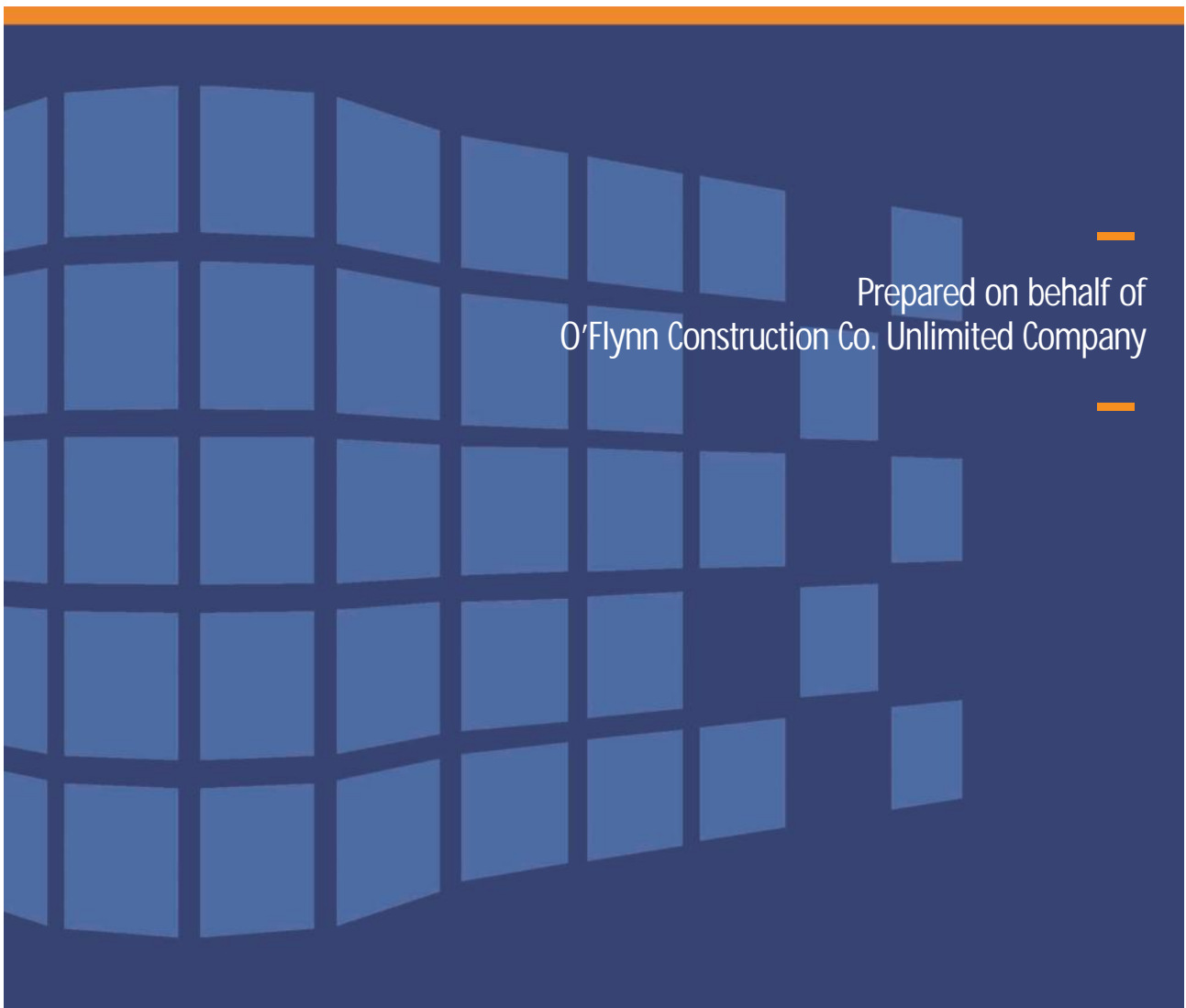


# Statement of Consistency

Strategic Housing Development Application for 123 no. apartments in 3 no blocks, ranging in height from 3 to 6 storeys and all associated ancillary development works at Old Fort Road, Ballincollig, Cork.



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# 1.0 Introduction

## 1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Wilson Architecture, JODA Engineering Consultants, Brady Shipman Martin and Arup Engineers on behalf of O'Flynn Construction Co. Unlimited Company to accompany a planning application for a Strategic Housing Development application at Old Fort Road, Ballincollig, Cork.

The proposed development comprises the development of:

- The construction of 123 no. residential units in 3 no. blocks which range in height from 3 to 6 storeys and comprising a mix of 1 & 2 bed apartments;
- 1 no. creche / childcare facility, internal residential amenity space and residents gym;
- The provision of landscaping and amenity areas including play/amenity areas at podium level;
- The provision of a set-down area, footpaths, cycle lane and table-top junction arrangement at the access to the development on the Old Fort Road; and
- All associated ancillary development to include pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin storage, plant, ESB Sub-station and bicycle, motorbike and car parking provided at ground and under-croft level.

This report provides a statement of consistency with the relevant planning policy documents at national and local levels. The statement addresses the relevant policy documents individually, assessing consistency with principles and relevant objectives in a matrix form. The cover letter considers compliance with policies based on relevant themes which emerge from relevant guidelines and policy documents.

Section 2 of this report reviews the following national and regional planning policy documents:

- 2.1 *Project Ireland 2040: National Planning Framework (2018)*;
- 2.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016)*;
- 2.3 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009)*, Department of Environment, Heritage and Local Government;
- 2.4 *Urban Design Manual – A Best Practice Guide (UDM) 2009*, Department of Environment, Heritage and Local Government;
- 2.5 *Design Manual for Urban Roads and Streets (DMURS) 2013*, Department of Transport, Tourism and Sport;
- 2.6 *2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018*, Department of Housing, Planning and Local Government;
- 2.7 *Urban Development and Building Heights – Guidelines for Planning Authorities, 2018*, Department of Housing, Planning and Local Government;
- 2.8 *Childcare Facilities Guidelines*, June 2001.
- 2.9 *Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019)*.

Section 3 of this report addresses the following Local Planning Policy documents

- 3.1 *Cork Metropolitan Area Transport Strategy (CMATS) 2040*;
- 3.2 *Cork City Development Plan 2015*;
- 3.3 *Cork County Development Plan 2014*
- 3.4 *Ballincollig – Carrigaline Municipal District Local Area Plan, 2017*.

## 1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Old Fort Road, Ballincollig, Cork, with reference to the relevant national and local planning policy documents, as detailed in section 1.1.

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

This section summarises compliance with planning policy, incorporating the 12 design principles set out in the Urban Design Manual.

### 1.2.1 Context

The proposed site is located in the town of Ballincollig, approximately 200m to the north of the main street and 8.2km from Cork City Centre. The site is 1.9km from the N22 – Ballincollig Bypass which is situated to the south of the site. The site area comprises 1.13 hectares and has a sloping topography. The site is rectangular in shape and formed part of the overall Ballincollig town centre redevelopment. Permission for the development of these land was originally granted under Ref. 03/122 on September 12<sup>th</sup>, 2003.

The site is within easy walking distance of a number of commercial and community facilities including local shops, churches and school. The main street of Ballincollig is situated 200m to the south and the Castlewest (Ballincollig) Shopping Centre is less than 100m to the south. The major employment centre of Barrack Square is to the east of the site with Dell EMC to the west of the town. The site is adjacent to a number of residential developments including 'Waltham Abbey' housing estate to the west and 'The Crescent' apartment complex to the south. The site is located approximately 200m from a bus route and stop, offering transport connections to the wider County and City via the 220 and 233 bus routes. A bus serves the area every 15 minutes 7 days a week, 24 hours a day. The area is well serviced with several large amenity sites located within walking distance of the site with the closest being the Ballincollig GAA Club bounding the site to the north east and the Ballincollig Regional Park 1.4km to the west.

### 1.2.2 Density & Housing Mix

**Urban Areas (Cities, Towns & Villages)** states that for 'Public Transport Corridors' (defined as lands within 500 metres walking distance of a bus stop), the greatest efficiency in land usage will be achieved by providing in general minimum net residential densities of 50 dwellings per hectare, subject to appropriate design and amenity standards, with the highest densities being located at bus stops, and decreasing with distance away from bus stops.

The **2015 Cork City Development Plan (CDP)** and the **2014 Cork County Development Plan (CDP)** includes policies for housing density that respects the Governments wish to deliver a sound return on infrastructure investment, particularly in relation to public transport, but also provide flexibility for developers to adapt to new market conditions and broaden the range of house types that can be built on zoned land so that, in future, more households will be attracted to locate in Cork's towns, especially in the County Metropolitan Area.

In the **2017 LAP**, the site forms part of the BG-T-03 zoning, with the following specific objective:

*"Completion of the Ballincollig Town Centre' (former Murphy Barracks) site for town centre uses. The redevelopment of vacant properties for office-based activities including incubator units and start-ups will be considered in this area."*

Using the net developable area, the overall density has been calculated at 115 units per hectare.

#### **Statement of Consistency: DENSITY**

**An overall net residential density of 115 units per hectare has been achieved in accordance with Section 5.8 of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009*. This density is also in line with the Cork City Development Plan 2015, the Cork County Development Plan 2014 and the Ballincollig – Carrigaline Municipal District Local Area Plan 2017.**

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. The proposed layout proposes 123 no. apartments, with a total floor area of 13,495.2 sqm arranged in 3 no. blocks. The apartments are set in a variety of 1 and 2 bed configurations, in a number of different unit types and sizes that will appeal to a broad range of tenants. The apartments range in size from 53.56 sqm 1 bed apartment to 101.30 sqm 2 bed apartments. The variety of apartment sizes proposed focuses on providing smaller units, affordability and quality housing, in accordance with the relevant policies and within close proximity to major employment centres.

#### **Statement of Consistency: HOUSING MIX**

**In accordance with Objective HOU 3-3 of the CDP, the proposed development provides a range and mix of 1-bed, (31.7%) and 2-bed (68.3%) residential units and sizes to meet the needs of the area.**

### 1.2.3 Layout

#### **Connectivity**

The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open spaces. The proposed development has been designed to accommodate public transport, car users and service vehicles. 1 no. vehicular access route has been proposed running along the east and north of the site which will provide access to the under-podium parking areas only. Access to the set down area which caters for the creche is provided on street level.

Pedestrian and cyclist connectivity are priority throughout the scheme. Pedestrian circulation routes are provided throughout the 2 no. plaza areas that run in a north south direction between the buildings. Generous pedestrian paths are provided as part of the streetscape on Old Fort Road. The podium level plaza areas are directly accessible by pedestrians and cyclists from street level on Old Fort Road.

The subject site will benefit from excellent cycle infrastructure, with dedicated cycle paths provided on Old Fort Road. Within the scheme itself, the pedestrian streets will all be cycle friendly.

#### **Inclusivity**

The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size or ability.

With regard to the amenity spaces, all have been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. All areas, whether public, private or communal, are well defined and accessible

to all, encouraging the use of the public realm by the community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

### **Distinctiveness**

A distinct and recognisable scheme is proposed through the architectural and design treatment of the form, fenestration and material colours and finishes. The height of the blocks along Old Fort Road are set at an appropriate scale in relation to the road and path widths, and the Crescent Apartments to the south of Old Fort Road. The plaza areas to the front and between the buildings comprise of high quality hard and soft landscaping, street furniture and planting and form a transition between the semi-public areas for residentials and the public realm of the street. The proposed design and layout of the development will create an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.

### **Parking**

A total of 94 no. parking spaces are provided for under the podium level. In addition to these, 4 no. surface parking spaces will be provided. Adequate bicycle parking is also provided on site with 272 no. secure bicycle spaces provided on site for residents with an additional 24 no. spaces for visitors.

### **Detailed Design**

The proposed apartments are designed to complement the area in a contemporary way while including some vernacular details, which reflect the heritage of the area. This is achieved by reflecting the form, detailing and material palette of buildings such as the former barracks, often in a more contemporary manner, that will respect and enhance the local setting.

The chosen palette of materials reference materials used in the locality and uses a contemporary architectural interpretation of traditional building form and materials. The chosen materials, including brick, render, concrete and metal cladding are easily maintainable. The proposed modelling of the facades allows for interest and variation which offers a cohesive and mixed variety to the overall layout, whilst respecting the existing buildings within the locality.

With regard to form, the selected use of the vernacular in terms of façade detail makes further reference to the local and historical architectural language while integrating them into a high-quality design. The simple pattern of development is reinforced through the use of clear building frontages and edges where corners and gables are emphasised rather than ignored.

The buildings frame the open space areas. The exterior of the buildings defines the adjacent streets and public spaces, with private open space provided in the form of balconies/terraces for each apartment, providing private amenity areas and passive surveillance of the shared amenity areas.

#### **Statement of Consistency: LAYOUT**

**The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective 16.1 of the Cork City Development Plan and Objective HOU 3-2 of the County Development Plan. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality layout and design has been achieved, based on the provision of a mix of high-quality apartments in a quality neighbourhood area and through the creation of a sustainable extension to the settlement of Ballincollig which prioritises pedestrians and cyclists.**

## 1.2.4 Landscape & Amenity

### Public Realm

The proposed development is set around the Old Fort Road and internal open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The apartments are arranged to overlook the courtyard open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These open spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including low planting/walls and semi-transparent boundary treatments such as railing.

### Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning the buildings and also by providing generous separation distances between the proposed blocks. Windows and balconies are sited to prevent direct overlooking into adjacent units and private spaces.

Private amenity space is in the form of balconies and terraces and are provided throughout the development, which meet the Guidelines set out for minimum private amenity space and have been orientated to maximise solar gain. All homes will have adequate storage areas and areas for sorting of recyclables.

#### **Statement of Consistency: LANDSCAPE AND AMENITY**

**The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective 16.1 of the Cork City Development Plan and Objective HOU 3-2 of the County Development Plan. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall high quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.**

## 1.2.5 Sustainability

### Efficiency

An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained. The proposed development also brings an under-utilised site back to life.

Landscaped areas consist of courtyard areas, deck areas, informal play areas and residential plazas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible.

All apartments are designed with a southern/westerly/easterly aspect to maximise passive solar gain through the solar orientation. This is balanced with the requirements of good urban form and the provision of ample open space. 54 (43.9%) of the apartments are dual aspect (where possible) which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

With regard to waste provision and collection, storage areas for bins are provided within the apartment block at ground floor level.

### Adaptability



The building has been designed to allow a great deal of flexibility to reconfigure the internal arrangements in future. The floor areas have a tall floor to ceiling height to allow for possible alternative uses. This is considered prudent in such a central urban location.

**Statement of Consistency: SUSTAINABILITY**

The sustainability of the proposed development is based on the principal criteria of the Urban Design Manual and a detailed Design Statement is submitted with the SHD application in accordance with Objective 16.1 of the Cork City Development Plan and Objective HOU 3-2 of the County Development Plan. The proposed apartments have been designed having regard to and are consistent with *2018 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.



## 2.0 National & Regional Planning Policy

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

- J Project Ireland 2040: National Planning Framework (2018);
- J Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- J Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;
- J Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- J Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- J 2018 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- J Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- J Childcare Facilities Guidelines, June 2001.
- J Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).

### 2.1 Project Ireland 2040: National Planning Framework, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
2a	A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.	✓ The proposed development is located within one the five cities, in Cork City.
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	✓ The proposed development is located on a brownfield site within the town of Ballincollig and is therefore in accordance with Objective 3a.
3b	Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.	✓ The proposed development is located on a brownfield site within the town of Ballincollig, which is now located within Cork City and is therefore in accordance with Objective 3a.
4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<ul style="list-style-type: none"> <li>✓ The proposed development creates a high-quality residential development which integrates with the existing established residential communities of the surrounding areas.</li> <li>✓ The proposed development provides quality open spaces and landscaped areas in a central area of Ballincollig.</li> <li>✓ The proposed development will meet the needs of workers in Ballincollig where currently there is an undersupply of accommodation.</li> <li>✓ The proposed development is accompanied by a Masterplan, Design Statement, Daylight study, Traffic Impact Assessment all aimed at demonstrating the quality of the buildings and residential environment being created.</li> </ul>
5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	✓ The proposed development will add to the densification of Cork City and maximise the use of public transport. It will create a new neighbourhood where currently there is under-utilised land.
6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to	✓ The existing brownfield site is currently underutilised and not in any active use. The development of a high-density residential scheme will rejuvenate the area bringing a level of activity that is currently absent.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	sustainably influence and support their surrounding area.	
7	Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia: <ul style="list-style-type: none"> <li>) Dublin</li> <li>) Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;</li> <li>) Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;</li> <li>) In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is located on a brownfield site proximate to the employment hubs of Barrack Square and the Westfield Office Complex currently under construction.</li> <li>✓ The site's zoning facilitates residential development and is appropriate for high density development. .</li> </ul>
8	To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Dublin of an increase in population of approximately 20-25% (or 235,000 - 293,000 people) by 2040.	<ul style="list-style-type: none"> <li>✓ The proposed development will provide high density residential development that will facilitate an increase in the population of Cork city.</li> </ul>
11	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.	<ul style="list-style-type: none"> <li>✓ The proposed development seeks permission for a residential density of 115 units/ha on a brownfield site.</li> <li>✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.</li> </ul>
13	In urban areas, planning and related standards, including 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.	<ul style="list-style-type: none"> <li>✓ The proposed development ranges in height from 3 to 6 storeys. The proposed heights are consistent with emerging trends for development in the area.</li> <li>✓ The application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria.</li> </ul>
26	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	<ul style="list-style-type: none"> <li>✓ The site is located within Ballincollig in close proximity to the employment hubs of Barrack Square and the Westfield Office complex currently under construction.</li> <li>✓ A gym and fitness rooms are included in the proposed development to encourage future occupants to live active lifestyles.</li> </ul>
27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> <li>✓ The proposed development is a town centre site that will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour.</li> <li>✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian links throughout the site.</li> <li>✓ 296 no. cycle parking spaces are proposed throughout the site for future occupants and visitors.</li> </ul>
28	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.	<ul style="list-style-type: none"> <li>✓ The proposed development provides for 1 and 2 bed units, that will cater for a range of household sizes.</li> <li>✓ The Applicant will comply with their Part V obligations and deliver 12 no. social and affordable housing units.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> <li>✓ Communal open space is located at the podium level, accessible directly from the public street level, and is arranged to offer full connectivity between all the residential blocks.</li> <li>✓ The scheme incorporates both residential support amenities together with community uses.</li> <li>✓ The proposed development is Part M compliant and thus includes access for people with disabilities.</li> </ul>
31	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <p>) The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations.</p>	<ul style="list-style-type: none"> <li>✓ 1 no. childcare facility is provided on site.</li> </ul>
32	Target the delivery of 550,000 additional households up to 2040.	<ul style="list-style-type: none"> <li>✓ The proposed development will contribute 123 no. new households to the target.</li> </ul>
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.	<ul style="list-style-type: none"> <li>✓ The proposed development provides 123 units on a brownfield site within close proximity to Cork City Centre.</li> </ul>
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> <li>✓ There is a deficit in accommodation suitable for the mobile population that work in the area. This is evidenced by the high number of people who commute into the area daily. The proposed development responds to this deficit.</li> <li>✓ The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size ability or disability</li> <li>✓ The proposed development is Part M compliant.</li> </ul>
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.	<ul style="list-style-type: none"> <li>✓ The proposed development is an infill development, designed to maximise density and height, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in apartment type accommodation.</li> </ul>
52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.	<ul style="list-style-type: none"> <li>✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.</li> <li>✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge</li> </ul>
54	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	<ul style="list-style-type: none"> <li>✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.</li> </ul>
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	<ul style="list-style-type: none"> <li>✓ The proposed development incorporates adequately sized waste management facilities within the car park that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<ul style="list-style-type: none"> <li>✓ The site's barrack's past is recognised in the proposed development.</li> <li>✓ Entrances are proposed on Old Fort Road.</li> </ul>
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<ul style="list-style-type: none"> <li>✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.</li> </ul>
64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	<ul style="list-style-type: none"> <li>✓ Given the site's location, a very low level of car parking for residents is proposed. This will serve to promote a modal shift in transport and a reduction in emissions.</li> <li>✓ 296 no. cycle parking spaces are provided within the scheme.</li> <li>✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.</li> </ul>
75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	<ul style="list-style-type: none"> <li>✓ An AA Screening report is included with the application.</li> </ul>

## 2.2 Rebuilding Ireland: Action Plan for Housing and Homelessness, 2016

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Pillar 2: Accelerate Social Housing</b>	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: <ul style="list-style-type: none"> <li>) 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion</li> <li>) Mixed-Tenure Development on State Lands and other lands</li> </ul>	✓ The proposed development provides 10% social housing units in line with legislative requirements. The development will therefore contribute 12 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.
<b>Pillar 3: Build More Homes</b>	Increase the output of private housing to meet demand at affordable prices	Key actions: <ul style="list-style-type: none"> <li>) Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021)</li> </ul>	✓ The proposed development will provide 123 no. residential units and will therefore contribute towards the target.
<b>Pillar 4: Improve the Rental Sector</b>	Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.	Key actions: <ul style="list-style-type: none"> <li>) Encourage “build to rent”</li> </ul>	✓ The proposed development will provide some rental units, it is designed to high standards and will support greater choice for tenants in the rental market.

## 2.3 Sustainable Residential Development in Urban Areas, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 3</b>	Application of 12 Best-Practice Criteria	✓ Compliance with each of the criteria is addressed in Section 2.4.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes – The design complies with design guidelines requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes – The layout provides for 1 no. new vehicular route running along the eastern and northern boundaries of the site, with distinct pedestrian and residential areas with local level access and footpaths, provided throughout the site. Pedestrian and cyclist connectivity are priority throughout the scheme. Pedestrian circulation routes are provided on the podium plaza areas that run between the buildings and connect to Old Fort Road. Generous pedestrian paths are provided as part of the streetscape on Old Fort Road. Level access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided throughout the entire site.
<b>Chapter 4</b> <b>Sustainable Neighbourhoods</b>	Are lands in accordance with sequencing priorities of development plan / LAP?	✓ Yes – The site is zoned for 'Town Centre Uses' in the Ballincollig – Carrigaline Municipal District Local Area Plan..
	Assessment of the capacity of existing schools.	✓ Yes – Existing primary and secondary schools within the area with the closest being the Ballincollig Community School which is 650m to the west.
	Input of other necessary agencies.	✓ Yes – Irish Water and Cork City Council have been consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	✓ Yes – Community and support facilities such as 1 no. childcare facility, amenity rooms, a gym, management suites and community resource spaces are proposed as part of the proposed development.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	✓ Yes – The site is served by the 220 and 233 bus routes which have numerous stops located within 200m of the site. A bus serves the site every 15 minutes 7 days a week.
	Will the development:	
	- Priorities public transport, cycling and walking.	✓ Yes – The environs provide a good network of footpaths and cycle paths and an existing bus route. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.
	- Ensure accessibility for everyone	✓ Yes – The layout and unit design fully complies with the requirements of Part M of the Building Regulations and principles of Universal Design.
- Encourage more efficient use of energy	✓ Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m <sup>2</sup> /yr to	



Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		achieve the expected 2020 NZEB target rating.
	- Include right quality & quantity of public open space.	✓ Yes – There is a provision of 4,801.2 sqm or 35.5% public open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality.
	- Include measures for satisfactory standards of personal safety and traffic safety.	✓ Yes – The road layout is compliant with DMURS requirements.
	- Present an attractive and well-maintained appearance.	✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space will be easy to maintain and are well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
	- Promote social integration, provide for diverse range of household types, age groups and housing tenures.	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Planning and Design Statement and Architects Design Statement.
	- Protect and where possible enhance the built and natural heritage.	✓ Yes – New planting will increase the biodiversity of the site and reinforce the existing conditions.
	- Provide for Sustainable Drainage Systems.	✓ Yes – SuDs principles have been incorporated throughout the site.
<b>Chapter 5 Cities and Larger Towns</b>	- Are residential densities sufficiently high in location which are, or will be, served by public transport.	✓ Yes – The density is 115 units per hectare. This is an appropriate density for lands in Ballincollig and complies with the standards set out for sites on 'Public Transport Corridors'.
	- Are higher densities accompanied by high qualitative standard of design and layout?	✓ Yes – The design and layout provides for high qualitative standard of units and private and public open space.
	- Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking?	✓ Yes – No apartments overlook any existing housing. There is also a sufficient separation distance between each residential block.
<b>Chapter 7 The Home and Its Setting</b>	- In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings.	✓ Yes – The external finishes and landscape design have been designed to provide a high-quality environment.
	- Decent levels of amenity, privacy, security and energy efficiency.	✓ Yes - All units have access to private space and public open space is well overlooked. Units are designed to comply with the expected 2020 NZEB standard in terms of energy efficiency.
	- Will orientation of dwelling and internal layout maximise levels of daylight and sunlight?	✓ Yes – All units have been designed to maximise daylight and passive solar energy gains.
	- Has privacy been considered in design of the home.	✓ Yes – The layout has been designed to avoid overlooking by adjacent properties. All apartments are designed to prevent acoustic transfer.
	- Has the design sought to create child and pedestrian friendly car-free areas?	✓ Yes – Good pedestrian and cycling routes are provided throughout the development, with car free access to open spaces. Pedestrian circulation routes are provided on the pedestrian streets that run in a north south direction between the buildings. Generous pedestrian paths are provided as part of the streetscape on Old Fort Road. Level access is provided between the public realm and the communal courtyards. Excellent cycling facilities are provided



Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		throughout the entire site which link to existing cycling facilities in the area.
	- Do all houses have an area of private open space behind the building line?	✓ Yes – All apartments have a private open space area in the form of a balcony or terrace.
	- Has the design been influenced by the principles of universal design?	✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.
	- Has adequate provision been made for the storage and collection of waste materials?	✓ Yes – All apartments have areas for the storage and sorting or recyclables and adequate bin storage to serve the development is located under podium level.

## 2.4 Urban Design Manual - A Best Practice Guide, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p><b>1. Context:</b> How does the development respond to its surroundings?</p>	<ul style="list-style-type: none"> <li>▪ The development seems to have evolved naturally as part of its surroundings.</li> <li>▪ Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</li> <li>▪ Form, architecture, and landscaping have been informed by the development's place and time.</li> <li>▪ The development positively contributes to the character and identity of the neighbourhood.</li> <li>▪ Appropriate responses are made to the nature of specific boundary conditions.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is located on Old Fort Road to the north of the main street of Ballincollig. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</li> <li>✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments.</li> <li>✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach ensures that the scheme acts as an attractive and sustainable development within Ballincollig, while also contributing to the character and identity of the area.</li> <li>✓ With regard to boundary conditions, considerable effort has been made to respond positively to this wherever possible. Existing boundary trees are retained and supplemented where appropriate to minimise the impact on existing habitats as well as existing residents in the immediate surrounding area.</li> </ul>
<p><b>2. Connections:</b> How well connected is the new neighbourhood?</p>	<ul style="list-style-type: none"> <li>▪ There are attractive routes in and out for pedestrians and cyclists.</li> <li>▪ The development is located in or close to a mixed-use centre.</li> <li>▪ The development's layout makes it easy for a bus to serve the scheme.</li> <li>▪ The layout links to existing movement routes and the places people will want to get to.</li> <li>▪ Appropriate density, dependent on location, helps support efficient public transport.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus routes, local services and employment areas within Ballincollig. The site is accessed via Old Fort Road to the south. There is 1 no. new internal vehicular route along the eastern and northern boundaries which serves the under-podium parking areas. The remainder of the routes throughout the site are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the public amenity areas are located between each block throughout the site offering the community easy access to important local services.</li> </ul>
<p><b>3. Inclusivity:</b> How easily can people use and access the development?</p>	<ul style="list-style-type: none"> <li>▪ New homes meet the aspirations of a range of people and households.</li> <li>▪ Design and layout enable easy access by all.</li> <li>▪ There is a range of public, communal and/or private amenity spaces and</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed apartment units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meets the requirements of all relevant</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>facilities for children of different ages, parents and the elderly.</p> <ul style="list-style-type: none"> <li>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</li> <li>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</li> </ul>	<p>documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</p> <ul style="list-style-type: none"> <li>Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, adults and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.</li> </ul>
<p><b>4. Variety:</b> How does the development promote a good mix of activities?</p>	<ul style="list-style-type: none"> <li>Activities generated by the development contribute to the quality of life in its locality.</li> <li>Uses that attract the most people are in the most accessible places.</li> <li>Neighbouring uses and activities are compatible with each other.</li> <li>Housing types and tenure add to the choice available in the area.</li> <li>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</li> </ul>	<ul style="list-style-type: none"> <li>A variety of uses, such as childcare facilities, a gym and community rooms have been provided to support the future residential community as well as the existing residents in the surrounding area. These will provide invaluable services in walkable locations, alleviating the need for vehicular transport to other areas of the city and suburbs. These uses are located at highly accessible locations within the site.</li> <li>A wide variety of unit types have also been provided with a choice of 1- and 2-bedroom apartment variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Cork.</li> </ul>
<p><b>5. Efficiency:</b> How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> <li>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</li> <li>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</li> <li>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</li> <li>The scheme brings a redundant building or derelict site back into productive use.</li> <li>Appropriate recycling facilities are provided.</li> </ul>	<ul style="list-style-type: none"> <li>An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained.</li> <li>Landscaped areas consist of residential plazas, deck areas, informal play areas and urban spaces and are located throughout the site at both podium and street level. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have been incorporated wherever possible.</li> <li>The proposed site also brings a under-utilised site back to life.</li> </ul>
<p><b>6. Distinctiveness:</b> How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> <li>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</li> <li>The scheme is a positive addition to the identity of the locality.</li> <li>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</li> <li>The proposal successfully exploits views into and out of the site.</li> </ul>	<ul style="list-style-type: none"> <li>A distinct and recognisable scheme is proposed through the architectural and design treatment of the form, fenestration and material colours and finishes. The height of the blocks along Old Fort Road are set at an appropriate scale in relation to the road and path widths, and the Crescent Apartments to the south of Old Fort Road. The plaza areas to the front and between the buildings comprise of high quality hard and soft landscaping, street furniture and planting and form a transition</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</li> </ul>	<p>between the semi-public areas for residents and the public realm of the street. The proposed design and layout of the development creates an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.</p> <ul style="list-style-type: none"> <li>✓ Consideration will be given to the use of place names that are synonymous with the previous Barrack's use of the site. The proposed development uses an architectural language that is robust and reflects the areas past.</li> <li>✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently individual to promote its own sense of place.</li> <li>✓ The buildings use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is given to the individual blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</li> <li>✓ Where appropriate, apartments benefit from the attractive views both internal to the site as well as longer range views over the adjacent area.</li> </ul>
<p><b>7. Layout:</b> How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> <li>▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</li> <li>▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street.</li> <li>▪ The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</li> <li>▪ Traffic speeds are controlled by design and layout rather than by speed humps.</li> <li>▪ Block layout places some public spaces in front of building lines as squares or greens, and some semi private space to the back as communal courts.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site.</li> <li>✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath and cycle network. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables.</li> <li>✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.</li> </ul>
<p><b>8. Public Realm:</b> How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> <li>▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</li> <li>▪ The public realm is considered as a usable integrated element in the design of the development.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The scheme is designed to balance the private and public open amenity needs of the community. The layout attempts to maximise the number of units which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into units.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> <li>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</li> <li>There is a clear definition between public, semi private, and private space.</li> <li>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The open spaces and play areas have been designed to be overlooked where possible. Specific units have been developed for corners in order to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.</li> <li>✓ A clear definition is provided between public and private areas. Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones.</li> </ul>
<b>9. Adaptability:</b> How will the buildings cope with change?	<ul style="list-style-type: none"> <li>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</li> <li>The homes are energy-efficient and equipped for challenges anticipated from a changing climate.</li> <li>Homes can be extended without ruining the character of the types, layout and outdoor space.</li> <li>The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office.</li> <li>Space in the roof or garage can be easily converted into living accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The apartments will contribute a greater range of unit types and sizes for the area. Providing more options for young families and empty nesters to reside in the area.</li> </ul>
<b>10. Privacy and Amenity:</b> How does the scheme provide a decent standard of amenity?	<ul style="list-style-type: none"> <li>Each home has access to an area of useable private outdoor space.</li> <li>The design maximises the number of homes enjoying dual aspect.</li> <li>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</li> <li>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</li> <li>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout has been designed to ensure that each residential unit within the development has a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning the blocks. Windows are sited to prevent overlooking into adjacent private spaces. Generous private amenity space is provided throughout the development, which meets the guidelines set out for minimum private amenity sizes and is orientated to maximise solar exposure. Landscaping will also prevent direct views into the units from the street and public areas. All homes have adequate storage areas and areas for sorting of recyclables.</li> </ul>
<b>11. Parking:</b> How will parking be secure and attractive?	<ul style="list-style-type: none"> <li>Appropriate car parking is on-street or within easy reach of the home's front door.</li> <li>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</li> <li>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</li> <li>Materials used for parking areas are of similar quality to the rest of the development.</li> <li>Adequate secure facilities are provided for bicycle storage.</li> </ul>	<ul style="list-style-type: none"> <li>✓ A total of 98 no. car parking spaces are provided for onsite which is line with the Council's car parking standards. This approach is also consistent with the Design Standards for new apartments which recommends car parking be minimised for apartments in central / areas that are well served by public transport.</li> </ul>
<b>12. Detailed Design:</b>	<ul style="list-style-type: none"> <li>The materials and external design make a positive contribution to the locality.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed design responds to the local vernacular. As noted above, the subject scheme presents significant challenges to</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
How well thought through is the building and landscape design?	<ul style="list-style-type: none"> <li>▪ The landscape design facilitates the use of the public spaces from the outset.</li> <li>▪ Design of the buildings and public space will facilitate easy and regular maintenance.</li> <li>▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</li> <li>▪ Care has been taken over the siting of flues, vents and bin stores.</li> </ul>	<p>create a complimentary identity which respects the history of the area while promoting a high-quality design. The proposed design does this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that respect and enhance the local setting and the existing buildings within the surrounding area.</p> <p>✓ The proposed landscape design frames the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting are durable and facilitate easy maintenance</p>



## 2.5 Design Manual for Urban Roads and Streets, 2013

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Integrated Street Networks</b>	<ul style="list-style-type: none"> <li>Does the development create connected centres that prioritise pedestrian movement and access to public transport?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The 'centres of activity' within the proposed development are the open spaces areas and community/resident facilities. These centres are located to provide the maximum accessibility for all residents, both of the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian/cyclist accessibility. All centres are also linked to the comprehensive network of footpaths and cycle paths in order to prioritise pedestrian and cyclist movement.</li> </ul>
<b>Movement and Place</b>	<ul style="list-style-type: none"> <li>Does the development create a legible street hierarchy that is appropriate to its context?</li> <li>Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed layout creates a strong edge along Old Fort Road, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located at ground floor level. To highlight the hierarchy, the scale of the routes varies, as well as their material finishes in order to clearly define the transition between areas.</li> <li>✓ A wide network of footpaths and cycle routes are also provided, both along the Old Fort Road to prioritise sustainable methods of transport within the site.</li> </ul>
<b>Permeability and Legibility</b>	<ul style="list-style-type: none"> <li>Has the street layout been well considered to maximise permeability for pedestrians and cyclists?</li> <li>Are the streets legible with maximum connection opportunities?</li> <li>Are blocks of a reasonable size and permeability, with consideration to the site constraints?</li> </ul>	<ul style="list-style-type: none"> <li>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. providing a separation between vehicles and pedestrians/cyclists in order to improve circulation through the site.</li> <li>✓ Communal spaces have been sized so as to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays. A dedicated cycle path has been provided along Old Fort Road and footpaths have been widened to ensure the free flow of pedestrians.</li> </ul>
<b>Management</b>	<ul style="list-style-type: none"> <li>Is the layout designed to self-regulate vehicle speeds and traffic congestion?</li> <li>Does the proposed layout minimise noise / air pollution wherever possible?</li> </ul>	<ul style="list-style-type: none"> <li>✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods are incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details such as gentle curvature of the streets are utilised to reduce driver's perception of acceptable speeds.</li> <li>✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the home zones.</li> </ul>
<b>Movement, Place and Speed</b>	<ul style="list-style-type: none"> <li>Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed?</li> <li>Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative.</li> </ul>



Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> <li>✓ Passive measures, such as a raised table at the entrance on Old Fort Road, have been used to create this balance. More active measures including shared surfaces are also used in areas to prioritise pedestrian movements and regulate vehicular speed.</li> </ul>
<b>Streetscape</b>	<ul style="list-style-type: none"> <li>▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure?</li> <li>▪ Have street trees and areas of planting been provided where appropriate?</li> <li>▪ Have active street edges been provided where appropriate?</li> <li>▪ Is a palette of high quality surface materials and finishes provided?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A landscape masterplan by Brady Shipman Martin has been prepared and submitted as part of this planning application which creates a strong landscape structure within the future streets and pedestrian areas.</li> <li>✓ The proposed design has also sought to create active street edges where possible. For example, active uses, such as the creche, are proposed along the ground floor street frontages.</li> <li>✓ Material finishes include a palette of high quality, easily maintainable and durable materials.</li> </ul>
<b>Pedestrian and Cyclist Environment</b>	<ul style="list-style-type: none"> <li>▪ Are footways of appropriate width provided so as to ensure pedestrian safety?</li> <li>▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths?</li> <li>▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations?</li> <li>▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required?</li> <li>▪ Have cycle facilities been factored into the design?</li> </ul>	<ul style="list-style-type: none"> <li>✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety.</li> <li>✓ Uncontrolled pedestrian crossings are provided in the form of shared surface areas / raised crossing and are located along Old Fort Road. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety.</li> <li>✓ Cycling facilities, including bicycle parking, have been factored into the design.</li> </ul>
<b>Carriageway Conditions</b>	<ul style="list-style-type: none"> <li>▪ Are vehicular carriageways sized appropriately for their function / location?</li> <li>▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions?</li> <li>▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists?</li> <li>▪ Have adequate parking / loading areas been provided?</li> </ul>	<ul style="list-style-type: none"> <li>✓ Vehicular carriageways have been sized appropriately commensurate with their function / location and in accordance with DMURS principles. Surface material are appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists.</li> <li>✓ Parking and set down areas are provided in accordance with Cork City Council requests and in line with the standards set out in City Development Plan.</li> </ul>

## 2.6 Sustainable Urban Housing: Design Standards for New Apartments, 2018.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> <li>▪ 1-bed studio apartment = 37 sqm</li> <li>▪ 1-bed = 45 sqm</li> <li>▪ 2-bed = 73 sqm</li> <li>▪ 3-bed = 90 sqm</li> </ul> <p>Section 3.12 also requires that in a scheme of 10 or more apartments, the majority of all apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%.</p>	<ul style="list-style-type: none"> <li>✓ With regard to the subject scheme, all apartments are sized well in excess of the minimum standards:</li> <li>✓ The smallest 1 bed apartment is 53.36 sqm and the largest is 69.68 sqm</li> <li>✓ The smallest 2 bed apartment is 79.72 sqm and the largest is 101.30 sqm.</li> <li>✓ The cumulative floor area of all apartments in the scheme is 9,228.1 sqm.</li> </ul>
Dual Aspect Ratio	<p>Section 3.17 requires:</p> <ul style="list-style-type: none"> <li>▪ Minimum 50% dual aspect apartments in urban locations.</li> <li>▪ This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas.</li> </ul>	<ul style="list-style-type: none"> <li>✓ A total of 43.9% of the apartments within the scheme are designed to be dual aspect at a minimum. The site is a town centre location and the blocks are generally orientated along a north-south axis to maximise easterly and westerly aspects.</li> </ul>
Floor to Ceiling Height	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	<ul style="list-style-type: none"> <li>✓ The ceiling height of all new build apartments is consistent with what is required in the guideline with ground floor ceiling height of all apartments at 2.7m.</li> </ul>
Lift / Stair Cores	<p>Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.</p>	<ul style="list-style-type: none"> <li>✓ All lift/stair cores provided within the scheme will serve a maximum of 11 no. units.</li> </ul>
Internal Storage	<p>Section 3.30 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p> <p>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	<ul style="list-style-type: none"> <li>✓ Each apartment unit is provided with adequate levels of storage internally and the exceedance of minimum floor levels allow for the provision of additional storage should this be required by the occupant.</li> </ul>
Private Amenity Space	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<ul style="list-style-type: none"> <li>✓ All apartments are provided with a generous private balcony, well above minimum standards.</li> </ul>
Security Considerations	<p>Section 3.28 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p>	<ul style="list-style-type: none"> <li>✓ All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The apartments overlook the adjacent open spaces. All entrance points are safe and secure. They are located at street or podium level to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.</li> </ul>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Access and Services	Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations	<p>✓ As stated previously, pedestrian and cyclist accessibility is a primary consideration of the proposed development. The development is designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, are all Part M compliant. The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces.</p> <p>✓ All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.</p>
Communal Rooms	Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.	<p>✓ 2,424.4 sqm of communal space has been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site.</p>
Refuse Storage	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <ul style="list-style-type: none"> <li>▪ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste;</li> <li>▪ In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics;</li> <li>▪ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies;</li> <li>▪ Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people;</li> <li>▪ Waste storage areas should not present any safety risks to users and should be well-lit;</li> <li>▪ Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public.</li> <li>▪ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles;</li> <li>▪ The capacity for washing down waste storage areas, with wastewater discharging to the sewer.</li> </ul>	<p>✓ Appropriate facilities have been provided within each apartment block to facilitate the storage and collection of waste materials within the apartment block. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, are adequately ventilated and secure so as to minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Communal Amenity Facilities	Section 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.	✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of these facilities also ensure that the spaces benefit from adequate levels of sunlight.
Children's Play	Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.	✓ Play areas have been provided throughout the scheme and incorporated into the open space area with many located within close proximity to the proposed apartment block. These play areas benefit from the passive surveillance from surrounding residential areas.
Car Parking	<p>Section 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	✓ A total of 98 parking spaces are provided throughout the scheme with an adequate level of car parking provided for the apartment units.
Bicycle Parking	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	✓ Cycle parking has generally been provided in line with the guidance set out in the development plan, with scope for the provision of additional spaces if required. 272 no. secure spaces have been provided for residents with an additional 24 no. spaces for visitors.
Childcare	The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	✓ 1 no. 268.4 sqm childcare facility is provided on site.

## 2.7 Urban Development and Building Heights, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
SPPR 1	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in town / city cores, planning authorities shall explicitly identify through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.	✓ The proposed site has been identified as a location suitable for increased building height. The scheme proposes a range of buildings heights from 3 to 6 no. storeys. The scheme proposes tall buildings of 6 storeys along the site's northern boundary. Along Old Fort Road, heights vary from 3 to 6 storeys, to tie in with the existing building heights to the south (The Crescent apartments).
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	✓ The proposed development incorporates a wide range of uses including residential, residential amenity and a childcare facility.
At the scale of the relevant city/town	<p>✓ The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>✓ Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>✓ On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>✓ The area is served by the 220 and 233-bus route which has numerous stops located within 200m of the site. A bus serves the area every 15 minutes 7 days a week.</p> <p>✓ The proposed development provides a number of new pedestrians and vehicular streets connecting the proposed site to the town centre. A density of 115 no. units per hectare is achieved by introducing buildings heights up to 6 no. storeys. The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area.</p>
At the scale of district / neighbourhood / street	<p>✓ The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>✓ The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>✓ The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably</p>	<p>✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</p> <p>✓ The proposed development is not monolithic.</p> <p>✓ A range of uses, such as a gym and 1 no. childcare facility, have been provided to support the future residential community and the existing community within the area.</p>



Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i> (2009).</p> <p>) The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p> <p>) The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p>	<p>✓ The proposed development ensures a positive edge to Old Fort Road.</p> <p>✓ The proposed development provides 1 and 2 bed apartments within an employment hub.</p>
At the scale of the site / building	<p>) The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight ventilation and views and minimise overshadowing and loss of light.</p> <p>) Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s <i>‘Site Layout Planning for Daylight and Sunlight’</i> (2<sup>nd</sup> edition) or BS 8206-2:2008 – <i>‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’</i>.</p> <p>) Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to the local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	<p>✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of lights to apartments and open spaces. (please refer to Daylight/Sunlight Report by JODA Consulting Engineers).</p> <p>✓ The proposed development is full compliance and achieves all the relevant standards.</p>
Specific Assessments	<p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <p>) Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</p> <p>) In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.</p> <p>) An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</p> <p>) As assessment that the proposal maintains safe air navigation.</p> <p>) An urban design statement including, as appropriate, impact on the historic built environments.</p>	<p>✓ A number of assessments relevant to the subject proposal are submitted with this application.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>) Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</p>	
SPPR 3	<p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	<p>✓ See above.</p>
SPPR 4	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:</p> <ol style="list-style-type: none"> <li>1. The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement guidelines.</li> <li>2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and</li> <li>3. Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.</li> </ol>	<p>✓ The proposed density of 115 units per hectare is in accordance with the "Sustainable Residential Development in Urban Areas (2007)"</p>



## 2.8 Childcare Facilities Guidelines, 2001

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<b>Chapter 3</b> Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ 1 no. 268.4 sqm childcare facility is provided on site.
<b>Appendix 1</b> General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ 1 no. 268.4 sqm childcare facility is provided on site.

2.9 Southern Regional Assembly: Draft Regional Spatial and Economic Strategy, 2019

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
RPO 4	<p>Increased population growth should be planned having regard to environmental criteria including:</p> <ul style="list-style-type: none"> <li>)] The assimilative capacity of the receiving environment.</li> <li>)] The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests.</li> <li>)] Areas that have potential to flood.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development is situated within close proximity to the existing population centre of Cork City and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES.</li> <li>✓ An AA Screening is submitted with this application.</li> </ul>
RPO 7	<p>Holistic approach to delivering infrastructure. Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following:</p> <ul style="list-style-type: none"> <li>)] Water services, digital, green infrastructure, transport and sustainable travel, community and social renewable energy, recreation, open space amenity, climate change, adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development provides for increased population growth in a central area adjacent to an area that will benefit from improvements to public transport hubs and linkages and will promote non-car modes of transport.</li> </ul>
RPO 8	<p>Compact Growth in Metropolitan Areas.</p> <p>The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.</p> <p>The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade pf parks, streetscapes and public realm areas.</p>	<ul style="list-style-type: none"> <li>✓ The subject site is ideally placed for a high density development as it is located in Ballincollig Town Centre, in close proximity to Cork City and will benefit directly from future infrastructure improvements in the area (e.g. BRT/Light Rail).</li> </ul>

### 3 Local Planning Policy

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

- J Cork Metropolitan Area Transport Strategy (CMATS) 2040;
- J Cork City Development Plan 2015;
- J Cork County Development Plan 2014;
- J Ballincollig – Carrigaline Municipal District Local Area Plan 2017.

#### 3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040.

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Key outcomes for walking in the Strategy include:</p> <ul style="list-style-type: none"> <li>J An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);</li> <li>J Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;</li> <li>J Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;</li> <li>J Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and</li> <li>J Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.</li> </ul>	<ul style="list-style-type: none"> <li>✓ Given the subjects site close proximity to Cork City, it is envisaged that walking and cycling will be the primary means of travel to and from the proposed development.</li> <li>✓ Measures such as dedicated cycle paths. Wide footpaths, tabletop junctions with pedestrian crossings are provided to ensure residents and visitors can walk safely.</li> <li>✓ The proposed development is to a very high standard and is highly accessible by both pedestrians and cyclists.</li> <li>✓ Direct pedestrian and cyclist routes are possible from the site to the bus stops located 200m to the south on the main street.</li> <li>✓ Pedestrian and cyclist movement is prioritised throughout the development in a safe and well-designed manner.</li> </ul>
<p>The provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040, The LRT system is a key enabler in CMATS. The LRT is required to:</p> <ul style="list-style-type: none"> <li>J Unlock strategic development areas in its catchment areas including the Cork City Docks, Curraheen, Ballincollig and Mahon;</li> <li>J Maximise the development of potential windfall sites;</li> <li>J Provide de greater certainty for future Planning and Development, to pursue higher densities required to meet NPF population and employment targets for Cork City;</li> <li>J Enable car-free and low car development within its catchment in line with recent changes to government policy outlined in the NPF and Sustainable Apartment guidelines;</li> <li>J Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The proposed development provides an appropriate scale of residential density to support the viability of the proposed transport investments as outlined in CMATS.</li> <li>✓ The proposed development represents a change in the National Policy and the mindset towards car free residential development in the City Centre. The reduction in parking included within the proposed development will result in the majority of residents not having access to a car parking space and therefore will be more encouraged to avail of the other modes of transport available in the area.</li> <li>✓ With the arrival of the proposed LRT Ballincollig will become a key national transport interchange and the proposed density on the subject site will reflect this.</li> </ul>

### 3.2 Cork City Development Plan, 2015

Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Chapter 5: Transportation</b>	Objective 5.1: Strategic Transportation Objectives	a. Provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of land use and transport planning, investment and service provision;	✓ The proposed development represents the sustainable use of a brownfield site as well as an integrated approach to the expansion of the existing residential development within Cork City.
		b. To reduce the percentage of persons who drive to work to 60% by 2021;	✓ 272 no. secure bicycle spaces are provided for residents as part of the proposed development to encourage residents to use alternative modes of transport. An additional 24 no. spaces are provided for visitors.
		c. To invest in transport infrastructure based on the transport user hierarchy: pedestrians, cyclists, public transport users, freight, delivery and waste vehicles; private vehicle users;	✓ N/A
		d. To encourage and facilitate cycling and walking for short/local trips by providing appropriate infrastructure, promoting “soft-measures” that influence change in transport behaviour, and by encouraging proximate, compact land uses;	✓ The proposed development is located within a highly accessible area in terms of access to public transport facilities. The area is served by the 220 and 233-bus route which has numerous stops located within 200m of the site. A bus serves the area every 15 minutes 7 days a week. This together with the proximity of the development to areas such as Cork City, led to the reduction of car parking facilities within the proposed development. The walkability of the development to local shops and services serves well to support the use of sustainable transport measures over private transport methods.
		e. To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands;	✓ The proposed scheme provides excellent pedestrian and cycling facilities which connect to the existing facilities within the town which will provide a direct link from the subject site to the Bus Rapid Transit System. .
		f. To work with transport stakeholders to further integrate transport modes and facilitate multi-modal trip chains;	✓ As above.
		g. To protect the capacity, efficiency, and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City;	✓ N/A
		h. To provide new local roads, streets, upgraded streets, and pathways where required to increase connectivity;	✓ 1 no. new vehicular route has been proposed running along the eastern and northern boundary of the site which will provide vehicular access to the under-podium parking areas.

Reference	Policy Objective	Policy Provision	Statement of Consistency
			✓ Pedestrian and cyclist connectivity are priority throughout the scheme. Generous pedestrian paths are provided as part of the streetscape on Old Fort Road. Level access is provided between the public realm and the communal courtyards.
		i. To actively manage capacity of the city's street system to reduce the negative impacts of congestion and to maximise the use of the existing street network;	✓ The proposed development is based on encouraging sustainable transport.
		j. To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives, while recognising the need to maintain economic vibrancy until more gaps in the existing alternative transportation systems are filled;	✓ N/A
		k. To support actions aimed at improving the fuel efficiency of motorised transport;	✓ N/A
		l. To facilitate operation (and expansion) of Cork Airport and Port of Cork, recognising their significant role in the economic vitality and quality of life of the region;	✓ N/A
		m. To work closely with other transport stakeholders to achieve strategic transportation objectives, incorporating the SUMP (Sustainable Urban Mobility Planning) process where feasible.	✓ N/A
	Objective 5.2: Transport Assessment	Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate how sustainable transport patterns can be achieved by the development.	✓ A Traffic and Transport Assessment by Arup has been submitted with this application.
	Objective 5.3: Travel Plans	<p>Planning applications for new and significantly extended developments shall include a Travel Plan or a Travel Plan Statement in accordance with the following:</p> <p>a. Those with more than 100 employees shall include a Travel Plan;</p> <p>b. Those with approximately 25 – 99 employees shall include a Travel Plan Statement;</p> <p>c. A Travel Plan or Travel Plan Statement may also be required in association for any proposed development that Cork City Council considers may have significant travel implications; this includes non-employment uses</p>	✓ A Mobility Management Plan by Arup has been submitted with this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		such as significant educational and residential development.	
	Objective 5.6: Land use Strategies for Key Public Transport Corridors	To develop land use strategies that provide for the consolidation of development at higher densities along key public transport corridors.	✓ The site is situated within 200m of a bus stop and will benefit from the pending improvements to transport services and infrastructure in the area. therefore, a density of 115 per ha is proposed.
	Objective 5.10: Pedestrian and Cycling Infrastructure Design	The design of pedestrian and cycling infrastructure will be in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.	✓ All pedestrian and cycling infrastructure are in accordance with the principles, approaches, and standards set out in the National Cycle Manual, the Design Manual for Urban Roads and Streets and international best practice.
	Objective 5.20: Mitigation of adverse Impacts on Strategic Roads	To require development proposals that would materially impact the capacity of strategic national road network to remedy or mitigate any adverse effects of their development on transport systems and/or infrastructure and make reasonable contributions towards the costs of any required mitigation, alterations or capacity enhancement works to transport systems and/or infrastructure as required.	✓ N/A
<b>Chapter 6: Residential Strategy</b>	Objective 6.1: Residential Strategic Objectives	a. To encourage the development of sustainable residential neighbourhoods.	✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.
		b. To provide a variety of sizes for housing to meet the various needs of different sections of the population.	✓ A mix of apartment types and sizes has been provided within the proposed development.
		c. To continue to work with the Approved Housing Bodies and to actively engage with all key stakeholders in the provision of housing.	✓ N/A
		d. To continue to regenerate and maintain existing housing.	✓ N/A
		e. To encourage the use of derelict or underused land and buildings to assist in their regeneration.	✓ The site at present is a brownfield site not in use. The proposed development will ensure the use of this underused site.
		f. To promote high standards of design, energy efficient, estate layout and landscaping in all new housing developments.	✓ The proposed development is to a high standard in terms of design, energy efficiency, layout and landscaping.
		g. To protect and, where necessary, enhance the amenities and the environment of existing residential areas.	✓ The existing residential amenities have been protected and enhanced where necessary.
		Objective 6.3: Social Housing under Part V	To require that 14% of units on all land zoned for residential units (or for a mix of residential and other uses) to be reserved for the purposes of social housing and specialised housing needs. Each application subject ot

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Part V requirements will be considered on an individual basis to the prior agreement of the Local Authority.	<p>Planning and Development Act 2000 (as amended), which required a provision of 10% social housing.</p> <p>✓ Please refer to the Part V Report by McCutcheon Halley Planning for details on the Part V proposal.</p>
	Objective 6.4: Housing Provision	To support and facilitate the provision of housing through various sectors including private, voluntary and co-operative housing sectors. The Local Authority will continue to implement and operate a range of housing schemes and will continue to look at viable alternatives in the delivery of suitable accommodation for all.	✓ N/A
	Objective 6.8: Housing Mix	To encourage the establishment of sustainable residential communities by ensuring a mix of housing and apartments types, sizes and tenures is provided. Planning applications for multiple housing units shall submit a Statement of Housing Mix detailing the proposed mix and why it is considered appropriate. The needs of special group such as the elderly and disabled shall also be considered as part of this provides.	✓ A mix of apartment types and sizes have been provided within the proposed development. A Statement of Housing Mix is provided as part of the planning application documents. This mix is also outlined in the Housing Quality Assessment Report by Wilson Architecture.
	Objective 6.9: Housing Density	To promote suitable densities to meet the needs outlined in the Core Strategy as set out in Chapter 16 Development Management.	✓ The density is 115 units per hectare. This is adequate to meet the needs outlined in the Core Strategy as set out in Chapter 16.
<b>Chapter 7: Inclusive Neighbourhoods</b>	Objective 7.2: Sustainable Neighbourhoods	To support the creation of sustainable neighbourhoods which allow access to services and facilities for all users and to foster a sense of community and a sense of place.	✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.
	Objective 7.18: Safe City	<p>a. To ensure a well-integrated urban form that provides a safe environment for all users by maximising visibility and surveillance, increasing pedestrian activity and maximising connections between areas</p> <p>b. To encourage the ongoing maintenance and upkeep of the public realm, keeping spaces free of graffiti and litter etc.</p>	<p>✓ Active frontage, which includes a creche and residential lobbies are provided on Old Fort Road. This together with the existence of on-site management will ensure that the development is maintained, and anti-social behaviour is discouraged.</p> <p>✓ As above</p>
<b>Chapter 9: Built Heritage and Archaeology</b>	Objective 9.26: Historic Landscape	Cork City Council will ensure the historic landscapes and gardens throughout the city are protected from inappropriate development.	✓ N/A
	Objective 9.29: Architectural Conservation Areas	To seek to preserve and enhance the designated Architectural Conservation Areas in the City.	✓ N/A
	Objective 9.32: Development in Architectural	<p>Development in ACA'S should take account of the following:</p> <p>) Works that impact negatively upon features within the public</p>	✓ N/A



Reference	Policy Objective	Policy Provision	Statement of Consistency
	Conservation Areas	<p>realm such as paving, railings, street furniture, kerbing etc. shall not be generally permitted;</p> <p>) Acceptable design, scale, materials and finishes for new developments;</p> <p>) Original materials and methods of construction should be retained for example, timber barge boards, windows and doors should not be replaced with PVC, original roofing material types should be retained along with original forms and locations of openings, etc;</p> <p>) Features of historic or architectural value should not be removed.</p>	
<b>Chapter 10: Landscape and Natural Heritage</b>	Objective 10.7: Designated Areas and Protected Species	a. To protect, enhance and conserve designated areas of natural heritage and biodiversity and the habitats, flora and fauna for which it is designated;	✓ N/A
		b. To protect, enhance and conserve designated species and the habitats on which they depend;	✓ N/A
		c. To ensure that any plan/project and any associated works, individually or in combination with other plans or projects are subject to Appropriate Assessment Screening to ensure that there are no likely significant effects on the integrity (defined by the structure and function) of any Natura 2000 site(s) and that the requirements of Article 6(3) and 6(4) of the EU Habitats Directive are fully satisfied. When a plan/project is likely to have a significant effect on a Natura 2000 site or there is uncertainty with regard to effects, it shall be subject to Appropriate Assessment. The plan/project will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the plan/project is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of Article 6(3) and 6(4) of the EU Habitats Directive.	✓ A Stage 1 Appropriate Assessment Screening Report has been submitted with this application.
Objective 10.10: Trees and Urban Woodland	a. To protect and enhance the city's tree and urban woodlands.	✓ Existing trees are to be retained and protected where possible.	
	b. To protect, survey and maintain existing important individual and groups of trees.	✓ As above.	
	c. To make use of tree preservation orders to protect important trees or groups of trees which may be at risk.	✓ N/A	
	d. To ensure that new development benefits from adequate	✓ As above. A landscaping masterplan by Brady Shipman	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		landscape structure / tree coverage, particularly in areas of the sit with inadequate tree coverage.	Martin has been submitted with this application.
		e. To develop an urban woodland strategy and to provide a resource to protect trees and tree groups of significance, to manage existing areas with high tree coverage and to plant new urban woodlands in areas deficient in tree coverage.	✓ Existing trees are retained and protected where possible.
		f. To promote the planting of native deciduous trees and mixed forestry in order to benefit biodiversity.	✓ A landscaping masterplan by Brady Shipman Martin has been submitted with this application.
<b>Chapter 11 Recreational Infrastructure</b>	Objective 11.7 Public Open Space	a. To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a presumption against development of land zoned public open space for alternative purposes;	✓ The proposed development will provide 4,801.2 m <sup>2</sup> of public open space which incorporates plazas, courtyard areas and play areas.
		b. There will be a presumption against development on all open space in residential estates in the city, including any green area/public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation/amenity open space, and also including land which has been habitually used as a public open space. Such lands shall be protected for recreation, open space and amenity purposes;	✓ N/A
		c. To promote public open space standards generally in accordance with national guidance contained in <i>Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities</i> (DEHLG, 2009) and the accompanying <i>Urban Design Manual – A Best Practice Guide</i> ;	✓ The proposed development is generally in accordance with these national guidance documents and has had regard to the 12 no. design principles outlined in this document where relevant.
		d. The development of open spaces should aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community;	✓ In total, the proposed public open space provision of 4,801.2 sqm.
		e. To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities;	✓ The proposed open space, incorporates plazas, courtyard areas and play areas. The open spaces benefit from passive surveillance from the residential elements.
			✓ The proposed open spaces have been designed to be of the highest standard in terms of design, accessibility and surveillance. As mentioned above 4,801.2 sqm of the open space provided is directly open to the public. These spaces will provide an amenity and provide a focal point for activity within the scheme.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		f. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role).	✓ A Planning and Design statement by McCutcheon Halley Planning and an Architects Design Statement by Wilson Architecture have been submitted as part of the application and outline the specific design outcomes for each open space provided, in line with this policy requirement.
	Objective 11.8: Active Recreational Facilitates	To support the development of indoor and outdoor active recreational facilities which are easily accessible to all members of the community.	✓ Play areas to suit different age groups are proposed within the open space areas.
	Objective 11.15: Children's Play Facilities	To seek the provision of children's play facilities in new developments and particularly in new larger residential developments of 75 units and over. Facilities for young children aged 0-5 should be provided within easy walking distance of homes or within the curtilage of apartment blocks. older children should have access to larger equipped play areas within 5 minutes' walk of home.	✓ Play areas to suit different age groups are proposed within the open space areas within easy walking distance to homes.
<b>Chapter 12: Environmental Infrastructure and Management</b>	Objective 12.3: Sustainable Urban Drainage Systems	Planning Applications shall include proposals for managing storm water in accordance with details set out at <a href="http://www.irishsuds.com">www.irishsuds.com</a> (unless superseded by policies and standards set out in the adopted "Storm Water Management Plan per Objective 12.2) and shall minimise and limit the extent of hard surfacing and paving.	✓ The Infrastructure Report by JODA Consulting Engineers outlines the proposals for managing storm water drainage. It states that, there is an existing surface water drainage system that forms part of the overall Ballincollig Town Centre development. The overall services layout development for the town centre development has made an allowance for the development of the subject site to drain to the Ballincollig Town Centre maindrainage. An existing 900mm diameter storm pipe passes directly through the site and therefore must be diverted. This diversion will increase the capacity of the pipe. The new storm sewer network shall collect surface water runoff from roads, paths and hard areas. It is proposed for the new storm network to discharge into the existing network
	Objective 12.4: Surface Water Discharges from Roads	To ensure that all significant road projects/upgrades with surface water discharges to the watercourses flowing through the City's administrative area and Cork Harbour, have petrol/oil interceptors installed to prevent hydrocarbon pollution of the receiving waters.	✓ Petrol/oil interceptors have been incorporated into the proposed development.
	Objective 12.18 Air Quality	To protect and improve air quality in Cork City in accordance with the Air Quality Standards Regulations 2011 and Ambient Air Quality and Cleaner Air for Europe (CAFE) Directive (2008/50/EC)	✓ It is envisaged that potential impacts on air quality are most likely during the construction stage of the proposed development. In order to mitigate any potential impacts at this stage,

Reference	Policy Objective	Policy Provision	Statement of Consistency
			a preliminary Environmental and Construction Waste Management Plan by McCutcheon Halley Planning is submitted with this application. This plan will be updated and expanded throughout the construction stage to ensure that any potential environmental impacts including those related to air quality are addressed.
	Objective 12.19 External Lighting	To require that the design of external lighting minimises the incidence of light spillage or pollution on the surrounding environment and results in no adverse impact on residential amenities or distraction to road users. Development proposals that require lighting of outdoor areas shall be required to include details of external lighting scheme and proposed mitigation measures.	✓ The proposed development has considered this requirement by including a lighting scheme that is appropriate to its urban setting and minimises any potential negative impact on residential amenity. The planning application documentation includes details of an external lighting scheme and proposed mitigation measures if required.
	Objective 12.21: Noise Levels in Developments	To require all developments to be designed and operated in a manner that will minimise and contain noise levels, where appropriate, the City Council shall apply conditions on new developments / uses that restrict noise emissions and hours of operation, in particular, night time uses such as public houses, private members clubs, casinos, fast food takeaways, restaurants and nightclubs; or conditions on noise sensitive developments / uses to mitigate the effects of exiting noise levels.	✓ The proposed development is designed and detailed to ensure that the impact of noise from the proposed development is mitigated, with particular consideration to the potential impact on residential amenities.
<b>Chapter 16: Development Management</b>	Objective 16.1: Design Statement	All significant planning applications shall submit an accompanying design statement which provides a framework explaining how a proposed development is a suitable response to the site and its setting.	✓ An Architectural Design Statement by Wilson Architecture and a Planning and Design Statement by McCutcheon Halley is submitted to the Board in support of this application.
	Objective 16.2: Visual Impact Assessments	All significant planning applications shall submit an accompanying visual impact assessment	✓ Photomontages by Brady Shipman Martin have been submitted with the application.
	Objective 16.3: Urban Design	To deliver high quality built environment through good place making To ensure that development is designed to high qualitative standard and is cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.	✓ The proposed development has been developed having regard to the 12 no. urban design principles as outlined. As an apartment scheme, the design focuses on the creation of distinctive residential development and its integration with the surrounding area. The creation of a community and a sense of family is central to the design.
	Table 16.1: Indicative Plot Ratio Standards	Suburban Key Development Areas = 1.0 – 1.75 *Higher plot ratios may be permitted dependent on specific development and surrounding context (Section 16.16)	✓ The plot ratio of the proposed development is 1.3.

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Table 16.2: General Public Open Space Provision	General Provision = 10%	<ul style="list-style-type: none"> <li>✓ The proposed development provides the following level of open space:</li> <li>✓ Public Open Space – 4,801.2 sqm (35.5%).</li> <li>✓ Communal Open Space – 2,424.4 sqm.</li> </ul>
	Objective 16.4: Skyline and Roofscapes	<p>The Council will seek new buildings to be designed to:</p> <ul style="list-style-type: none"> <li>) Enhance the roofscape in terms of their bulk, massing, materials and aesthetics;</li> <li>) Where appropriate, divide building mass into smaller elements which respect the existing cityscape and the setting and views and prospects of landmark buildings and the other special amenity views;</li> <li>) Where appropriate locate plant housing for buildings in basements to avoid impact on views of the cityscape.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The design of the proposed development will create a landmark development at this location.</li> <li>✓ The building has been divided into 3 elements to break up the massing of the buildings.</li> <li>✓ All plant for the proposed development is located below podium level.</li> </ul>
	Objective 16.5: Gated Streets	The City Council will not support proposals for gated streets and spaces	<ul style="list-style-type: none"> <li>✓ Gated streets and spaces are not included within the proposed development.</li> </ul>
	Objective 16.6: Creating Adaptable Buildings	The City Council will seek to ensure that new buildings are designed to be flexible and adaptable throughout the city.	<ul style="list-style-type: none"> <li>✓ The building has been designed to allow a great deal of flexibility to reconfigure the internal arrangements in future. The ground floor areas have a taller floor to ceiling height to allow for possible alternative uses. This is considered prudent in such a central urban location.</li> </ul>
	Objective 16.9: Sustainable Residential Development	<p>Residential developments shall be sustainable and create high quality places and spaces which:</p> <ul style="list-style-type: none"> <li>a. Deliver high quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience.</li> <li>b. Provide adequate open space which are practical in terms of scale and layout and naturally supervised by the aspect of the dwellings it serves.</li> <li>c. Provide a good range of suitable facilities.</li> <li>d. Prioritise walking, cycling and public transport and minimise the need to use cars.</li> </ul>	<ul style="list-style-type: none"> <li>✓ The design complies with design guidelines requirements which will ensure a high quality of life for residents and visitors in terms of amenity, safety and convenience.</li> <li>✓ There is a provision of 35.5% of open space which is practical in terms of scale and layout and benefits from passive surveillance from the apartments.</li> <li>✓ The proposed development incorporated approximately 4,801.2 sqm of public open space which includes plazas, courtyard areas and play areas, which are of a sufficient size/scale to facilitate a range of community and sporting uses. These facilities will be available to the entire community, both existing and future.</li> <li>✓ The proposed development prioritises sustainable methods of transport including walking and cycling with permeability facilitated within the development as well as connectivity in the surrounding area.</li> </ul>

Reference	Policy Objective	Policy Provision	Statement of Consistency		
		e. Present an attractive appearance with a distinct sense of place.	✓ The layout ensures an appropriate balance between private and public open space. Public space will be easy to maintain and is well overlooked to ensure passive surveillance avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.		
		f. Are easy to access and navigate.	✓ The topography of the development site slopes in a northerly direction. The development has been designed to be universally accessible to all members of the community, regardless of age or ability.		
		g. Promote the efficient use of land in terms of density and plot ratio.	✓ The density is 115 units per hectare and the plot ratio is 1.3 which complies with the standards set out for Brownfield Sites.		
		h. Promote social integration and provides accommodation for a diverse range of household types and age groups.	✓ The layout provides for a mix of unit types and sizes as detailed in the Planning and Design Statement by McCutcheon Halley Planning and the Housing Quality Assessment by Wilson Architecture.		
		i. Enhance and protect the built and natural heritage.	✓ The proposed design of the apartments is based on a modern interpretation of traditional building forms and materials. They have been expressed in a contemporary way which respects the character of and is complementary to the existing built and natural heritage of the area.		
	Table 16.4: Indicative Targets for dwelling Size and Distribution	1 person 2 person 3+ person	1 bed 2 bed 3/3+ bed	Max 20% Min 30% Min 50%	✓ A range of apartments types and sizes are provided, comprising a mix of 1 and 2 bed units. (please refer to Section 2.6 above).
	Table 16.5: Minimum Overall Apartment Gross Floor Areas	1 bed 2 bed/3 persons 2 bed/4 person 3 bed	55sqm 80sqm 90sqm 100sqm		<ul style="list-style-type: none"> <li>✓ These guidelines have been superseded by the 2018 Apartment Guidelines.</li> <li>✓ The smallest 1 bed apartment is 53.36 sqm and the largest is 69.68 sqm</li> <li>✓ The smallest 2 bed apartment is 79.72 sqm and the largest is 101.30 sqm.</li> </ul>
	Table 16.7: Private Open Space Standards (9Min. Requirements)	4 bed 1 bed 2 bed 3 bed	115sqm 6sqm 8sqm 12sqm		✓ Private open space has been provided for each apartment in line with the requirements set out in table 16.7.
	Table 16.8: Car Parking Standards	Zone 3 Residential 1-2 bedroom – 1 plus 0.25 spaces for visitor parking 3-3+ bed = 2.0 plus 0.25 spaces for visitor parking			✓ A total of 98 no. car parking spaces have been provided as part of the proposed development.
	Table 16.9: Cycle Parking	Standard apartment – 0.50 per unit			✓ A total of 272 no. bicycle spaces have been provided as part of the proposed development. an



Reference	Policy Objective	Policy Provision	Statement of Consistency
	Requirements		additional 24 no. spaces have been provided for visitors.



### 3.3 Cork County Development Plan, 2017

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 2: Core Strategy	CS 3-1: Network of Settlements: Higher Order Settlements	<b>Strategic Aim of Metropolitan Towns:</b> critical population growth, service and employment centres within the Cork 'Gateway' providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus	✓ The proposed development supports the strategic aim of the Metropolitan Towns in that it will contribute to the growth in population. The proposed development will complement and consolidate the development of Ballincollig.
Chapter 2: Core Strategy	CS 4-1: County Metropolitan Cork Strategic Planning Area	a) Recognise the importance of the role to be played by Metropolitan Cork in the development of the Cork 'Gateway' as a key part of the Atlantic Gateways Initiative planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City.	✓ The proposed development prioritises and facilitates walking, cycling and public transport use by providing high quality cyclists / pedestrian connections to the Ballincollig area.
		g) Develop the Cork City Environs so that they complement the City as a whole. In the south, priority should be given to consolidating the rapid growth that has occurred in recent years by the provision of services, social infrastructure and recreation facilities to meet the needs of the population. The North Environs will play a major role in the rebalancing of the City in terms of future population and employment growth.	✓ The proposed development will complement and consolidate the development of Ballincollig. The proposed development incorporates services, social infrastructure and recreation facilities to meet the needs of the existing and future population.
Chapter 3: Housing	HOU 3-1: Sustainable Residential Communities	a) Ensure that all new development within the County supports the achievement of sustainable residential communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, in development plan preparation and in assessing applications for development through the development management process.	✓ The proposed development has had full regard to the provision of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual.
		b) Promote development which prioritises and facilitates walking, cycling and public transport use, both within individual developments and in the wider context of linking developments together and providing connections to the wider area, existing facilities and public transport nodes such as bus and rail stops.	✓ The proposed development promotes sustainable methods of transport including walking and cycling, with permeability facilitated within the development itself as well as connectivity to existing built up areas.
		c) Following the approach in chapter 10 of this plan, ensure that urban footpaths and public lighting are	✓ Where relevant all existing footpaths and public lighting services are connected to the proposed development. This is most relevant

Reference	Policy Objective	Policy Provision	Statement of Consistency
		provided connecting all residential developments to the existing network of footpaths in an area and that the works required to give effect to this objective are identified early in the planning process to ensure such infrastructure is delivered in tandem with the occupation.	at the connection point on the Old Fort Road to the west and east of the site.
<b>Chapter 3: Housing</b>	HOU 3-2: Urban Design	a) Ensure that all new urban development is of a high design quality and supports the achievement of successful urban spaces and sustainable communities. The Council will have regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas, the accompanying Urban Design Manual and the Council's Design Guide for Residential Estate Development in development plan preparation and in assessing applications for development through the development management process.	✓ The proposed development has had full regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual. Specific guidance issued by the Council is based on these principle documents and therefore the proposed development is in accordance with the Council's design Guide for Residential Estate Development.
		b) Provide additional guidance, including principles and policies, on urban design issues at a local level, responding to local circumstances and issues. Where appropriate Local Area Plans will consider the need for the provision of additional guidance in the form of design briefs for important, sensitive or large-scale development sites.	✓ N/A
		c) Require the submission of design statements with all applications for residential development in order to facilitate the proper evaluation of the proposal relative to key objectives of the Development Plan with regard to the creation of sustainable residential communities.	✓ A Planning and Design Statement by McCutcheon Halley Planning and an Architects Design Statement by Wilson Architecture have been submitted as part of the planning application documents.
		d) Require developers to take account of the Design Manual for Urban Roads and Streets (DMURS).	✓ The Guidance contained in DMURS has been considered and incorporated into the proposed development.
<b>Chapter 3: Housing</b>	HOU 3-3: Housing Mix	a) Secure the development of a mix of house types and sizes throughout the County as a whole to meet the needs of the likely future population in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas.	✓ A mix of unit types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork City Council.
		b) Require the submission of a Statement of Housing Mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective.	✓ A Statement of Housing Mix is provided as part of the planning application documents. This mis is outlined in the Housing Quality Assessment by Wilson Architecture.
<b>Chapter 3: Housing</b>	HOU 4-1: Housing	<b>High Density</b> ( <i>min. 35 – max. no limit, units per Ha</i> )	✓ The proposed density of the site is calculated as 115 units per hectare,

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Density on Zoned Land	<ul style="list-style-type: none"> <li>▪ Applicable in town centres throughout the county and in other areas identified in LAP's normally in close proximity to existing or proposed high quality public transport corridors.</li> <li>▪ Normally requires/involves apartment development.</li> <li>▪ Subject to compliance with appropriate design/amenity standards and protecting the residential amenity of adjoining property and the heritage assets of town centres.</li> </ul> <p><b>Medium A Density</b> (<i>min. 20 – max. 50, units per Ha</i>)</p> <ul style="list-style-type: none"> <li>▪ Applicable in city suburbs, larger towns over 5,000 population and rail corridor locations (example Carrigtwohill).</li> <li>▪ Apartment development is permissible where appropriate but there is no requirement to include an apartment element in development proposals.</li> <li>▪ Consider a lower standard of public open space provision where larger private gardens are provided.</li> <li>▪ Must connect to public water and waste-water services.</li> <li>▪ Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.</li> </ul> <p><b>Medium B Density</b> (<i>min. 12 – max. 25, units per Ha</i>)</p> <ul style="list-style-type: none"> <li>▪ Max Net Density extended to 35 dwellings/ha in smaller towns outside Metropolitan Cork.</li> <li>▪ Normally applicable in smaller towns (less the 5,000 population).</li> <li>▪ Can be applied in larger towns through LAP's where there is a requirement to broaden the range of house types.</li> <li>▪ Densities less than 12 dwellings/ha will be considered where an exceptional market requirement has been identified.</li> <li>▪ Densities between 25 and 35 dwellings/ha will be considered where an exceptional market requirement has been identified.</li> <li>▪ Consider a lower standard of public open space provision where larger private gardens are provided.</li> <li>▪ Must connect to public water and waste-water services.</li> <li>▪ Broad housing mix normally required including detached/serviced sites unless otherwise specified in relevant Local Area Plan.</li> </ul>	which is appropriate for a town centre site.
<b>Chapter 3: Housing</b>	HOU 5-1: Reserved	Lands zoned for residential / housing or lands zoned for a mixture of residential /	✓ This requirement is superseded by the requirements of the amended

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Land for Social Housing	housing and other uses, including all land for a settlement identified in a local area plan will require 14% of all new residential developments to be made available for social housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Strategy.	<p>Planning and Development Regulations (2015), pursuant to Part V, s.96 of the Planning and Development Act 2000 (as amended), which requires a provision of 10% social housing.</p> <p>✓ It is proposed to transfer 12 no. units to meet this Part V obligation. The manner in which the applicant proposes to do so is outlined in the Part V Report by McCutcheon Halley Planning submitted with this application.</p>
<b>Chapter 5: Social and Community</b>	SC 1-1: Social and Community Infrastructure Provision	<p><b>a)</b> Support the provision of social and community facilities which meet the current and future needs of the entire population.</p> <p><b>b)</b> Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations.</p>	<p>✓ The proposed development incorporated approximately 4,801.2 sqm or 35.5% of active open space within the developable area. These facilities will be available to the entire community, both existing and future.</p>
<b>Chapter 5: Social and Community</b>	SC 2-1: Multi-Use Community Facilities	Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.	<p>✓ As above.</p>
<b>Chapter 5: Social and Community</b>	SC 3-1: Childcare Facilities	Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Guidelines on Childcare Facilities and the Childcare (Preschool Services) Regulations 2006.	<p>✓ The proposed development includes a creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations.</p>
<b>Chapter 5: Social and Community</b>	SC 4-1: Educational Facilities	Facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged.	<p>✓ The proposed development includes a creche which will be accessible directly from Old Fort Road.</p>
<b>Chapter 5: Social and Community</b>	SC 4-2: Provision of Educational Facilities in Large Residential Developments	<p><b>a)</b> Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</p> <p><b>b)</b> Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided.</p> <p><b>c)</b> Work closely with the Department of Education &amp; Skills to identify in the Local Area Plans, existing and future</p>	<p>✓ As the site is within close proximity to a number of primary and secondary schools there is adequate access to schools within the vicinity of the site. Therefore, it is not considered appropriate to undertake a separate assessment of the demand for school places likely to be generated by the development.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education &amp; Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area.</p> <p><b>d)</b> Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County.</p> <p><b>e)</b> Encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations.</p> <p><b>f)</b> Require that proposed new large scale residential developments, either as part of an individual development or a collective group of developments include an assessment of the demand for school places likely to be generated by the development and proposals to address any identified increase in demand which may arise.</p>	
<b>Chapter 5: Social and Community</b>	SC 5-2: Quality Provision of Public Open Space	<p><b>a)</b> Public Open Space within Residential Development shall be provided in accordance with the standards contained in “Cork County Council Recreation &amp; Amenity Policy”, the “Guidelines on Sustainable Residential Development in Urban Areas” and “Making Places: a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2”.</p> <p><b>b)</b> Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network. See also Chapter 13 Green Infrastructure and Environment.</p>	✓ The provision of public open space is consistent with the relevant planning policy documents.
<b>Chapter 5: Social and Community</b>	SC 5-3: Provision of New Recreation and Amenity Facilities	Support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and intergenerational activities, which are accessible to members of the community of all ages and abilities, through initiatives in partnership with community groups and sporting organisations.	<p>✓ The proposed open spaces and amenities are dispersed throughout the development, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.</p> <p>✓ The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>



Reference	Policy Objective	Policy Provision	Statement of Consistency
<b>Chapter 5: Social and Community</b>	SC 5-5: Recreation and Amenity Policy	Ensure the protection, and seek the enhancement and wise management of existing recreational facilities and public open space, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Councils Recreation and Amenity Policy and having regard to the Councils policy regarding the management of Green Infrastructure assets. It is also intended that any enhancement and management of existing public open spaces and new developments will be in accordance with the Council's policy on Biodiversity outside Protected Areas (HE 2-3), the Council's Green Infrastructure Strategy for County Cork (GI 2-1) and Green Infrastructure – New Developments (GI 3-1).	✓ The proposed development is consistent with the requirement of the Council's Recreation and Amenity Policy and has regard to the Council's policy regarding the management of Green Infrastructure assets.
<b>Chapter 5: Social and Community</b>	SC 5-8: Private Open Space Provision	Apply the standards for private open space provision contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2009) and Cork County Council's Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments will apply.	✓ The private open space provided is in line with the standards contained in the relevant guidance documents. Each unit is provided with private amenity space in the form of a balcony or terrace.
<b>Chapter 10: Transport and Mobility</b>	TM 2-1: Walking	a) Encourage and facilitate a safe walking route network and a culture of walking where possible and practical.	✓ A network or interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking and cycling. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.
		b) Preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, work places, town and village centres.	✓ It is proposed to enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.
		c) Ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	✓ The topography of the developable area of the site slopes in a northerly direction so therefore the development is designed to be universally accessible to all members of the community, regardless of age or ability.
		d) Local Area Plans will play an important role in implementing Walking Strategies.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 2-2: Cycling	a) Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local	✓ As above the proposed development places an emphasis on walking and cycling as a more appropriate mode of transport. Where appropriate, shared surfaces



Reference	Policy Objective	Policy Provision	Statement of Consistency
		Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.	have been introduced to ensure that every area of the development is accessible on foot and bike.
		b) Improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	✓ The streetscape of the proposed development will ensure that the needs of pedestrians, cyclists and those with special mobility needs are met appropriately, in line with the guidance of DMURS.
		c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.	✓ The proposed development is well connected to the surrounding area, particularly Old Fort Road which will ensure permeability to the wider Ballincollig area and ease of access to existing bus routes in the area and local shops and services.
		d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.	✓ The shared walk/cycle paths throughout the site will provide a local facility for cycling in the area, with the potential to connect to external walk/cycle routes within Ballincollig.
<b>Chapter 10: Transport and Mobility</b>	TM 2-3: Bus Transport (County-Wide)	The County Council will support and prioritise the following key Bus Transport initiatives:	✓ N/A
		a) Progress towards national targets for modal split. Encourage the further development of the bus network;	
		b) Ensure all new developments are well connected to their local bus networks;	✓ The proposed development facilitates a connection to the existing footpath network to the west and east of the site. A footpath connection runs from the site directly into the main street of Ballincollig where numerous bus stops are provided on the main street.
		c) Secure the provision of appropriate bus infrastructure as an integral part of new development;	✓ As above, bus stop facilities are provided the main street of Ballincollig.
		d) Secure safe walking routes from all new development to the local bus network;	✓ N/A
		e) Encourage the provision of safe and convenient interchange facilities in all main towns and	✓ N/A
		f) Encourage the better management of road space (e.g. through 'green route' and bus priority measures) to secure a journey time advantage for bus services.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 2-4: Bus Transport (Metropolitan Area)	The County Council will support and prioritise the following key Bus Transport initiatives:	✓ Direct pedestrian access has been provided from the site entrance to the existing bus stops on the main street 200m to the south.
		a) Encourage both the improvement and extension of services particularly to parts of Cork South Environs that	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		currently lack an appropriate service and greater usage of the bus network so that they offer a realistic alternative to the private car in providing effective linkages between the main locations where people live and where they work;	
		b) Promote bus service improvements broadly in line with Table 10.1 and to generally encourage the enhancement of service provision in tandem with planned population and employment growth.	✓ N/A
		c) Promote the introduction of new bus services on routes where they can offer a direct alternative to the routes most popular with private car users;	✓ As above.
		d) Seek commitment from relevant agencies to the delivery of a high quality bus corridor linking Ballincollig and Cork City Centre/ Kent Railway Station and plan for the delivery of population and employment growth to be delivered in tandem with the delivery of this project and	✓ N/A
		e) Support the provision of enhanced bus infrastructure, including park and ride facilities, throughout the Metropolitan area and especially in Douglas (in line with the Douglas LUTS proposals) and Glanmire.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM National Roads Network 3-1:	<p>a) Seek the support of the National Roads Authority in the implementation of the following major projects:</p> <p><u>Projects Critical to the Delivery of Planned Development</u></p> <ul style="list-style-type: none"> <li>▪ N 28 (Cork – Ringaskiddy).</li> <li>▪ M8 (Dunkettle Interchange Upgrade).</li> <li>▪ Cork Northern Ring Road (N22/N20/M8).</li> </ul> <p><u>Key NSS Projects</u></p> <ul style="list-style-type: none"> <li>▪ M 20 (Blarney – Mallow – Limerick).</li> <li>▪ N 25 (Carrigtwohill – Midleton – Youghal).</li> </ul> <p><u>Key Regional Projects</u></p> <ul style="list-style-type: none"> <li>▪ N 22 (Ballincollig – Macroom – Ballyvourney) to include Macroom By-pass.</li> <li>▪ N 71 (Cork – Clonakilty – Skibbereen and Bantry).</li> <li>▪ N 72 (Mallow Northern Relief Road).</li> <li>▪ N 72 Mallow to Fermoy.</li> </ul> <p>N 73 (Mallow – Mitchelstown).</p>	✓ N/A
		b) Support and provide for improvements to the national road network, including reserving corridors for proposed routes, free of	✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		inappropriate development, so as not to compromise future road schemes.	
		c) Restrict individual access onto national roads, in order to protect the substantial investment in the national road network, to improve carrying capacity, efficiency and safety and to prevent the premature obsolescence of the network	✓ The proposed development will not have any direct access onto national routes.
		d) Avoid the creation of additional access points from new development or the generation of increased traffic from existing accesses onto national roads to which speed limits greater than 50kph apply.	✓ No additional access will be provided onto the national road network.
		e) Prevent the undermining of the strategic transport function of national roads and to protect the capacity of the interchanges in the County from locally generated traffic.	✓ As above
		f) Consider the most up-to-date guidance in relation to the provision of Service and Rest Areas on the National Road Network (Section 2.8 of the Department of the Environment Community Heritage and Local Government 'Spatial Planning and National Roads Guidelines' (2012) and 'NRA Service Area Policy' (August 2014).	✓ N/A
		g) Co-operate with the National Roads Authority to identify the need for Service areas and/or rest areas for motorists along the national road network and to assist in the implementation of suitable proposals for provision, subject to normal planning considerations.	✓ N/A
		h) Ensure that in the design of new development adjoining or near National Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design-life of the development.	✓ N/A
		i) Control the proliferation of non-road traffic signage on and adjacent to national roads having regard to the NRA's "Policy on the Provision of Tourist & Leisure Signage on the National Roads" and Section 3.8 of the 'Spatial Planning and National Roads Guidelines (2012)' of the Department of the Environment Community Heritage and Local Government.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 3-2: Regional & Local Roads	a) Recognise the strategic role played by Regional Roads within the County and, together with Local Roads, to enhance their carrying capacity and safety profile in line with demand.	✓ N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>b) Promote the improvement of strategic Regional and Local Roads throughout the County in accordance with the strategies identified for the main settlements in this Plan.</p>	✓ N/A
		<p>c) Seek funding for the following Regional and Local Roads Projects in the County:</p> <p><u>Projects Critical to the Delivery of Planned Development</u></p> <ul style="list-style-type: none"> <li>▪ Carrigaline Inner Relief Route;</li> <li>▪ Douglas East – West Link Bridge;</li> <li>▪ Mallow-Park Road extension to N20;</li> <li>▪ Midleton (Waterrock) access roads and rail bridge;</li> <li>▪ Upgrade of access routes serving Monard;</li> <li>▪ Improved Road Access between N25 and Cobh subject to full ecological assessment;</li> <li>▪ Midleton Northern Relief Route;</li> <li>▪ R 586 (Bandon to Bantry);</li> <li>▪ R 572 (Glengarri to Castletownbere);</li> <li>▪ R 630 (Midleton – Whitegate);</li> <li>▪ R600 (Fivemile Bridge to Kinsale);</li> <li>▪ R613 (Ringaskiddy to N71);</li> <li>▪ R618 Leemount Cross.</li> </ul> <p>See Chapter 12 Heritage Objective HE 2-1 and Paragraph 12.2.5.</p>	✓ N/A
		<p>d) Limit access to Regional Roads where appropriate so as to protect carrying capacity of the road network and have regard to safety considerations particularly where access to a lower category road is available.</p>	✓ N/A
		<p>e) Ensure that in the design of new development adjoining or near Regional &amp; Local Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design-life of the development.</p>	✓ The local road to the south is of a sympathetic/urban scale. measures will protect the development from the adverse effects of traffic noise for the design life of the proposed development.
		<p>f) Ensure all upgrades to listed routes are planned, designed and constructed to avoid and prevent significant negative impacts on sites designated for nature conservation, other environmental or heritage resources.</p>	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 3-3: Road Safety and Traffic Management	<p>a) Where traffic movements associated with a development proposal will have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, to require the submission of a Traffic</p>	✓ A TTA and RSA by Arup is submitted in support of this subject planning application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		and Transport Assessment (TTA) and Road Safety Audit as part of the proposal.	
		b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes.	✓ The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as bus.
		c) For developments of 50 employees or more, developers will be required to prepare mobility management plans (travel plans), to promote alternative sustainable modes or practices of transport as part of the proposal.	✓ N/A
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users.	✓ 1 no. vehicular access points is proposed. This access point has been designed to appropriate standards of visibility to ensure the safety of other road users.
		e) Improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network.	✓ The proposed public roadways are designed to the highest standard.
		f) Promote road safety measures throughout the County, including traffic calming, road signage and parking.	✓ Adequate traffic calming, road signage and parking is provided in line with the recommendations of Cork County Council and best practice guidance.
		g) Co-ordinate proposed zoning designations and/or access strategies in settlement plans with speed limits on national roads.	✓ N/A
<b>Chapter 10: Transport and Mobility</b>	TM 4-1: Car and Cycle Parking	a) Encourage a gradual shift towards more efficient and sustainable transport modes by securing the delivery of parking spaces required in connection with new development broadly in line with Appendix D Parking and Cycling Standards.	✓ Cycle parking is provided in accordance with the requirements set out in Appendix D. The parking areas will be provided at appropriate locations, i.e. at the creche.
		b) Ensure that on-street car parking is designed such that it does not occupy unnecessary street frontage.	✓ Residential parking is provided under the podium level. There is no on-street parking provided.
		c) Improve the overall connectivity and accessibility between key car parking areas and primary town centre streets.	✓ N/A
		d) Ensure that a high standard of design, layout and landscaping accompanies any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: <ul style="list-style-type: none"> <li>i. Respects the character of the streetscape/landscape</li> <li>ii. Will not adversely affect visual amenity, and</li> </ul>	✓ Any parking areas provided are located in areas which benefit from passive surveillance. Parking areas will provide for safe and easy access for pedestrians and cyclists.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site.	
		e) Promote a shift towards cycling as a viable transport mode by requiring the provision of cycle parking facilities in accordance with Appendix D Table 2	✓ As above, item (a).
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 3-1: Wastewater Disposal	a) Ensure implementation of the South Western River Basin Management Plans and their associated programmes of measures.	✓ N/A
		b) Require that development in all main settlements connect to public waste water treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate	✓ The proposed development will connect to the existing public waste water treatment system in the area. this has been discussed with Irish Water who have confirmed that the proposed waste water connection may require upgrades to facilitate the connection of the proposed development
		c) Ensure that proposals for development incorporating smaller treatment systems align with the Guidance manual on treatment Systems for Small Communities, Business, Leisure Centres and Hotels published by the EPA or other appropriate guidance.	✓ N/A
		d) Any new developments in the County disposing of effluent to ground will be required to comply with the groundwater protection plan and the Waste Water Discharge Regulations.	✓ N/A
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 5-1: Surface Water and SuDS	a) Ensure that all new developments incorporate sustainable drainage systems (SuDS).	✓ In relation to surface water drainage, there is an existing surface water drainage system that forms part of the overall Ballincollig Town Centre development. The overall services layout development for the town centre development has made an allowance for the development of the subject site to drain to the Ballincollig Town Centre maindrainage. An existing 900mm diameter storm pipe passes directly through the site and therefore must be diverted. This diversion will increase the capacity of the pipe. The new storm sewer network shall collect surface water runoff from roads, paths and hard areas. It is proposed for the new storm network to discharge into the existing network
		b) Provide adequate storm water infrastructure in order to	✓ Storm water infrastructure is appropriate for the site.



Reference	Policy Objective	Policy Provision	Statement of Consistency
		accommodate the planned levels of growth expected for the County.	
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 5-2: River Channel Protection	Ensure that where practical development is kept at 10m or other appropriate distance from stream and river banks and adequate protection measures put in place.	✓ N/A
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 5-3: Surface Water Management	Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.	✓ As above, surface water is managed appropriately on site.
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 6-2: Development in Flood Risk Areas	<p>Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.</p> <p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective WS 6-1 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p> <p>Where the site specific flood risk assessment required under WS 6-1 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> <li>▪ The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans.</li> <li>▪ The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: <ul style="list-style-type: none"> <li>○ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;</li> </ul> </li> </ul>	✓ N/A – Site not located in or affected by any flood zone.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> <li>○ Comprises significant previously developed and/or under-utilised lands;</li> <li>○ Is within or adjoining the core of an established or designated urban settlement;</li> <li>○ Will be essential in achieving compact and sustainable urban growth; and</li> <li>○ There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.</li> </ul> <p>The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.</p>	
<b>Chapter 11: Water Services, Surface Water and Waste</b>	WS 7-1: Waste Management	a) Support the policy measures and actions outlined in 'A Resource Opportunity' 2012 – National Waste Policy	✓ N/A
		b) Encourage the delivery of an effective and efficient waste management service in line with the Waste Management Acts and relevant Waste Management Plan for the County/Region.	✓ N/A
		c) Normally require details and formal development proposals of onsite provisions for the management of waste materials that are likely to be generated from the proposed use. The Council will require Waste Management Assessment for projects which exceed thresholds outlined.	✓ A Construction and Environmental Management Plan by McCutcheon Halley Planning is submitted in support of this planning application. Any waste generated by the proposed development will be managed in accordance with best practice.
		d) Support the incorporation of the recommendation and policies of the National Hazardous Waste Management Plan 2008-12.	✓ N/A
		e) Support the sustainable development of the Bottlehill facility for specialised and appropriate uses primarily associated with integrated waste management.	✓ N/A
<b>Chapter 12: Heritage</b>	HE 2-3: Biodiversity outside Protected Areas	Retain areas of local biodiversity value, ecological corridors and habitats that are features of the County's ecological network, and to protect these from inappropriate development. This includes rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands as well as coastal and marine habitats. It particularly includes habitats of special conservation significance in Cork as listed	✓ The existing hedgerows and trees along the site boundary are to be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and operation.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		in Volume 2 Chapter 3 Nature Conservation Areas of the plan.	
<b>Chapter 12: Heritage</b>	HE 2-5: Trees and Woodlands	a) Protect trees the subject of Tree Preservation Orders.	✓ N/A
		b) Preserve and enhance the general level of tree cover in both town and country. Ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting and where appropriate to make use of tree preservation orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value.	✓ As above, the existing trees on site are to be retained and protected, in recognition of their importance to the landscape setting of the area. Proposed landscape measures will enhance tree cover throughout the site where appropriate.
		c) Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.	✓ As above, existing trees and hedgerows are incorporated into the design of the proposed development.
<b>Chapter 12: Heritage</b>	HE 3-1: Protection of Archaeological Sites	<p>a) Safeguard sites and settings, features and objects of archaeological interest generally.</p> <p>b) Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments including the Sites and Monuments Record (SMR) (see <a href="http://www.archeology.ie">www.archeology.ie</a>) and the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act, 1994, as amended and of sites, features and objects of archaeological and historical interest generally.</p>	✓ A desktop survey carried out to date has not identified any archaeological sites within the red line boundary of the site.
<b>Chapter 12: Heritage</b>	HE 3-4: Industrial and Post Medieval Archaeology	Protect and preserve the archaeological value of industrial and post medieval archaeology such as mills, limekilns, bridges, piers, harbours, penal chapels and dwellings. Proposals for refurbishment, works to or redevelopment/conversion of these sites should be subject to careful assessment	✓ N/A
<b>Chapter 12: Heritage</b>	HE 4-2: Protection of Structures on the NIAH	Give regard to and consideration of all structures which are included in the NIAH for County Cork, which are not currently included in the Record of Protected Structures, in development management functions.	✓ N/A
<b>Chapter 12: Heritage</b>	HE 4-3: Protection of Non-Structural Elements of Built Heritage	Protect important non-structural elements of the built heritage. These can include designed gardens/garden features, masonry walls, railings, follies, gates, bridges, and street furniture. The Council will promote awareness and best practice in relation to these elements.	✓ N/A
<b>Chapter 12: Heritage</b>	HE 4-6: Design and Landscaping	a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape.	✓ The proposed design of the units and other non-residential buildings are based on a modern interpretation of traditional building forms and materials. These have

Reference	Policy Objective	Policy Provision	Statement of Consistency
	of New Buildings		been expressed in a contemporary way which respects the character of and is complementary to the existing built environment.
		b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.	✓ The proposed development incorporates passive sustainable design measures, maximising orientation, shelter and solar gain. It will also incorporate active measures in line with the requirements of Technical Guidance Document I. of the Buildings Regulations.
		c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.	✓ N/A
		d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows in rural areas.	✓ A landscape masterplan by Brady Shipman Martin is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.
<b>Chapter 12: Heritage</b>	HE 5-2: Naming of New Developments	Promote and preserve local place names, local heritage, and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permissions for new developments.	✓ It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork City Council through compliance.
<b>Chapter 13: Green Infrastructure and Environment</b>	GI 3-1: Green Infrastructure – New Developments	Require new developments to contribute to the protection, management and enhancement of the existing green infrastructure of the County and the delivery of new green infrastructure, where appropriate.	✓ The most significant element of green infrastructure on the site is the existing trees and hedgerows along the northern boundary. This area will be protected both during construction and operation, as well as supplemented with additional tree planting along the southern boundary. This area will preserve and enhance the existing habitats and be managed in a sustainable way.
<b>Chapter 13: Green Infrastructure and Environment</b>	GI 6-1: Landscape	<p>a) Protect the visual and scenic amenities of County Cork’s built and natural environment.</p> <p>b) Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while maintaining respect for the environment and heritage generally in line with the principle of sustainability.</p> <p>c) Ensure that new development meets high standards of siting and design.</p> <p>d) Protect skylines and ridgelines from development.</p>	✓ The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporating of appropriate landscaping and the protection of existing landscaping features including hedgerows and heritage features.

Reference	Policy Objective	Policy Provision	Statement of Consistency	
		e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments		
Chapter 13: Green Infrastructure and Environment	GI 7-1: General Views and Prospects	Preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty as recognized in the Draft Landscape Strategy.	✓ The visual impact of the proposed development has been assessed as part of the photomontages by Brady Shipman Martin submitted with this application.	
Chapter 13: Green Infrastructure and Environment	GI 7-4: Development on Approached to Towns and Villages	Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.	✓ The proposed development provides appropriate landscape screening at all site boundaries, in particular the western edge, in order to protect and enhance the character and setting of the area.	
Chapter 14: Zoning and Land Use	ZU 2-1: Development and Land Use Zoning	Ensure that development, during the lifetime of this plan, proceeds in accordance with the general land use objectives set out in this plan and any specific zoning objectives that apply to particular areas as set out in any relevant Local Area Plans and Special Local Area Plans.	✓ The proposed development is in full accordance with the general land use objectives of the CDP and the specific BG-T-03 objective under which the subject site is designated.	
Chapter 14: Zoning and Land Use	ZU 2-2: Development Boundaries	For any settlement, it is a general objective to locate new development within the development boundary, identified in the relevant Local Area Plan that defines the extent to which the settlement may grow during the lifetime of the plan.	✓ The proposed development is located within the defined development boundary of Ballincollig, which will support the sustainable expansion of the Ballincollig area.	
Chapter 14: Zoning and Land Use	ZU 3-2: Appropriate Uses in Residential Areas	a) Promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area. b) Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity.	✓ The non-residential uses on site are complimentary to the primarily residential nature of the site. The creche, play areas and open space amenity areas also support the future community of the development.	
Appendix B – Core Strategy Tables	Table B.9: Housing Requirements for Cobh Municipal District	Population of South Environs in 2011	32,635	✓ The proposed development will provide 123 additional housing units in Ballincollig which will support the sustainable expansion of the settlement and the achievement of the targets set out in Appendix B.
		Population Target for 2022	31,308	
		Total New Households 2011 - 2022	1,336	
		New Units Required 2011 – 2022	1,284	
Appendix D – Parking	Table 1a: Car Parking Requirements	Creches	1 space per 3 staff + 1 spaces per 10 children	✓ Car parking will be provided in accordance with the requirements of Appendix D.

Reference	Policy Objective	Policy Provision		Statement of Consistency
<b>and Cycling Standards</b>	for New Development (Maximum per sqm)	Residential	2 spaces per dwelling 1.25 spaces per apartment	
<b>Appendix D – Parking and Cycling Standards</b>	Table 2 – Cycle Parking Requirements for New Development (Minimum per sqm)	Creches	1 per 4 staff	✓ Cycle parking will be provided in accordance with the requirements of Appendix D.
		Residential	0.5 spaces per unit (1-2 bed apartment) 1 space per unit (3+ bed apartment)	



### 3.4 Ballincollig - Carrigaline Municipal District Local Area Plan, 2017

Policy Objective	Policy Provision	Statement of Consistency
<b>BG-GO-01</b>	<b>Population and Housing</b> Secure the development of 4,033 new dwellings in Ballincollig between 2017 and 2022 in order to facilitate the sustainable growth of the town's population from 17,368 in 2011 to 23,805 in 2022.	✓ The subject development will provide 123 no. dwelling units in the short to medium term to serve the planned development of 4,033 new dwellings in Ballincollig.
<b>BG-GO-02</b>	<b>Population and Housing</b> Secure the delivery of the Maglin Urban Expansion Area and supporting infrastructure including water services through a progressive implementation programme.	✓ N/A
<b>BG-GO-03</b>	<b>Community Facilities</b> Identify lands for and secure the delivery of a new Civic Centre for Ballincollig.	✓ N/A
<b>BG-GO-04</b>	<b>Cycling and Walking</b> Implement the provisions of the Metropolitan Cycling Strategy.	✓ Cyclist connectivity is priority throughout the scheme. Cyclist routes are provided on the plaza areas that run in a north south direction between the courtyard blocks. Generous cyclist paths are provided as part of the streetscape on Old Fort Road.
<b>BG-GO-05</b>	<b>Public Transport</b> Support the progressive improvement in public transport linkages between Ballincollig and Cork City and support the improvement of public transport services within the town.	✓ N/A
<b>BG-GO-06</b>	<b>Enterprise</b> Create a new employment area to the south of the town with synergy and linkages to new employment areas on the Western End of the town.	✓ N/A
<b>BG-GO-07</b>	<b>Flood Risk</b> All proposals for development within the areas identified as being at risk of flooding will need to comply, as appropriate, and with the provision of the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In particular, a site-specific flood risk assessment will be required as described in objectives FD1-4, 1-5 and 1-6.	✓ N/A – Site is not located in an area susceptible to flooding.
<b>BG-GO-08</b>	To preserve and protect the archaeological and architectural heritage which contributes to the character of an area and is intrinsic to it's identify and sense of place in accordance with the Heritage objectives (HE3-1-5 & HE 4-1-5) of the County Development Plan 2014. This includes formal vernacular, industrial, civic, ecclesiastical, maritime and underwater heritage and features such as historic boundaries, gate piers, street furniture and landscapes.	✓ A distinct and recognisable scheme is proposed through the architectural and design treatment of the form, fenestration and material colours and finishes. The height of the blocks along Old Fort Road are set at an appropriate scale in relation to the road and path widths, and the Crescent Apartments to the south of Old Fort Road. The plaza areas to the front and between the buildings comprise of high quality hard and soft landscaping, street furniture and planting and form a transition between the semi-public areas for residential and the public realm of the street. The proposed design and layout of the development will create an individual neighbourhood which will complement the existing neighbourhood but be sufficiently individual to promote its own sense of place.

Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> <li>✓ Consideration will be given to the use of place names that are synonymous with the previous Barrack's use of the site. The proposed development uses an architectural language that is robust and reflects the areas past.</li> <li>✓ The proposed design and layout of the development will create a residential development which will complement the history of the area but be sufficiently individual to promote their own sense of place.</li> <li>✓ The buildings use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration has been given to the individual blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</li> </ul>
<b>BG-T-03</b>	Completion of the Ballincollig Town Centre' (former Murphy Barracks) site for town centre uses. The redevelopment of vacant properties for office based activities including incubator units and start ups will be considered in this area.	<ul style="list-style-type: none"> <li>✓ The proposed development is in accordance with this zoning objective.</li> </ul>