

**Non Material Contravention Statement**

**Strategic Housing Development application for a 10-year permission for the construction of 753 no. residential units on lands at Lahardane and Ballincolly, Ballyvolane, Cork.**

**Prepared on behalf of**

***Longview Estates Ltd***

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## **1.0 Introduction**

This document has been prepared in support of a Strategic Housing Development Planning Application for 753 units in Lahardane and Ballincolly (Townlands), Ballyvolane, Cork City.

This document is intended to set out how key elements of the proposed development (density, car parking etc.) are consistent with national, regional and local planning policies and guidance. A separate Statement of Consistency is enclosed with the planning application which provides greater detail on compliance with planning policy and guidance.

There are variances between national and local planning policy documents on some matters such as density. Where there are inconsistencies, the proposed development has been designed to be consistent with the most up to date policy as appropriate.

The keys matters assessed in this report include:

- Local Area Plan Zoning
- Car Parking
- Cycle Parking
- Density
- Height
- Public Open Space
- Private Open Space
- Landscape Strategy
- Ballyvolane Urban Expansion Area (UEA) Phasing and Infrastructural Requirements as set out in the Cobh MD Local Area Plan

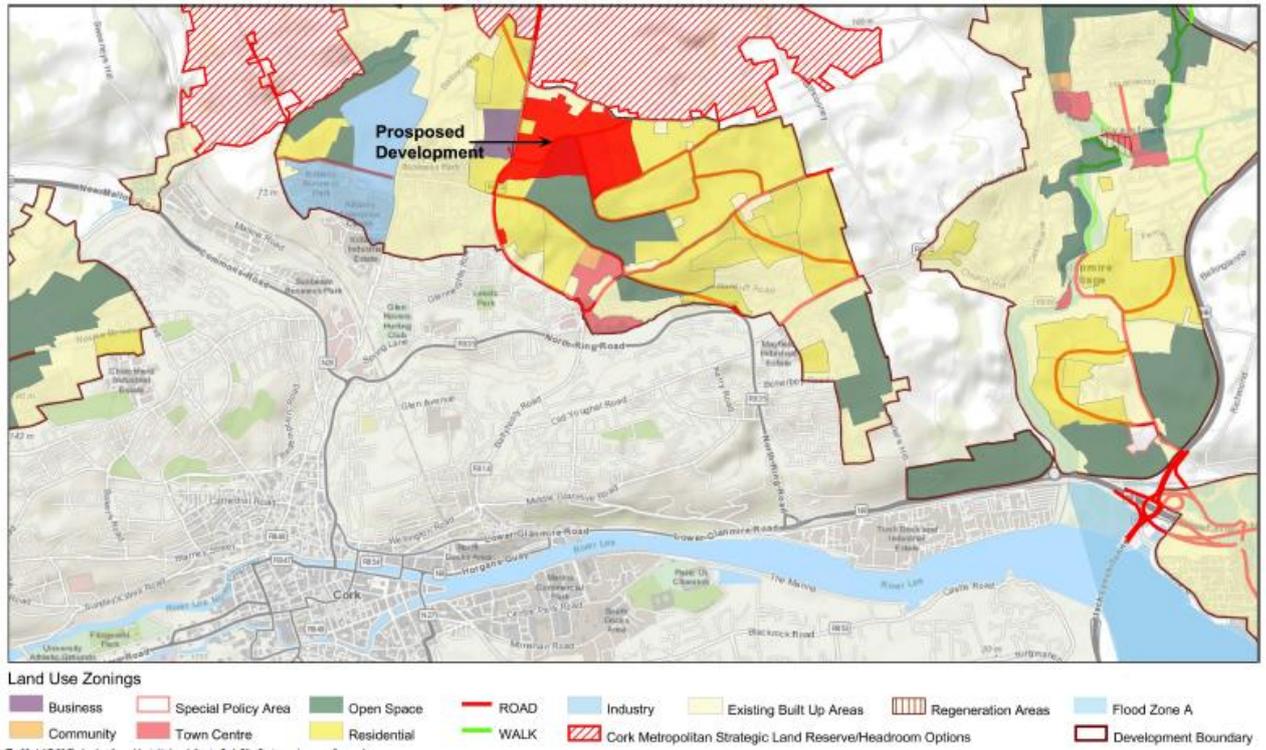
## **2.0 Statement of Conformity**

This report focuses on the key elements of the proposed development including zoning, car parking, density and height and these topics are assessed against the provisions of relevant local, regional and national planning policies and guidance documents.

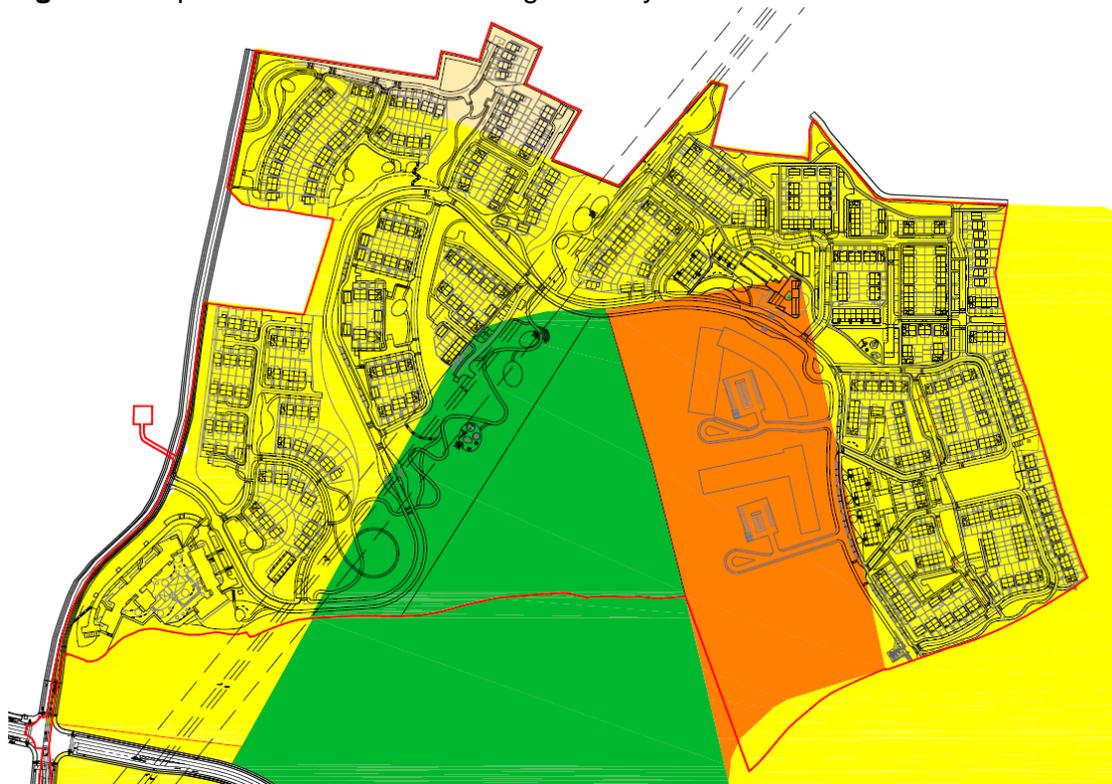
### ***2.1 Local Area Plan Zoning***

The proposed development is located within the area of the Cobh Municipal District Local Area Plan 2017. Within this, it is located in an area identified as the Cork City North Environs. The site forms part of the Ballyvolane Urban Expansion Area (UEA) which projects significant growth in population. The zoning map for the Cork City North Environs is set out below in Figure 1.

**Figure 1** Site Location within Cobh Local Area Plan 2017 zoning map for Cork City North Environs



**Figure 2** Proposed Site Plan with zonings overlay shown



There are a number of zonings relevant to the planning application site. The “zones” include:

- Existing Built-Up Area
- Objective NE-R-08: *Medium B residential development*
- Objective NE-R-09: *Medium B residential development*
- Objective NE-C-01: *Proposed primary and secondary school campus with playing pitches*
- Objective NE-O-04: *Open space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses.*
- Objective NE-U-03, NE-U-04 and NE-U-05: Roads Objectives

The planning policy objectives for each zone, and comments on conformity, are set out below.

### **Existing Built-Up Area:**

In lands zoned as “Existing Built-Up Area” the Cork County Development Plan 2014 seeks to “*normally encourage through the Local Area Plan’s development that supports in general the primary land use of the surrounding existing built up area. Development that does not support, or threatens the vitality or integrity of, the primary use of these existing built up areas will be resisted*”.

A small portion of the north western part of the proposed development is located within the “Existing Built Up Area” zone. The primary use of this area, in this instance, is residential. The proposal is in accordance with the existing land use in this area (the existing housing along the northern site boundary) and does not threaten the vitality or integrity of this existing primary use.

### **Objective NE-R-08: Medium B residential development**

### **Objective NE-R-09: Medium B residential development**

The proposed development is consistent with the zoning for the site. The density of the scheme, overall, is 35.7 units per Ha. The proposed density of the overall development is higher than the Medium B density range (12-25 u/Ha) advocated for these sites in the Cobh Local Area Plan however, the Cork County Development Plan states that “*Max Net Density extended to 35 dwellings/ha in smaller towns outside Metropolitan Cork*” and National Guidance on density which the County Plan supports in HOU-3.1 which states that “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”; those guidelines supporting density of 35+ units per Ha.

Further detail on density is set out in section 2.3 below.

**Objective NE-C-01: *Proposed primary and secondary school campus with playing pitches***

The plan notes that the Department of Education and Skills identified a requirement for a new primary school in Cork City North Environs based on the 2022 forecast population of 4,581 set out in the 2004 Regional Planning Guidelines. The revised population target of 10,719 will give rise to an additional requirement for educational facilities. The new requirements are approximately 21 additional classrooms for primary school age and 365 post-primary school places. Therefore, it is likely that a new 16 or 24 classroom school may be required in the North Environs in the future.

Engagement has occurred with Mr Alan Hanlon of the Site Acquisitions and Property Management Section of the Department of Education and Skills and the Department have confirmed that they have no current requirement for a school in the Ballyvolane area. This correlates with the School Report that Cunnane Stratton Reynolds prepared for this planning application which identified that enrolment figures have fallen in a number of schools in the area over the last number of years. This suggests that the existing schools in the area have a number of places available.

Notwithstanding the engagement that has occurred with the Department of Education and Skills, the proposed development is consistent with the school zoning objective. Land within Longview's ownership (and within the planning application red line as shown in Figure 2) has been identified for the provision of a secondary school and primary school campus (NE-C-01). The schools are not proposed within this planning application but some reprofiling of this part of the site will occur as sub soil and top soil is relocated there. The proposed development does not interfere with the future provision of schools at this site if the Department identify the need for same and acquire the site. In fact, the proposed development would be considered to facilitate the development of a school campus if required as it opens up the site via the distributor road proposed. The 'school site' is otherwise landlocked.

The project architects have assessed the practicality of providing a school campus at this location. The proposed site layout plan incorporates a school campus development which has been based on primary and secondary layouts available. This layout provides for at least a 24 classroom primary school and a 600 pupil secondary school. This exercise demonstrated that it is possible to fit a campus containing a primary and secondary school at this location. The Department of Education and Skills will procure the site and apply for planning permission to develop it when the need arises.

It is noted that the local centre is partially located in the area zoned for a school campus; specifically the crèche and community centre being located in the Community Zoned lands. This occurs due to the alignment of the distributor road. In any case this is a very small portion of the land zoned for a school campus. The proposed development also includes a bus stop and bus turning area within the site zoned for a school. This bus stop location proposed in proximity to a local centre and a site zoned for a school is considered appropriate in terms of sustainable future planning. The bus turning area is proposed to be a temporary arrangement to facilitate bus transport within this development until the adjoining lands are developed in the future and the bus will continue its route through the urban expansion area. This may however continue in use to serve the school areas.

**Objective NE-O-04: *Open space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways***

***and cycle-ways for accessibility between residential, business, retail and community uses.***

The applicant's site includes a portion of land identified for the provision of an urban park. The LAP states that as part of the Phase 1 of the overall urban expansion area development that "*partial provision of the 20 hectare public park*" is to be provided for". This is provided for in this proposal.

In addition to the smaller pockets of open space and play areas throughout the development, the proposal includes a c.3 hectare urban park. This park forms part of a much larger area that been zoned for an urban park to serve the expansion area. The form and design of the c.3 hectare park means that it can be naturally extended (eastwards) as the residual park land is developed in the future, see Figure 3.

In accordance with the zoning objective the proposed c.3 hectare park also acts as a dedicated greenway through the site with attractive and safe paths for walking, jogging and cycling. The park contains dedicated play areas and kickabout spaces, an outdoor gym area and amphitheatre spaces for recreational amenity. These recreation and activity spaces are connected in a network through the park.

The first Phase of the "park" is to be developed around the "greenway" focussed on the 110 KV corridor that traverses the site. This "110 kv corridor" and park will contain pedestrian and cyclist links though the site along with amenity spaces. The layout makes provision for the second phase of the Park.

Phase 2 of the "Park" will be the lands between the school lands and the "greenway". This area is bounded to the south by the application "red line"; as defined by the proposed, undergrounded, 38 KV line. This land will be reserved under a Section 47 Agreement for the Council's Park Plans. A Draft S47 is included in this application.

Phase 3 of the Park is the remainder of the Park Zoned land sin the applicant's ownership; south of the red lines southern boundary. This land will be reserved under a Section 47 Agreement for the Council's Park Plans.

The Phase 2 and 3 Park lands will remain in open grassland / agricultural use until required by the City Council and will be access by framing traffic from the Ballyhooly Rod agricultural entrance.

The above Phase 1, 2 and 3 areas amount to 20 Ha. of "green" zoned space and the active management of the lands has been agreed to with Cork City Council under the proposed Section 47.

The proposed development is consistent with the zonings on the site and the provision on infrastructure including the distributor road will facilitate further development on the adjoining zoned lands within the Ballyvolane Urban Expansion Area.

**Figure 3 Proposed Park**



**Objective NE-U-03, NE-U-04 and NE-U-05:**

Objectives NE-U-03 and NE-U-04 are for service roads within the Ballyvolane Urban Expansion Area. The proposed alignment of these routes differs from the LAP. The distributor road proposed through the site follows a more circuitous route than shown in the LAP as the topography of the site is very challenging. The layout has been through a number of iterations and from an environmental perspective, the current proposed route of the distributor road is much better than the route proposed in the LAP and results in better layout for the proposed development. This mainly occurred as the County Council demanded that DMURS standards be adhered to which say a less steep gradient than the DMRB standards previously being proposed. Having a less steep gradient to the distributor road sees it take a longer, more circuitous length.

The linkages proposed see NE-U-03 maintain its access to the northern rural road and NE-U-04 relocated to the eastern side of the school site due to topography and in the interests of a more efficient road network. The overall linkages and routes sought by the above objectives in the LAP have been maintained and therefore the proposal does not contravene the LAP.

Objective NE-U-05 requires the upgrade of the Ballyhooly Road in tandem with the development of the urban expansion area. The proposed development has been designed to allow for this upgrade with the setbacks that been proposed along the frontage of the Ballyhooly Road.

Cork City Council, supported by the NTA, has instructed Consultants to advance the Ballyhooly Road upgrades, including public transport enhancements, in August 2019. The PROJECT BRIEF for the Ballyhooly Rd enhancements “For the provision of Engineering Design Team Services relating to the design and delivery of the BALLYVOLANE STRATEGIC TRANSPORT CORRIDOR PROJECT: NORTH RING ROAD TO BALLINCOLLY, JUNE 2019” has been instructed and design work has commenced. This commission started in September 2019 with the following milestones.

- 1: Concept and Option Selection (5 months)
- 2: Preliminary Design & Part 8 of preferred option (7 months)
3. Detailed Design and Tender of Works (4 months)
4. Construction Stage (9 months)

The road setbacks incorporated into this scheme, in the applicant’s landholding, have been agreed with the City Council in advance of making the application and allow for the permanent setbacks envisaged by the Council.

## 2.2 Car Parking

The proposed scheme provides for 1330 no. car parking spaces.

The car parking standards set out in the Cork County Development Plan 2014 are set out below in Figure 1 below.

**Table 1** Relevant extract from Car Parking Standards

<b>Car Parking Requirements for New Development (Maximum per sq.m)</b>	
<b>Development Type</b>	<b>Cork City North and South Environs</b>
Retail (incl. retail services)	1 space per 20m <sup>2</sup> + 1 lorry space per 750m <sup>2</sup>
Clinics and ground medical practices (public health clinics)	2 per consulting room + 1 space per doctor / Consultant + 1 space per 3 nursing and ancillary staff
Cultural, community and recreational buildings	1 space per 50m <sup>2</sup>
Creche	1 space per 3 staff + 1 space per 10 children
Residential (All areas) Dwelling House Apartments	2 spaces per dwelling 1.25 spaces per apartment

The car parking requirement for the proposed development based on the County Council’s adopted standards is set out below.

- **Residential**

531 No. Dwellings x 2 spaces per dwelling = 1,062 car parking spaces

69 No. duplex units x 1.25 spaces = 86.25

153 No. apartments x 1.25 spaces = 191.25 car parking spaces

Total residential parking requirement = 1,340 car parking spaces

- **Cultural, community and recreational buildings**

Community Centre 200m<sup>2</sup> – 1 space per 50m<sup>2</sup> = 4 spaces

Total parking requirement = 4 car parking spaces

- **Retail (incl. retail services)**

Retail unit 1: 172.4m<sup>2</sup>

Retail unit 2: 118m<sup>2</sup>

Total retail floorspace (incl. store and WC): 290.4m<sup>2</sup> – 1 space per 20m<sup>2</sup>.  $290.4 \div 20 = 14.52$  car parking spaces

Total retail parking requirement = 15 car parking spaces

- **Clinics and ground medical practices (public health clinics)**

4 no. consulting rooms x 2 space per consulting room = 8 car parking spaces

4 no. consultant x 1 = 4 car parking spaces

5/6 no. nursing and ancillary staff = 2 car parking spaces

Total parking requirement = 14 car parking spaces

- **Creche**

The proposed creche has been designed to cater for / accommodate 103 children.  
 $103 \div 10$  (1 space per 10 children) = 10.3 car parking spaces

The staff to child ratios are set out in Part 2, Schedule 6 the Child Care Act (1991) Regulations 2016 as shown in Table 2 below.

**Table 2** Adult:Child Ratios

Schedule 6 – Adult:Child Ratios	
<b>Part 1 – Full day care service or part-time day care service</b>	
<u>Age Range</u>	<u>Adult:Child Ratio</u>
0-1 year	1:3
1-2 years	1:5
2-3 years	1:6
3-6 years	1:8
<b>Part 2 – Sessional pre-school service</b>	
<u>Age Range</u>	<u>Adult:Child Ratio</u>
0-1 year	1:3
1-2.5 years	1:5
2.5-6 years	1:11
<b>Part 3 – Pre-school service in a drop-in centre and temporary pre-school service</b>	

<u>Age Range</u>	<u>Adult:Child Ratio</u>
0-6 years	1:4
<b>Part 4 – Overnight pre-school service</b>	
<u>Age Range</u>	<u>Adult:Child Ratio</u>
0-1 year	1:3
1-6 years	1:5

The proposed creche breakdown is set out below:

- Room 1 (45.1m<sup>2</sup>): 13 children (0-1 year) / 3 = 4.3 staff
- Room 2 (31m<sup>2</sup>): 11 childcare (1-2 years) / 5 = 2.2 staff
- Room 3 (54m<sup>2</sup>): 22 children (2-3 years) / 6 = 3.6 staff
- Room 4 (52m<sup>2</sup>): 22 children (3-6 years) / 8 = 2.7 staff
- Room 5 (56m<sup>2</sup>): 22 children (3-6 years) / 8 = 2.7 staff
- Room 6 (31.2m<sup>2</sup>): 13 children (3-6 years) / 8 = 1.6 staff

The Adult:Child ratio is a minimum standard and the staff numbers above all need to be rounded up. The minimum staff numbers required to serve the proposed creche when at capacity is 20. The parking requirement for staff based on 20 employees is 6.6 spaces (1 space per 3 staff).

The car parking requirement for the creche facility is 16 car parking spaces.

The total car parking requirement for the proposed development based on Cork County Council car parking standards is 1,389 no. car parking spaces. The total no. of car parking spaces proposed as part of the proposed scheme is 1330. This is less than the County Council standards but is considered an appropriate level of parking having regard to the provision of generous bicycle parking (see section 2.3 below), proximity to bus stops on Ballyhooly road and the provision of bus stops internally within the site. A summary car parking schedule is set out below in Figure 4. This schedule set out the car parking provision for each neighbourhood against the adopted standards.

**Figure 4: Summary car parking schedule**

LONGVIEW CAR PARKING SUMMARY		Cork County Council Car Parking Standards Residential					Cork City Council Car Parking Standards Residential					Issue: Draft 1		
		2	2	1.25	1.25	1.25	2.25	1.25	1.25	1.25	2.25	horgan carroll ARCHITECTS		
		HOUSING MIX												
Neighbourhood	Proposed Car Parking Provision	3&4 Bed House	2 Bed House	1 Bed Apt.	2 Bed* Apt.	3 Bed* Apt.	TOTAL	COUNTY Req.	Balance	% of requirement	CORK CITY Req.	Balance	% of requirement	
Neighbourhood 1	143	64	2	0	3	6	75	143	0	100	164	-21	87	
Housing		126	29	12	33	18	218	389			417			
Creche								16			17			
Community Room								4			4			
Medical Practice								14			4			
Convenience Retail								15			15			
Neighbourhood 2*	393							438	-45	90	457	-64	86	
Neighbourhood 3	133	61	2	0	0	0	63	126	7	106	140	-7	95	
Neighbourhood 4	174	84	9	0	0	0	93	186	-12	94	200	-26	87	
Neighbourhood 5*	327	124	30	0	12	12	178	338	-11	97	359	-32	91	
Neighbourhood 6	160	0	0	36	64	26	126	158	2	102	184	-24	87	
<b>TOTAL</b>	<b>1330</b>	<b>459</b>	<b>72</b>	<b>48</b>	<b>112</b>	<b>62</b>	<b>753</b>	<b>1389</b>	<b>-59</b>	<b>96</b>	<b>1502</b>	<b>-172</b>	<b>89</b>	

\* Duplex units included within Apartment mix  
\* N2 & N5 include a centrally located bus stop.

The applicant, Longview Estates Ltd., has prepared a document with respect to Electric Vehicle Charging / Parking and states “the application provides for EV enabled spaces within house curtilages where parking is provided on curtilage and providing the services capacity for off-site charging (public charge points) where required by the ESB in accordance with their network planning at construction

stage.' Please refer to the enclosed document for further information on EV charging / parking.

### 2.3 Cycle Parking

The proposed development provides for 591 no. cycle spaces.

The cycle parking standards set out in the Cork County Development Plan 2014 are set out below in Table 3 below.

**Table 3: Relevant extract from Cork County Development Plan cycle standards**

<b>Cycle Parking Requirements for New Development (Minimum per sq.m)</b>	
<b>Development Type</b>	<b>Cork City North and South Environs</b>
Retail (incl. retail services)	1 per 200m <sup>2</sup>
Convenience Retail	1 per 100m <sup>2</sup>
Clinics and ground medical practices (public health clinics)	0.5 per consulting room
Cultural, community and recreational buildings	1 space per 200m <sup>2</sup>
Creche	1 space per 4 staff
Residential Apartments	0.5 spaces per unit (1-2 bed apartment) 1 space per unit (3+ bed apartment)

- **Residential**

A total of 153 no. apartments is proposed. The breakdown is as follows:

- 6 no. studio apts
- 42 no. 1-bedroom apts
- 79 no. 2-bedroom apts
- 26 no. 3-bedroom apts

A total of 69 no. duplex units is proposed. The breakdown is as follows:

- 33 no. 2-bedroom duplex units
- 36 no. 3-bedroom duplex units

160 no. of 1-2 beds including studios and duplex units x 0.5 = 80 cycle spaces

62 no. 3 beds incl. apartments and duplexes x 1 = 62 cycle spaces

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities was published in 2018 and provides guidance on cycle storage requirements for new apartments. The guidelines state that a “*general minimum standard of 1 cycle storage space per bedroom shall be applied. For Studio units, at least 1 cycle storage space shall be provided. Visitor cycle shall also be provided at a standard of 1 space per 2 residential units.*”

The cycle parking requirement for the proposed apartments and duplexes based on these standards is 569 spaces. 6 + 42 + 158 (79x2) + 66 (33 x 2) + 78 (26x3) + 108 (36 x 3) = 458 beds at 1 space per bedroom + 111 visitor spaces based on 1 space per 2 residential units. The total number of (residential) cycle spaces provided is 580 – 446 no. spaces for residents and 134 no. visitor spaces. This exceeds the standards set out in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities 2018 and the standards advocated in the Cork County Development Plan.

Other considerations in relation to bicycle parking set out in the new apartment guidelines include location, design and management. The location of cycle storage facilities should be *“directly accessible from the public road or from a shared private area that gives direct access to the public road avoiding unnecessarily long access routes with poor passive security or, slopes that can become hazardous in winter weather.”*

The design of cycle storage facilities *“shall be provide in a dedicated facility of permanent construction, preferably within the building footprint or, where not feasible, within an adjacent or adjoining purpose built structure of permanent construction. Cycle parking areas shall also be designed so that cyclists feel personally safe - secure cage/compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents.”*

In relation to management the guidelines state *“an acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking, in particular, avoiding arrangements that lead to a significant number of lockers being left locked whilst empty for instance. Cycle parking shall be the subject of a funded maintenance regime that ensures that facilities are kept clean, free of graffiti, well-lit and the parking equipment will be properly maintained. It is essential, therefore, that as far as possible cycle parking is low maintenance, easy to use and easy and attractive to use by residents.”*

A number of secure bicycle stores are proposed throughout the site to provide safe bike storage for residents. The bicycle store are covered to prevent any damage to the bikes from the weather and two tier bikes racks are proposed to make efficient use of space. The bike stores are located in convenient locations throughout the development close to the apartment blocks. In some cases the bike stores are attached to the bin stores. A typical bicycle store is set out in Figure 5 below. Please refer to the Waste and Bicycle Storage detail prepared by Horgan Carroll Architects for further information on cycle storage provision including a breakdown of bike storage for each Neighbourhood.



The bicycle parking requirement for the non-residential elements of the proposed development is 11 no. cycle spaces. The scheme provides for 11 no. bicycle spaces which is consistent with the Cork County Council bicycle parking standards.

The total cycle parking requirement for the proposed development is 580 cycle spaces. The development provides for 591 no. cycle spaces which is consistent with the standards set out in the Cork County Development Plan 2014 and Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities 2018.

## **2.4 Density**

### Cobh Municipal District Local Area Plan 2017

The planning application site comprises land zoned for residential development (as part of the urban expansion area) in the Local Area Plan, namely sites zoned as NE-R-08 and NE-R-09.

As noted the LAP zoning objective for NE-R-08 and NE-R-09 is to achieve ‘*medium B residential development.*’

Medium B refers to density which is defined in the County Development Plan 2014 as having a range between 12 u/Ha (minimum net density) and 25 u/Ha (maximum net density). Initial layouts of the proposed development (under PL04.300557 – a smaller site with less connectivity to the City) resulted in a density of circa 19 units per hectare.

The Cork County Development Plan also sets out criteria for Medium A and High Density development as shown in Table 4.

The proposed development is consistent with the zoning for the site. The density of the scheme, overall, is 35.7 units per Ha. The proposed density of the overall development is higher than the Medium B density range (12-25 u/Ha) advocated for these sites in the Cobh Local Area Plan however, the Cork County Development Plan states that “*Max Net Density extended to 35 dwellings/ha in smaller towns outside Metropolitan Cork*” and National Guidance on density which the County Plan supports in HOU-3.1 which states that “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”; those guidelines supporting density of 35+ units per Ha.

**Table 4: Density Categories in Cork County Development Plan 2014**

	Min Net Density	Max Net Density	Comment
High	35	No Limit	<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>
Medium 'A'	20	50	<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>

The feedback from An Bord Pleanála (under PL04.300557) was that the initial density (19 per Ha) was not high enough in accordance with the national planning policy requirements and guidance against which the proposed development would be assessed.

#### Sustainable Residential Development in Urban Areas (2009)

Having regard to the County Plan provisions in Policy Objective HOU-3.1 which states that "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 following sections reflects on compliance with that guidance.

The location of the proposed development can be described as 'outer suburban' / 'greenfield' sites as per the Sustainable Residential Developments in Urban Areas (Cities, Towns and Villages) Guidelines. Outer suburban / greenfield sites are defined as:

*"Open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities.*

*Studies have indicated that whilst the land take of the ancillary facilities remains relatively constant, the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. Development at net densities less than 30 dwellings per hectare should generally be discourage in the interests of land efficiency, particularly on sites in excess of 0.5 hectares."*

The current proposed development at 753 residential units achieves a net residential density of 35.7 units per hectare, consistent with the Sustainable Residential Development in Urban Areas Guidelines.

It is proposed to deliver the proposed development in 6 neighbourhoods. The density breakdown for each neighbourhood is set out in Table 5 below.

The density in each neighbourhood varies but the scheme as a whole achieve a density of 35.7 units per hectare. The density has been influenced by the unit mix, access gradients / topography and engineering design standards.

**Table 5: Density Schedule**

N/Hood	Total Area sqm	Developable Area sqm	Number of units	Density (units/hectare)
N1	51,315.11	28,983.17	75	25.9
N2	65,494.85	57,996.92	218	37.6
N3	29,361.07	22,791.44	63	27.6
N4	54,356.85	35,856.37	93	25.9
N5	56,220.80	53,111.39	178	33.5
N6	19,309.50	12,178.98	126	103.5
<b>Total</b>	<b>276058.18</b>	<b>210,918.27</b>	<b>753</b>	<b>35.70</b>

In summary, the proposed development has gone from a density of 19 units P/Ha to 35.7 units P/Ha since initial engagement with An Bord Pleanála under the Strategic Housing Development process.

It is also noted that the “Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas” state under Para 5.8 that:

*“The State has committed very substantial investment in public transport under the Transport 21 capital programme. To maximise the return on this investment, it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including higher densities – on lands within existing or planned transport corridors.*

*The phasing of proposed major residential development in tandem with new public transport infrastructure / services (as in the case of the Adamstown Strategic Development Zone) should be considered.*

*Walking distances from public transport nodes (e.g. stations / halts / bus stops) should be used in defining such corridors. It is recommended that increased densities should be promoted within 500 metres walking distance<sup>18</sup> of a bus stop, or within 1km of a light rail stop or a rail station. The capacity of public transport (e.g. the number of train services during peak hours) should also be taken into consideration in considering appropriate densities. In general, minimum net densities of 50 dwellings per hectare, subject to appropriate design and amenity standards, should be applied within public transport corridors, with the highest densities being located at rail stations / bus stops, and decreasing with distance away from such nodes. Minimum densities should be specified in local area plans, and maximum (rather than minimum) parking standards should reflect proximity to public transport facilities”.*

Within 500 m of the proposed Ballyhooly Rd Bus Stop, 207 Route, the proposal has a nett density of c.50 P/ Ha. with Neighbourhood 6 being 100 units per Ha tapering back to c. 50 units per Ha when N. 1 is added to it.

## **2.5 Height**

The Cork County Development Plan 2014 and the Cobh Municipal District Local Area Plan 2017 are not prescriptive on building heights.

The height is consistent with the Urban Development and Building Height Guidelines for Planning Authorities December 2018.

These guidelines are intended to set out national policy on building heights in urban areas. The guidelines outline that there is significant scope to accommodate the anticipated population growth and development needs by building up and consolidating development. The guidelines note that newer housing developments, outside city and town centres and inner suburbs i.e. the suburban edges of towns and cities, typically now include town house (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards). Such developments can help to achieve higher densities at such locations and address the need for more 1 and 2 bedroom units in line with demographic and household formation trends.

In particular, with regard to building height in suburban/ edge locations we note SPPR4 which states:

*“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:*

- 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 (as amended), titled Sustainable Residential Development in Urban Areas (2007) or any amending or replacement guidelines;*
- 2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and*

*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”.*

The proposed development includes the provision of duplex units and apartment blocks. The apartment block proposed in N2 is 4 storeys in height and the apartment blocks proposed in N6 vary in height from 5-6 storeys. The height of the apartment blocks are considered appropriate as they have been carefully located within the proposed development such that they will not have a negative impact on the residential amenity of existing or future residents.

The density of the proposed development and the higher buildings i.e. apartment blocks proposed are consistent with the above national height guidelines. Apartments are proposed closest to the city centre (N6) and adjacent to the proposed local centre (N2). The location of the apartment buildings has been carefully considered such that they are well served by public transport, enhance the character of the area they are situated in and make a positive contribution to the legibility of the proposed development.

## 2.6 Public Open Space

The Cork County Development Plan states the following in relation to Public Open Space:

“Normally all new housing developments need to provide some open space. Generally at least 12% to 18% of a site for development excluding areas unsuitable for house construction should be allocated to the provision of public open space. In higher density developments the percentage of open space should broadly align with the higher figure while in lower density development provision closer to the lower figure may be acceptable.

However, the need to achieve higher qualitative standards in terms of design and layout is particularly important as it helps to achieve a high quality residential environment which fulfils the expectations of the users.”

The proposed development provides for 32,122.26m<sup>2</sup> (3.21Ha) of open space – 15.2% of the overall site area. The breakdown per neighbourhood is set out in table - 6 below.

**Table 6: Green Area Schedule**

Green Areas Schedule				
N/hood	Total Area	Developable Area	Green Area	Green Area
N1	39,296.11m <sup>2</sup>	28,983.17m <sup>2</sup>	4,610.24m <sup>2</sup>	15.91%
N2	65,494.85m <sup>2</sup>	57,996.92m <sup>2</sup>	7,602.99m <sup>2</sup>	13.11%
N3	29,361.07m <sup>2</sup>	22,791.44m <sup>2</sup>	3,252.50m <sup>2</sup>	14.27%
N4	54,356.85m <sup>2</sup>	35,856.37m <sup>2</sup>	6,652.11m <sup>2</sup>	18.55%
N5	56,220.80m <sup>2</sup>	53,111.39m <sup>2</sup>	6,922.27m <sup>2</sup>	13.03%
N6	19,309.50m <sup>2</sup>	12,178.98m <sup>2</sup>	3,082.15m <sup>2</sup>	25.31%
<b>Total</b>	<b>264,039.18m<sup>2</sup></b>	<b>210,918.27m<sup>2</sup></b>	<b>32,122.26m<sup>2</sup></b>	<b>15.2%</b>

This table above does not include the Greenway Area. The green open space including greenway is 32% (8.23Ha) of the overall site area. Please refer to the green area / open spaces scheduled prepared by Horgan Carroll architects for further information in relation to open space areas and neighbourhood breakdown.

A comprehensive landscape strategy has been developed for the site. In addition to areas of open space the scheme provides for recreation and amenity areas as set out in table 7 below.

**Table 7: Recreation and Amenity Provision**

Recreation and Amenity Provision	Quantity
Useable green open space within N/Hoods 1-6	15.2% (23,273m <sup>2</sup> )
Green open space including greenway	32% (82,332.21m <sup>2</sup> )
Total green open space including greenway, embankments and buffers	38% (119,738.30m <sup>2</sup> )
Local Play Area (LPA)	7 no. (each 400m <sup>2</sup> in size)
Neighbourhood Play Area (NPA)	8 no. (each 100m <sup>2</sup> in size)
Wayleave Public Park (Urban Parkland)	Circa 3 Ha
Primary pedestrian / cyclist greenway route	1.6Km
Secondary pedestrian / cyclist greenway route	1.5Km (along distributor road) + 0.6km (N2)

Outdoor Gym Facility	1 no. (200m <sup>2</sup> )
Playground facilities	3 no.
Large kickabout space in the public park	1,500m <sup>2</sup>
Amphitheatre Structures	2 no.
Neighbourhood Centre Public Plaza and Social Hub	785m <sup>2</sup>
Home Zone / Shared Use Spaces	11,500m <sup>2</sup>
N6 Courtyard Recreational Space	3,125m <sup>2</sup>

The number of Local Play Areas and Neighbourhood Play Areas proposed is equivalent to 1 per 100 residents which is consistent with Cork County Council's Interim Recreation and Amenity Policy document. Please refer to the enclosed Recreation and Amenity Provision document prepared by Cunnane Stratton Reynolds for further detail.

### **2.7 Private Open Space**

The proposed dwellings are subject the private open space requirements set out in the Residential Design Guide 2011. The Residential Design Guide states that *'all houses should have a rear private garden area. For 3 bedroom houses and larger, the minimum size is 60m<sup>2</sup>, which is sufficient to accommodate most household activities and at the same time adequate to offer visual delight, receive some sunshine and encourage plant growth. For one and two-bedroom houses this minimum size may be reduce to 48m<sup>2</sup>.'*

All houses proposed as part of this development comply with the minimum private open space requirements set out in the Cork County Council Residential Design Guide (2011).

The apartments are subject to the standards set out in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2018). The minimum floor areas for private amenity space for apartments is set out below in table 8.

**Table 8: Minimum floor areas for communal amenity space (apartments)**

Type	Minimum Floor Area
Studio	4m <sup>2</sup>
One bedrooms	5m <sup>2</sup>
Two bedrooms	6m <sup>2</sup>
Two bedrooms	7m <sup>2</sup>
Three bedrooms	9m <sup>2</sup>

All apartments proposed as part of this strategic housing development comply with the minimum standards for private open space as set out in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2018).

### **2.8 Landscape Strategy**

The Cobh Local Area Plan at table 3.4.2 states that it is an objective to "complete a Landscape Strategy" for the Ballyvolane Urban Expansion Area. The applicant, Longview Estates Ltd., retained AECOM to prepare the Landscape Strategy for the Ballyvolane UAE which is enclosed with this application. The Landscape Strategy *'finds that the zoning proposed by Cork County Council, as contained in the LAP, is a basis for development consents subject to refine of designations and the detail*

design of proposals open space and linkage provisions as they are submitted to the planning process.’ We submit that this Landscape Strategy completes the Council’s objective as set out in the Cobh Local Area Plan.

### 2.9 Ballyvolane Urban Expansion Area Phasing and Infrastructural Requirements

Table 3.4.3 of the Cobh Local Area Plan sets out the Indicative Development Programme for Ballyvolane – Figure 6 below refers.

**Figure 6:** Indicative prior to commencement of development as per the LAP (as set out in the Cobh MD LAP)

Table 3.4.2: Indicative Development Programme: Ballyvolane	
Phasing of Development	Strategic Infrastructure and Service Requirements*
➤ Prior to Commencement of development	<p><b>Transport /Road Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Complete the Regional Transport Assessment;</li> <li>• Commence the detailed design process for the relevant road upgrades and new roads recommended in the above report to cater for initial phase of development;</li> <li>• Identify Package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA.</li> </ul> <p><b>Water Services Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Irish Water to commence the review and planning for the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared;</li> <li>• Irish Water to commence the review and planning for the provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared.</li> </ul> <p><b>Surface Water Management</b></p> <ul style="list-style-type: none"> <li>• Undertake SuDS Study which include lands take for retention /detention pond to serve the entire lands.</li> </ul> <p><b>Open Space</b></p> <ul style="list-style-type: none"> <li>• Complete a Landscape Strategy.</li> </ul>

A detailed point by point response to the provisions of Table 3.4.2 is set out in the accompanying Statement of Consistency. A summary response is set out below.

#### Transport / Road Infrastructure

Point 1 – “complete the Regional Transport Assessment”

- The Regional Transportation Assessment is complete and published in Draft form. The Draft Cork Metropolitan Area Transport Study (CMATS) has been completed and was published for public consultation in May 2019. Cork City Council is advancing detailed design processes for the roads in the UEA on a progressive basis with design proposals for radial routes being advanced by the Council and other linkage opportunities being progressed with developers / land owners who will provide for the delivery of the roads / or reservation of roads corridors as part of development proposals.

Point 2 – “commence the detailed design process for the relevant roads upgrades and new roads recommended in the above report to cater for initial phase of developments”

- The design process has commenced. Cork City Council is advancing detailed design processes for the roads in the UEA on a progressive basis with design proposals for radial routes being advanced by the Council and other linkage opportunities being progressed with developers / land owners who will provide for the delivery of the roads / or reservation of roads corridors as part of development proposals. The PROJECT BRIEF for the Ballyhooly Rd enhancements “For the provision of Engineering Design Team Services relating to the design and delivery of the BALLYVOLANE STRATEGIC TRANSPORT CORRIDOR PROJECT: NORTH RING ROAD TO BALLINCOLLY, JUNE 2019” has been instructed and design work has commenced. This commission started in September 2019.
- CMATS is a multi-million euro investment in roads infrastructure and public transport in Cork so as to facilitate deliver an “accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040”.
- The infrastructure proposed under CMATS will be delivered on a progressive basis across the City. Complementary to CMATS are existing proposal to upgrade and improve the City’s integrated Transport Network which are now being advanced. The public transport enhancements to Ballyhooly Road are once set of such improvements and these enhancements are facilitated by development as proposed under this consent. Cork City Council, supported by the NTA, has instructed Consultants to advance the Ballyhooly Road upgrades, including public transport enhancements, in August 2019. This commission envisages a project start in September 2019 with the following milestones.
  - 1: Concept and Option Selection (5 months)
  - 2: Preliminary Design & Part 8 of preferred option (7 months)
  3. Detailed Design and Tender of Works (4 months)
  4. Construction Stage (9 months)

The road setbacks incorporated into this scheme, in the applicant’s landholding, have been agreed with the City Council in advance of making the application and allow for the permanent setbacks envisaged by the Council

Point 3 – “identify package of measures to upgrade existing Northern Relief Road R635 and bus corridors into the City Centre in conjunction with City Council and NTA.”

- Cork City Council have identified a series of upgrades to the R635 – North Ring Road – in conjunction with the NTA. A scheme has also been designed for the upgrade of the Cork North Ring / R635 and Ballyhooly Road Junction to provide for additional capacity.
- The Ballyhooly Road upgrades have also been referred to above and these represent the bus corridor enhancements into the City Centre.

- CMATS sets a delivery timeframe of 2031 (medium term) for the Northern Distributor Road. The Northern Distributor Road passes through the applicant's lands and they are retaining the area free from development at this stage so as to allow the appraisal and detailed design of the route to be unrestricted. The "appraisal" stage for this road (Page 108 of CMATS) will take place in the short term (2026). Longview Estates Ltd have reserved land to the south of the proposed development where the indicative route is shown so as not to compromise the development of the link road. The Cork Northern Distributor Route is identified in CMATS as the "Northern Outer Orbital Route" which "will provide a variation on the same route, providing connectivity with new residential development at the Balyvolane UAE and Old Whitechurch Road. This route will utilise the proposed Cork Northern Distributor Road (NDR) which is required to be multi-modal to cater for bus movements as well as segregated cycle and pedestrian infrastructure".

It must be noted that the proposed development, for public transport or vehicular movement, is not reliant on any "new roads" identified in CMATS but does support their delivery by making land available for them. The proposed development can be directly accessed from the Ballyhooly Road where two accesses are proposed.

The proposed development will in fact open up additional lands within the UEA through the development of a distributor road on the Longview Estates lands.

- The draft CMATS states that TII will examine the inclusion of the Cork North Ring Road (CNRR) linking the N20 to Dunkettle interchange. The National Development Plan indicates that the CNRR is a complementary but independent scheme to the N/M20 corridor scheme. However, its requirements, scale (based on demand levels) and justification will be considered and assessed as part of the appraisal process for the overall M20 scheme. It is envisaged that the CNRR would not be delivered in advance of the substantive public transport elements of the Strategy. The appraisal process for the N/M20 Scheme will consider implementation and delivery in great detail. Subject to the appraisal outcomes of the N/M20 Cork to Limerick Road Improvement Scheme, it is expected that the CNRR project will be planned for implementation during the latter period of the Strategy. The finalisation of a route corridor and its protection from development intrusion is an objective of CMATS to allow for changing circumstances including potentially an earlier project delivery requirement.

The draft CMATS envisages a significantly enhanced Bus Connects service for Cork by 2027. The network will comprise of 200km of crosscity routes, 50km of orbital routes and 150Km of radial routes and will provide interchange with the Cork Suburban Rail Network, Light Rail network and the proposed Park and Ride services located around the Strategic Road Network. The Core Radial Bus Network connects the external corridors to the City Centre and has been refined to pair Cross-City travel demand to maximise the utilisation of the bus services on these corridors. The application site is located at the terminus of the Ballyvolane (Northside) to Donnybrook (Southside) corridor and is currently served by the 207 bus route.

Four high frequency orbital services are proposed to serve a multiple of key destinations outside of the City Centre. These include the Northern Inner Orbital Route; 10-minutes and the Northern Outer Orbital Route; 15-minutes. The Northern Orbital Inner Route will serve the north side of Cork City serving Little Island, Tivoli Docks, Mayfield, Blackpool and Knocknaheeny before crossing the River Lee to reach Model Farm Road and CIT. The Northern Outer Orbital Route will provide a variation on the same route, providing connectivity with new residential development at the Ballyvolane Urban Expansion Area and Old Whitechurch Road. This route will utilise the proposed Cork Northern Distributor Road (NDR) which is required to be multi-modal to cater for bus movements as well as segregated cycle and pedestrian infrastructure

#### Point 4 – “water services infrastructure”

- Table 3.4.2 Cobh MD Local Area Plan states that “Irish Water to commence the review and planning for the provision of the water supply infrastructure, including reservoirs etc in line with assessment of Water Needs for future residential development currently being prepared”.

Irish Water has carried out a review of Water Supply Infrastructure having regard to the future residential development proposed and possible in the Ballyvolane UEA. Irish Water is satisfied that there is sufficient water supply capacity to accommodate the phased expansion of the area and that the initial planning for 1000 + units, as envisaged under an agreed PWSA for the Ballyvolane UEA, can be carried out. It is envisaged that future water services to zoned lands, that are both adjoining and adjacent to the Longview Estates proposal will enter into pre connection discussions with IW which will provide for their connection to existing, and new network extensions, that are proposed.

- Table 3.4.2 Cobh MD Local Area Plans states that “Irish Water to commence the review and planning for the provision of the waste water infrastructure to ensure capacity for development of the lands in line with assessment of Water Needs for future residential development currently being prepared.

Irish Water has carried out a review of Foul Services Infrastructure having regard to the future residential development proposed and possible in the Ballyvolane UEA.

There are two pumping stations (“PS”) proposed as part of the development. The PS adjacent to the Ballyhooley Road is a significant item that will support IW’s need to service the wider UEA and other lands in this Northern Suburbs of Cork City.

Irish Water has entered into a Project Works Services Agreement with Longview Estates to service the area by way of PS to be included on their lands in Lahardane, Ballyhooly Road, Cork. The PS proposal is central to the provision and commercial implementation of the Foul Water services strategy locally. The PS will be served by a rising main that is to be located in the public road and / or public lands before accessing a discharge point to the existing foul network on the R635 adjacent to the R615 / Old Youghal Rd. The PS and services upgrades to the area will service existing and proposed development.

The initial phase of the proposal can be connected to and serviced by the existing foul infrastructure in the area. The proposed PS will serve the overall proposal and the residual Ballyvolane UEA lands. The PS can be sized, with be land take offered, so as to form a central part of IW's delivery of serviced lands throughout the Northern City fringes.

Point 5 – “Undertake a SuDs study which includes lands takes for retention / detention pond to serve the entire lands.”

- Due to the topography of the site no surface water retention / detention pond is possible in the application area of the UEA.

Cork City Council requires that all developments discharge occurs at greenfield run off rates, or better, so as to manage surface water flows downstream in the Glen River Valley and Blackpool ultimately. The proposal discharge to surface watercourses that are in the applicant's ownership. Discharge of surface water to these streams has been permitted in recent consents by Cork County Council. A natural pond location occurs at a low point east of the Longview Estates holding due to local topography.

During the design process of the proposed development, a series of site investigation works were carried out by Priority Geotechnical Ltd. This included 13 no. rotary core holes to measures the depth and strength of rock, 34 no. trial pits to measures the depth of soil and rock and 10 no. infiltration pits to measure the onsite infiltration rate. Groundwater Seepage Assessment was also carried out by JBA Consulting to provide an assessment of the groundwater conditions. The storm water attenuation system proposed as part of this development has been designed to account for groundwater. The results of the soil infiltration tests have informed the design of the storm water network. Soak pits are proposed for the eastern portion of the site while the rest of the site will be positively drained. Attenuation tanks have been designed to control the flow of storm water off the site to 5 litres per second per hectare of land which is below the existing green field runoff rate.

Point 6 – Open Space

- Table 3.4.2 of the Cobh MD LAP states that it was Cork County Council's objective to “complete a Landscape Strategy”

Cork County Council did prepare a draft Landscape Strategy in 2007 which was never adopted and the City Council prepared the Cork City Landscape Study in 2008.

The proposed development has had regard to the County Strategy in which the North Environs is identified as a City Harbour and Estuary landscape type. This has a very high landscape value and its sensitivity is described as very high. The proposed development has had regard to the relevant recommendations of the landscape strategy. In the absence of a County Council landscape strategy specific to the lands at Ballyvolane, a Landscape Architecture District Park Framework Strategy for the Ballyvolane urban expansion area has been prepared by Aecom and accompanies this planning application. This strategy which considers the existing and proposed land uses, topography and gradient and existing habitats and landscape features sets out how the parkland could be developed in the future.

The ownership of Longview Estates contains approximately 20 ha of an area identified as “passive Open Space”. As a hillside area located to the eastern side of the UEA, next to the Ballyhooly Road (a north south aligned radial route into Cork City Centre), and framed by an access road designed to meet gradients favoured by DMURS, the parkland proposed by this application, creates a viable park area for transition to, and opening up of, the residual area of passive park designated are to the east. The southern extent of the “parkland” is framed by the Mayfield Kilbarry Link Road. To the east it is framed by zoned school lands.

The open space area is therefore very well defined and very well framed by access and zoning.

The overall volume of Passive Open Space in the UEA amounts to 60 Ha zoned for Amenity Space, approximately 20 ha of which is in the applicant’s landholding. The applicant proposes to deliver Public Open Space as part of their proposal. The applicant will design and deliver the initial phase of the park (which will provide for their “houses” needs but the additional lands essentially cater for the residual properties in what are third party ownerships. This parkland will serve what could be up to 3000+ units (or higher if ABP densities are mandated).

In the scheme proposed, approximately 3 Ha of open space is contained in the scheme as urban park which is consistent with the population equivalent of open space / park that one could project as being required to serve the Longview scheme where lands will be developed at over 35 units per Ha.

However, as noted, the ownership contains approx. 20 Ha of zoned open space in total and the applicant has agreed with Cork City Council that their lands are reserved free from development as a passive amenity space pending a Council decision on the detail of how that space is delivered. Preliminary designs and layouts are contained in the application submission and these have been agreed by the City Council as the basis for future design discussion as they advance their plans for the Mayfield Kilbarry Link Road. The proposal is covered by a Section 47 agreement the Draft of which is submitted with this planning application.

### 3.0 Conclusion

The proposed development is consistent with the relevant objectives as set out in Local, Regional and National planning policy / guidance documents.

Table 9 below summarises the key development statics (as referenced in the preceding sections) pertaining to the proposed development along with a statement setting out where the development is consistent with the planning policy / guidance.

**Table 9: Summary of key development statistics with statement of consistency**

Topic / Issue	Proposed Development	Statement of consistency
Site Area	46.9 Hectares	n/a
Proposed development	753 resident units, 2 no. retail units, creche, doctors surgery and community building	n/a
Local Area	<u>Existing Built-Up Area</u>	The proposed development is

Plan Zoning	<p><u>Objective NE-R-08</u>: Medium B residential development</p> <p><u>Objective NE-R-09</u>: Medium B residential development</p> <p><u>Objective NE-C-01</u>: Proposed primary and secondary school campus with playing pitches</p> <p><u>Objective NE-O-04</u>: Open space for public recreation as an Urban Park. The amenity parkland should provide passive amenity for residents of the North Eastern suburbs and the site. It should also contain the necessary walkways and cycle-ways for accessibility between residential, business, retail and community uses.</p> <p><u>Objective NE-U-03, NE-U-04 and NE-U-05</u>: Roads Objectives</p>	consistent with the land use zonings for the site.
Density	35.7u/Ha	The density of the proposed development is higher than the density range advocated in the LAP however it is consistent with National Guidance which seeks a minimum of 35+ units per Ha in locations such as these.
Open Space	The scheme provides for 32,122.26m <sup>2</sup> of open space. This equates to 15.2% of the site.	The development is consistent with the open space requirements for residential development as set out in the Cork County Development Plan.
Private Open Space	n/a	<p>All houses proposed as part of this development comply with the minimum private open space requirements set out in the Cork County Council Residential Design Guide (2011).</p> <p>The proposed apartments all comply with the standards set out in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2018).</p>

Car Parking	1,330 no. car parking spaces provided	This is below the parking standards set out in the Cork County Development Plan however these are maximum standards and a slight reduction in car parking provision (56 no. spaces) is considered appropriate in the context of the significant level of bicycle parking proposed and the provision of a bus stop on the Ballyhooly Road and 2 no. bus stops located within the site.
Cycle Parking	591 no. cycle parking spaces provided.	The overall cycle parking requirement for the proposed development is 580 spaces. The proposed development provides for 591 no. spaces which is consistent with the standards set out in the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities and exceeds the standards set out in the Cork County Development Plan.
Height	The proposed development includes the provision of duplex units and apartment blocks. The apartment block proposed in N2 is 4 storeys in height and the apartment blocks proposed in N6 vary in height from 5-6 storeys.	The Cork County Development Plan 2014 and the Cobh Municipal District Local Area Plan 2017 are not prescriptive on building heights.  The height is consistent with the Urban Development and Building Height Guidelines for Planning Authorities December 2018.
LAP phasing and infrastructural requirements		The development is consistent with the requirements of Table 3.4.2 (indicative development programme: Ballyvolane) of the Cobh Local Area Plan 2017.