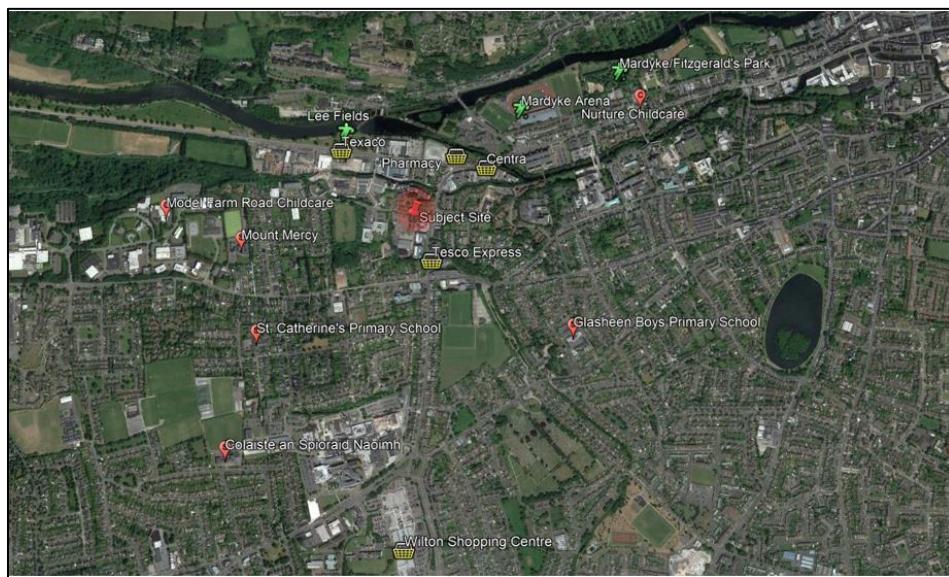


Figure 14 Location of Social and Community Facilities

5.4 Engineering/Services

All drainage and water supply services are immediately available to the site. The material by Ray Keane & Associates Consulting Engineers (RKA) included in the submission demonstrates that ground conditions are amenable to development. 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.

Furthermore, the site is not located within a flood zone.

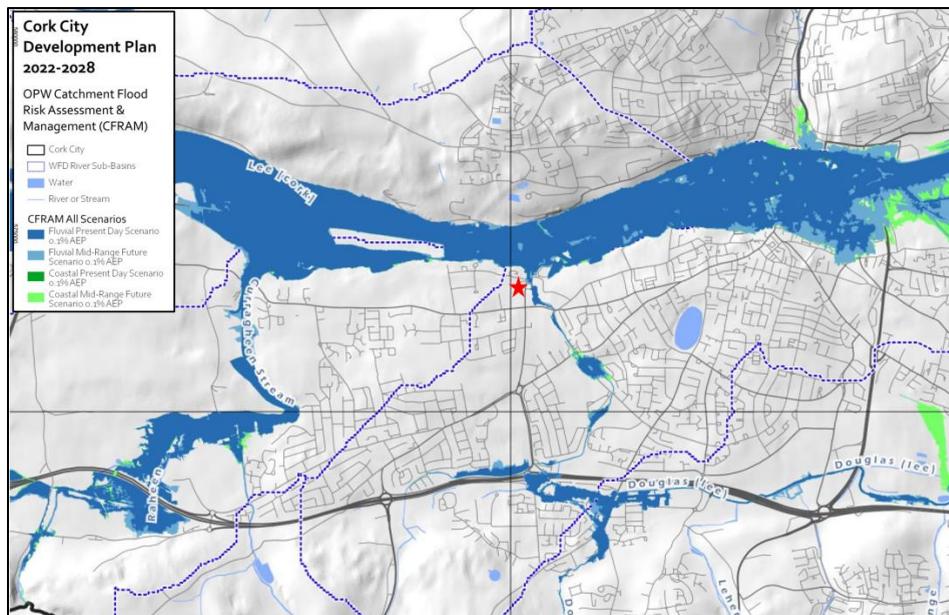


Figure 15 Location of site in context of Flood Zones. Site indicated by red star.

5.5 Heritage and Archaeology

There are no protected structures or national monuments located on the subject site. The closest archaeological feature is a Country House located 0.7km away to the southeast.

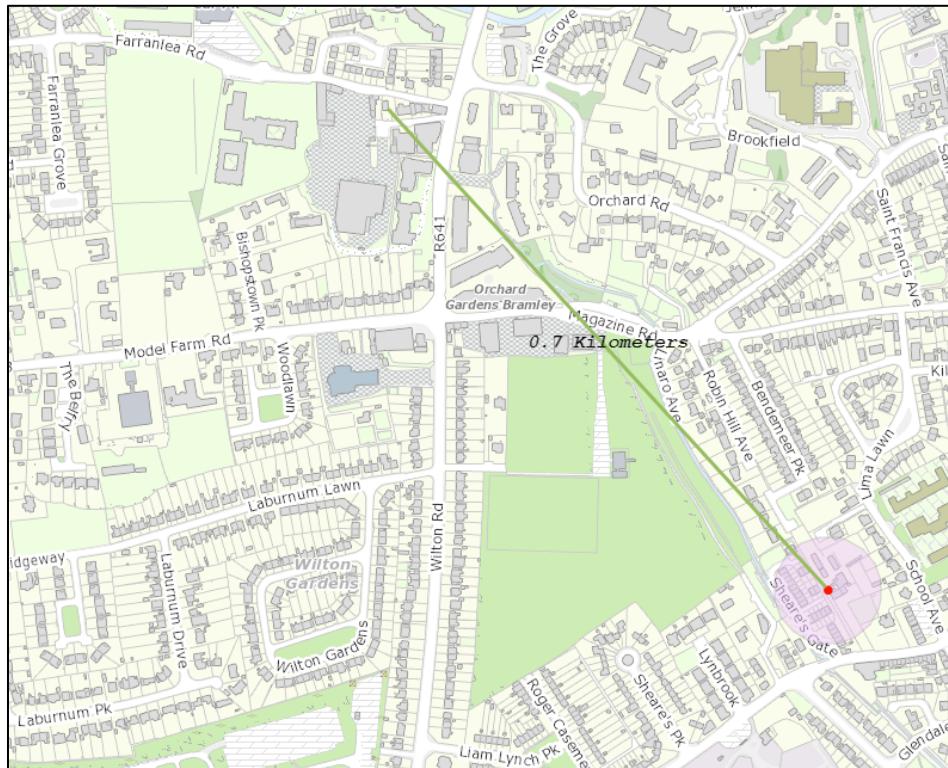


Figure 16 Location of site in context of National Monuments. Monument identified by red dot.

6. Planning Application Approach

The planning application related to the subject site will be overseen by McCutcheon Halley Planning Consultants in conjunction with Deady Gahan Architects and Ray Keane and Associate Consulting Engineers (RKA).

Deady Gahan 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.

RKA 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 current zoning attached to the site and the experience of the design team in working on residential schemes, that planning permission will be forthcoming either through the Part VIII process or by way of Section 34 application to the Planning Authority.

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

- Project Ireland 2040: National Planning Framework, 2018
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024
- Urban Design Manual – A Best Practice Guide, 2009
- Design Manual for Urban Roads and Streets, 2013
- Sustainable Urban Housing: Design Standards for New Apartments, 2022
- Cork City Development Plan, 2022.

7. Appendix 1 – Statement of Compliance

Statement of Compliance

For Development at Farranlea Road, Cork

on behalf of Cetti Limited

April 2024



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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 that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.	<p>The proposed development which incorporates a mix of 1 and 2 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 city. The 220-bus service offers a 24-hour service between Ballincollig and Carrigaline via the city centre operating at 15-minute intervals at peak times and stops 150m to the northwest.</p> <p>The walkability of the development to local shops and services within Dennehys Cross and Victoria Cross neighbourhood centres, the City Centre and Wilton District centre serves well to support the use of sustainable transport measures over private transport methods.</p>
	Objective 2.14: Walkable Neighbourhoods	New development shall be designed to make positive additions to their neighbourhoods, towns and communities by:	

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<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, streetscapes and local character) with active streets and avoiding the creation of "dead" spaces. c) Ensuring a child friendly and age friendly environment applying Universal Design principles 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 and cycling facilities which connect to the existing facilities within the Wilton area which will provide a direct link from the subject site to Cork City and Metropolitan Cork. The site is situated in close proximity of several bus stops and will benefit from the pending</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>improvements to transport services and infrastructure in the area.</p> <p>Pedestrian and cyclist connectivity are priority throughout the scheme. Generous pedestrian paths are provided as part of the streetscape.</p> <p>The proposed development is based on encouraging sustainable transport.</p>
	Objective 2.17: Neighbourhood Design	The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.	The proposed development has been developed having regard to the 12 no. urban design principles as outlined. 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.
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 standards set out in</p>	The proposed development seeks permission for a net residential density of 200 units/ha on a brownfield site.

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>Chapter 11: Placemaking and Managing Development and Mapped Objectives; and</p> <ul style="list-style-type: none"> 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 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>Even though it is of a modest scale, the proposed development is of a high-quality architectural standard and has had regard to the Guidance set out in Chapter 11: Placemaking and Managing Development.</p>
	<p>Objective 3.6 Housing Mix</p>	<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 	

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>proposals should contribute to the creation or maintenance of a socially balanced and inclusive neighbourhood. Development proposals will need to be 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 tailored to suit the location (please refer to Chapter 11: Section 11: Residential Density and Tenure). 	<p>The proposed development provides a mix of 5 no. 1 bed apartments and 7 no. 2 bed apartments and will help address the acute shortfall for smaller, affordable units in the City.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>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 Wilton District Centre, CUH, UCC and Cork City Centre. The area offers high frequency public transport including 24hour bus services.
Chapter 5: Climate Change and the Environment	Objective 5.24 b. Green and Blue Infrastructure	<p>a) To support the strategic role that Green and Blue Infrastructure plays in facilitating a more climate resilient city.</p> <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>	N/A

Reference	Policy Objective	Policy Provision	Statement of Compliance
		c) To support communities in the development of local scale Green and Blue Infrastructure projects.	
Chapter 9: Environmental Infrastructure	Objective 9.2 Wastewater	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. 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.	The proposed development has a separate foul and surface water drainage system and incorporates SUDS and has obtained a Confirmation of Feasibility from Uisce Eireann.
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 including run-off quantity, run off quality and impacts on habitat and water quality.	SUDS has been incorporated into the proposed scheme – see Engineering Report/Drawings by RKA (Ray Keane and Associates) Consulting Engineers.
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	The proposed scheme includes strategies to prevent hydrocarbon pollution to receiving waters. See Engineering Report/Drawings by RKA Consulting Engineers.

Reference	Policy Objective	Policy Provision	Statement of Compliance
		prevent hydrocarbon pollution of the receiving waters.	
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 RKA 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>Purpose-Built Student Accommodation schemes will be exempt from dwelling size mix targets. Where there is a target for student accommodation, and it can be demonstrated that this demand has been provided for within the area, then this demand can be reassigned to other dwelling sizes according to the relative target proportions.</p> <p>Where a clear justification can be provided on the basis of market evidence that demand / need for a</p>	<p>The proposed development provides a total of 12 units with a mix of 5 no. 1 bed apartments and 7 no. 2 bed apartments. The proposed dwelling size mix has been proposed to comply with Table 11.3 of the Development Plan.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		specific dwelling size is lower than the target then flexibility will be provided according to the ranges specified.	
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 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</p>	The proposed development provides a high-quality functional layout with generous dual aspect unit sizes which are compliant with Table 11.10

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>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>f) Minimum spatial standards: Housing developments are required to meet the minimum standards defined below.</p>	
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</p>	<p>All habitable rooms have access to appropriate levels of natural / daylight and ventilation (see Design Statement by Deady Gahan Architects) and will not have a negative impact on the amenities enjoyed by adjoining properties.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<p>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>	
Chapter 11: Placemaking and Managing Development	Objective 11.5 Private Amenity Space for Houses	<p>Houses should provide a private garden / terrace, of adequate size and proportions for the size of house proposed. The private 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. 	N/A – Refer to Detailed Schedule of Accommodation by Deady Gahan Architects.

Reference	Policy Objective	Policy Provision	Statement of Compliance
		<ul style="list-style-type: none"> e) The overall shape, access to and usability of the whole space to be provided. f) Clear delineation public and private space (avoiding rear boundaries onto streets and public realm). g) The location of the plot in relation to publicly accessible open space and the offer of that space. 	
Chapter 11: Placemaking and Managing Development	Table 11.11: Residential Public Open Space Provision.	<p>Public Open Space Provision:</p> <p>Greenfield Sites / Areas for which a local area plan is appropriate 15%</p> <p>General Provision 10%</p>	<p>The proposed development has an open space provision of 10%.</p> <p>The Lee Fields and Mardyke / Fitzgerald Park amenity areas are located within easy walking distance of the subject site</p>
Chapter 11: Placemaking and Managing Development	Table 11.13: Maximum Car Parking Standards.	<p>Zone 2</p> <p>Residential (1-2 Bedroom) 1.0 space</p> <p>Residential (3 - 3+ Bedroom) 2.0 space</p>	<p>Given the sites proximity to existing services and facilities within Dennhy's Cross/Victoria Cross neighbourhood centres, Wilton District Centre and Cork City Centre, 2 no. car parking spaces are provided for the scheme. This will encourage sustainable modes of transport.</p> <p>Adequate bicycle parking is also provided on site.</p>

Reference	Policy Objective	Policy Provision	Statement of Compliance
Chapter 11: Placemaking and Managing Development	Table 11.14: Bicycle Parking Requirements.	Standard Apartments: 0.50 Per Unit in Suburbs	26 no. bicycle parking will be provided for the proposed development in accordance with CDP standards.
Chapter 12: Land Use Zoning Objectives	ZO 01 Sustainable Residential Neighbourhoods	<p>To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.</p> 	The proposed development is fully compliant with the ZO 01 zoning objective.