

# Planning Policy Context

## Consistency with Cork City Development Plan 2022-2028 (CDP)

Policy	Consistency of Scheme
<p><b><u>Zoning Objectives</u></b></p> <p>The subject site is situated within the ZO 01 Sustainable Residential Neighbourhoods' in the CDP which aims.</p> <p><i>'To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.'</i></p> <p>Paragraphs ZO 1.1 -1.7 expand further on the vision for ZO 1 zoned lands stating.</p> <p>ZO 1.1 – <i>'The vision for sustainable residential development in Cork City is one of sustainable residential neighbourhoods where a range of residential accommodation, open space, local services and community facilities are available within easy reach of residents.'</i></p> <p>ZO 1.3 – <i>'Primary uses in this zone include residential uses, crèches, schools, home-based economic activity, open space and places of public worship.'</i></p>	<p>The proposed development is in accordance with the sites ZO 01 zoning objective. The proposed development provides for the replacement of an existing derelict dwelling house with a compact and appropriately scaled residential scheme of 8 dwellings at a location which is within walking distance to all opportunities and amenities in Ballincollig and public transport links.</p>
<p><b><u>CDP Strategic Objectives (SO's)</u></b></p> <p><b><u>SO1 – Compact Liveable Growth</u></b> - Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to the existing city.</p> <p><b><u>SO2 – Delivering Homes &amp; Communities</u></b> - Provide densities that create liveable, integrated communities by using a mix of house types, tenures and sizes linked to active and public transport. Provide amenities, services and community and cultural uses to enable inclusive, diverse and culturally rich neighbourhoods.</p> <p><b><u>SO3 – Transport &amp; Mobility</u></b> - Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.</p>	<p>The subject site represents an infill urban site within walking/cycling distance of various employment, retail, educational, recreational and public transport opportunities in Ballincollig. The proposed development will positively contribute to achieving a 15-minute city of scale by delivering new residential development at a location already served by amenities and services promoted by SO's 1 and 2.</p> <p>The proposed development is in accordance with SO3 by positively contributing to the activation of underutilised urban lands with existing and future public transport services identified in CMATS.</p>

### SO9 – Placemaking and Managing Development

Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.

In accordance with SO9, the proposed development represents the compact, efficient, yet sensitive redevelopment of the site providing a scheme of appropriate design and density having regard to the sites location on Main Street, Ballincollig and the existing scale and pattern of development in the area.

### SO 1: Compact Liveable Growth Objectives

#### Objective 2.24 Underutilised Sites

Cork City Council will seek to address issues of dereliction, vacancy and underutilisation of sites within Cork City by encouraging and facilitating their re-use and regeneration subject to good planning and the infrastructural carrying capacities of the area.

The proposed development represents the realisation of a long-term underutilised urban site. Objective 2.24 confirms that the City Council will encourage and facilitate the redevelopment of such sites.

#### Objective 2.30 Implementing the Core Strategy

To implement and support the delivery of the Core Strategy in accordance with the Core Strategy Map and Table, the Growth Strategy Map and Table and the Objectives for City Growth Table set out in this plan.

The provision of 8 no. residential units at the site will contribute to achieving the target set out in Objective 2.31 seeking to deliver 65% of all new homes in Cork City on lands within the existing built footprint of the city.

#### Objective 2.31 Compact Growth

It is an objective to target the delivery of 65% of all new homes in Cork City on lands within the existing built footprint of the city, as set out in the Core Strategy.

The proposed development represents a Council led Social Housing Scheme reflecting a significant positive step in delivering secure and high-quality social housing stock during the lifetime of plan.

#### Objective 2.32 Housing Supply

Support an increase in the supply, affordability and quality of new housing in the city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.

### SO 2: Delivering Homes & Sustainable Neighbourhoods Objectives

#### Objective 3.3 New Housing Supply

Provision will be made for at least 17,118 new homes to be built in Cork over the Development Plan period. This will be achieved by:

(b) Designating Transformational sites capable of delivering new homes.

As detailed in the enclosed HQA prepared by Deady Gahan Architects, the proposed development provides for an appropriate range of house types which will not only contribute to the addressing the current housing shortage in the city, but also a diverse and sustainable neighbourhood. The proposed development is in accordance with the HNDA prepared by Cork City Council.

(c) Utilising the Cork City Capacity Study prepared as an input into this Plan to identify the residential development potential of sites.

**Objective 3.4 Compact Growth**

Cork City Council will seek to ensure that at least 66% of all new homes will be provided within the existing footprint of Cork. Cork City Council will seek to ensure that at least 33% of all new homes will be provided within brownfield sites in Cork.

Optimising the potential for housing delivery on all suitable and available brownfield sites will be achieved by:

(e) The development of small and infill sites and the re-use of existing designated and undesignated built heritage assets including those on development sites;

(m) Ensuring that all new housing developments contribute to the creation and/or maintenance of successful neighbourhoods;

(n) Identifying and promoting the development potential of brownfield, small sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets

**SO 3: Transport and Mobility Development Objectives**

**Objective 4.1 CMATS**

Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure, including the Northern Distributor Road and Southern Distributor Link Road.

**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.

**Objective 11.1 Sustainable Residential Development**

The proposed development represents the re-development of an infill urban site with excellent access to amenities, educational opportunities and employment outlets within a short walking distance. The proposed development is also situated immediately adjacent to an existing bus stop for the 220 no. bus route. The proposed development is consistent with all principles relating to the achievement of compact growth in urban areas and will positively contribute to the settlement.

As referenced above, the proposed development is in accordance with the general and specific objectives identified in CMATS; in particular, with BusConnects. The site is situated at the junction of Inniscarra View and Ballincollig Main Street which is identified on BusConnects as a 'Sustainable Transport Corridor' which reflects that upgrade to footpaths, bicycle lanes and bus lanes will likely be delivered along the site's northern boundary in the near future. As detailed in the plans prepared by Deady Gahan Architects, the proposed development fully accommodates any future widening/upgrades that may be delivered through BusConnects. The proposed buildings are sufficiently set back from the site's northern boundary, in line with existing adjacent properties ensuring that the proposed development can be successfully delivered in both scenarios where BusConnects is delivered, or the existing scenario remains. The subject site is ideally placed to benefit from existing and future public transport links.

The proposed development is consistent with all principles identified in Objective 11.1 of the CDP. The proposed development will positively contribute to the 15-

Residential developments shall be sustainable and create high quality places which:

- a) Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding “dead” spaces.
- b) Prioritise walking, cycling and public transport, and minimise the need to use cars.
- i) Promote social integration and provide accommodation for a diverse range of household types and age groups.

**Table 11.2: Cork City Density and Building Height Standards.**

The site is situated in the ‘Outer Ballincollig’ area according to Cork City Councils ‘Density & Buildings Heights’ map. Table 11.2 does not specify density and height guides in outer Ballincollig, but given the sites location on Main Street and access to services, amenities and public transport opportunities it is considered that the site can fall generally within the ‘Central Ballincollig’ area which outlines that development should be within density target of 50-100 units per hectare and 3-5 storeys in height.

**Objective 11.12 Replacement Dwelling**

To discourage the demolition and replacement of existing building stock of a vernacular quality, which should be retained and refurbished. Where a dwelling or building of significant vernacular quality is proposed to be demolished, an architectural conservation report by a qualified conservation architect should be submitted as part of any planning application.

**Table 11.13: Maximum Car Parking Standards**

- Ballincollig is identified in Zone 2 where maximum target is 1 car space per dwelling is appropriate for 1&2 bed units.
- For 3+ bed units in Ballincollig a maximum of 2 car spaces.

**Table 11.14: Minimum Bicycle Parking Requirements**

0.50 Per apartment unit in Suburbs (includes Ballincollig).

minute concept The proposed development will contribute 8 no. residential units to the existing housing stock in Cork City/Ballincollig, where walking, cycling, and public transport will be prioritised over the private car.

The design of units also complies with Technical Guidelines Document M to cater for access and use by people with disabilities, and the elderly.

As detailed in the accompanying plans prepared by Deady Gahan Architects the proposed development reflects a development of up to 2.5 storeys and a density of 66.7 units per hectare, in accordance with the vision for future developments in Ballincollig. The layout and density are also responsive to the site-specific context which includes existing residential properties bounding the southern and western boundaries of the site.

The existing dwelling house on the site is not of any architectural or cultural heritage significance and its replacement will positively contribute to the built environment of the area. As detailed in the plans and Architectural Design Statement prepared by Deady Gahan Architects, the proposed layout and dwelling design represents a high-quality, sensitive and appropriately scaled development which responds to the site-specific context.

The proposed development only provides for 2 car parking spaces which are located adjacent to the proposed detached 4 bed dwelling house. No car parking spaces are proposed adjacent to the townhouse/apartment units. The proposed development is in accordance with criteria set out in Table 11.13.

The proposed development provides for 13 no. bicycle parking spaces, comfortably in excess of the requirements set out in Table 11.14

## Consistency with Sustainable and Compact Settlements Guidelines for Planning Authorities 2024 (CSG's)

The CSG's were published by the Government in January 2024 and set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They are accompanied by a companion non-statutory Design Manual that illustrates best practice examples of how the policies and objectives of the Guidelines can be applied. The SRDCSG replaces the previously adopted 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009'.

Policy	Consistency of Scheme
<p>Ballincollig is situated within the Cork Metropolitan Area Spatial Plan (MASP) region as defined in the Regional Spatial &amp; Economic Strategy for the Southern Region 2020 (RSES).</p> <p>Ballincollig is defined as a 'Metropolitan Town' in the Cork Metropolitan Area Spatial Plan (Cork MASP) with Table 3.3 of the CSG's stating that for 'Centre and Urban Neighbourhoods' that.</p> <p><i>The centre and urban neighbourhoods category includes: (i) the town centre and immediately surrounding neighbourhoods, (ii) strategic and sustainable development locations, and (iii) lands around existing or planned high capacity public transport nodes or interchanges (defined in Table 3.8). It is a policy and objective of these Guidelines that residential densities in the <b>range 50 dph to 150 dph (net)</b> shall generally be applied in the centres and in urban neighbourhoods of Metropolitan Towns.</i></p>	<p>As outlined above the proposed development of 66.7 units per hectare is in accordance with density guidance for Centre and Urban Neighbourhoods sites in Metropolitan Towns as outlined in the CSG's.</p> <p>As detailed in the accompanying plans prepared by Deady Gahan Architects the proposed development reflects a development of up to 2.5 storeys and a density of 66.7 units per hectare, in accordance with the vision for future developments in Ballincollig.</p>
<p><b><u>Specific Planning Policy Requirement (SPPR) 1 - Separation Distances</u></b></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</p>	<p>As detailed in the enclosed site and building plans, Architectural Design Statement and Housing Quality Assessment prepared by Deady Gahan Architects, the proposed development is in accordance with SPPR 1.</p>

undue overlooking of habitable rooms and private amenity spaces.

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.