

# Statement of Consistency

For Development at Coolcarron (townland), Fermoy, Co. Cork

on behalf of Cumnor Construction Ltd.

March 2022



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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# 1. Introduction

## 1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Geraldine Coughlan Architects, Walsh Design Group and Cathal O'Meara Landscape Architect on behalf of Cumnor Construction Ltd. to accompany a planning application for a Strategic Housing Development application at Coolcarron, Fermoy, Co. Cork.

The proposed development will consist of the following components:

- The construction of 336 no. residential units comprising 242 dwellings houses (comprising a mix of 5, 4, 3 and 2 bed detached, semi-detached and townhouse/terraced units) and 94 no. duplex/simplex units (comprising a mix of 1 and 2 bed units);
- A 587m<sup>2</sup> creche/childcare facility;
- The provision of landscaping and amenity areas to include 4 no. flexible open space areas with natural play features, a linear green route with a 3m wide shared surface path running along the western boundary and a number of informal grassed areas;
- Public Realm upgrades along the R639, including a shared footpath and cycleway, a 4m toucan crossing with tactile paving;
- The proposed alteration to the Barrymore-Coolcarron 38kv line. The proposed alteration will involve the undergrounding of a section of the above mentioned overhead 38kV line to facilitate the housing development and the realignment of approximately 13.6 metres of 38kv overhead line. The proposed alterations will comprise of one (1) 12 metre Type "F" lattice steel end terminate mast structure and one (1) 38kV cable sealing ends. The proposed retirement of 282 metres of overhead conductors and one (1) type "F" Lattice steel mast structure , one (1) Type "C" light angle strain structure and one (1) Type "B" portal suspension structure; and
- All associated ancillary development including vehicular access on to the R639 road, 2 no. access gates to the existing weighbridge and associated ancillary development, lighting, drainage, boundary treatments, bicycle & car parking and bin storage.

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 *Childcare Facilities Guidelines*, June 2001;
- 2.8 *Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019)*.
- 2.9 *Urban Development and Building Heights, 2018*.
- 2.10 *The Planning System and Flood Risk Management Guidelines, - Guidelines for Planning Authorities, November 2009, Department of the Environment, Community and Local government*

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

- 3.1 *Cork County Development Plan (CDP) 2014*;
- 3.2 *Fermoy Municipal District Local Area Plan (MD LAP) 2017*.
- 3.3 *Draft Cork County Development Plan (CDP)*

## 1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Coolcarron, Fermoy, Co. 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 in compliance with *policy* objectives.

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

### 1.2.1 Context

The proposed development is located in the townland of Coolcarron within the town of Fermoy which is identified as a main town in the Fermoy Municipal District Local Area Plan 2017. The subject site is situated approximately 1m to the south of the main street and 26km from Cork City Centre. The site is 1km from the M8 – Cork Dublin Motorway which is situated to the east of the site. The total site area comprises 11.75 hectares and slopes gently downwards from west to

east. There is a net developable area of 11.23 hectares. There is an existing open drainage channel along the eastern boundary of the site with a wooded area beyond. Permission for the development of these lands was originally granted under Cork County Council Ref. 05/4806.

The site is within easy walking distance of a number of commercial and community facilities including local shops, churches and schools. The site is bounded to the west with a number of private residential dwellings, an ESB facility and a number of commercial properties. The St Colman's sports ground lies to the north of the site with agricultural land to the south. The native hedgerows which define the existing field boundaries and are part of the local green infrastructure network will be retained where possible. The site will be accessed via the R639 which runs to the west of the site. An existing lay-by and weigh station is situated adjacent to the proposed entrance to the site.



Fig 1. Subject site at Coolcarron, Fermoy outlined in red.

### 1.2.2 Density & Housing Mix

Section 5.11 of the **2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)** states that for 'Outer Suburban / Greenfield sites' (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 facilities, schools, shops and employment and community facilities), the greatest efficiency in land usage 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 and that net densities less than 30 dwellings per hectare should generally be discouraged.

In terms of residential density, the **Cork County Development Plan 2014** states that a Medium 'A' (i.e. 20-50 dwellings per hectare) will be applicable in "city suburbs, larger towns over 5,000 population and rail corridor locations."

Using the net developable area, the overall density has been calculated at 30 units

**Statement of Consistency: HOUSING MIX**

**In accordance with Objective HOU 3-3 of the CDP, the proposed development provides a range and mix of 5 bed (1.6%) 4 bed (19%), 3 bed (75%) and 2 bed (4%) units to be provided in a mix of terraced/townhouses, semi-detached, detached and 94 no. duplex/simplex units to meet the needs of the area.**

per hectare.

**Statement of Consistency: DENSITY**

**An overall net residential density of 30 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 County Development Plan 2014**.**

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 house types, and an increase in the delivery of smaller dwelling units in tandem with larger family homes. The proposed layout, includes 336 no. dwelling units comprising 242 no. dwelling houses (72% of total mix) and 94 no. duplex/simplex units (28% of total mix). The dwelling houses are set in a variety of 2, 3, 4 and 5 bed configurations, in 63 different unit types and sizes, that also includes variations within individual house types, that will appeal to a broad range of purchasers / tenants. The units consist of a range of detached, semi-detached and townhouse properties. The dwellings range in size from 56.3 sqm 1 bed units to 188.7 sqm 5 bed units. The variety of dwelling sizes proposed focuses on providing choice, affordability and quality housing in accordance with the relevant policies.

Further to the provision of dwelling units, the layout also incorporates 94 no. duplex/simplex units set out throughout the site. The duplex/simplex units are set out in a variety of 1 and 2 bed configurations and vary in size and arrangement depending on their location. (Please refer to the Housing Quality Assessment for further information)

The various housing types add to the choice available in the area ensuring the provision of homes that will meet the needs of the future residents of Fermoy. The proximity to Fermoy town centre (1km) will also ensure that the future residents will benefit from the shops, facilities and services already available in the wider 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. The proposed layout maximises connectivity and permeability through the site with a comprehensive network of linked roadways and footpaths provided across the site connecting to the existing pedestrian infrastructure in the area. The site is shaped by the central link road which runs through the site, linking the proposed entrance onto the R639. The central link road is in turn fed by a series of shared surface streets, which offer direct access to each residential cluster.

#### Inclusivity

The proposed dwellings 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. Part V units have been included throughout the site at various locations. This will ensure a cohesive and mixed community throughout the entire development. The design and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. In this regard, the design of the proposed development is also guided by the principles of universal 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, ability or desirability.

The open space areas will be accessible to all and paths will be hard surfaced with attractive signage where relevant. 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, will be 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

The settlement of Fermoy was formed through incremental expansion of the area. The settlement was subject to significant residential growth in the later twentieth century. The development was low density, consisting mainly of detached and some semi-detached houses on large plots. The most recent town expansion, mostly in the 21<sup>st</sup> century, has largely consisted of new housing estates of a higher density than earlier developments. These contain a mix of mainly semi-detached and detached houses, with some terraced units.

The proposed development aims to create a series of recognisable features and character areas which reinforce a sense of place and attachment for future residents. The proposed design and layout of the development will create a series of individual neighbourhood clusters which will complement each other but be sufficiently individual to promote their own sense of place.

The buildings will use materials, proportions and features that respect and enhance the existing local setting, but express it in a more contemporary way.



Careful consideration will be given to the individual housing clusters and neighbourhood areas, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.

The proposal also utilises existing site features and exploits same to create a distinctive and recognisable built environment. Where appropriate, dwellings will benefit from attractive views both internal to the site (i.e. of the proposed grassed open spaces, proposed planting etc.) as well as longer range views over the surrounding countryside and townscape.

### **Parking**

Each dwelling house will have 2 no. parking spaces located either within the driveway of the dwellings or within close proximity to the front door, equating to 602 no car parking spaces. High quality materials will be used to define the areas of semi-private space, visually marking the transition from the public realm. All parking areas will be overlooked. Adequate cycle parking will also be provided throughout the site, in line with the requirements of Appendix D of the CDP.

A total of 602 no. parking spaces are provided throughout the scheme, with an additional 15 no. spaces for the creche. We consider the level of parking provided to be appropriate in the context of delivery of housing in a County Town.

### **Detailed Design**

The proposed dwellings are designed to complement the existing houses in the surrounding area while also including some vernacular details. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting. Each house type has different variations for external finishes

The styles are grouped together to help define each neighbourhood / character area. The chosen palette of materials references materials used in the locality and uses a contemporary architectural interpretation of traditional building forms and materials. The chosen materials, including brick, stone, and smooth plaster are easily maintainable. The proposed modelling of the facades will allow for interest and variation which offers a cohesive and mixed variety to the overall layout, whilst respecting the existing houses within the locality.

With regard to form, the selected use of the vernacular in terms of the gables detail makes further reference to the local 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 proposed landscape design has also informed the design of the built environment, identifying landscape features in need of enhancing, utilisation and protection. For example, the existing hedgerows running east west through the site forms the framework of the design, identifying pockets of open space suitable for development. The landscaping of the development will frame the units, creating a user-friendly environment with a strong and attractive landscape setting.

Similarly, with regard to hard landscaping, including the pathways and parking areas, these are treated as an integral part of the public realm. The selection of materials and planting will be durable and facilitate easy maintenance.

#### 1.2.4 Landscape & Amenity

##### Public Realm

The proposed development is set around a network of streets, pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential clusters are located near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. 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 car parking, 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 each dwelling and also by providing generous separation distances between residential units.

#### Statement of Consistency: LAYOUT

#### 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 this application in accordance with Objective HOU 3-2 of the CDP. Regard has also been had to Cork County Council's 'Design Guide for Residential Estate Development 2011'. Overall high quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.**

Where possible, all dwellings benefit from a separation distance of 22m. Where this separation distance is reduced, special design measures are incorporated to ensure that the amenity of future residents is not negatively impacted. Windows are not facing, sited to prevent direct overlooking into adjacent dwellings and private gardens.

Generous rear gardens are also provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and have been orientated to maximise solar exposure. Front gardens with ample parking and

landscaping will also prevent direct views into the dwellings from the street. All homes will have adequate storage areas and areas for sorting of recyclables.

### 1.2.5 Sustainability

#### Efficiency

With consideration to the gross site area (11.56ha), the actual developable area of the site, the zoning requirements and general design requirements, the design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained. Higher densities have been achieved in the form of duplex's and townhouses which are appropriately sited to complement the existing topography of the site.

Landscaped areas consist of the flexible open spaces containing natural play areas, an amenity walkway and a number of informal grassed areas. 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 houses and duplex/simplex units are designed 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. All units are dual aspect (at a minimum) 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

#### 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 this application in accordance with Objective HOU 3-2 of the CDP. Regard has also been had to Cork County Council's 'Design Guide for Residential Estate Development 2011'. 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.**

within the apartment block while bin storage areas may also be provided within the front garden spaces of each dwelling unit.

#### Adaptability

The varying house types will be designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. The majority of dwellings will be designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families change where necessary. Homes on larger plots will also be designed to facilitate extension if required; as the provision of surplus rear garden space would also allow for same should the owner require this in the future.



## 2. National Planning Policy

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

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

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

The National Planning Framework (NPF) was launched in 2018 and is the Government’s strategic plan for “*shaping the future growth and development of our country out to the year 2040*”. The National Planning Framework 2040 (NPF) established strong growth targets for Ireland and sets a new policy framework to deliver compact urban development, with at least 50% of all future population and employment growth to be focused on the existing five cities and their suburbs

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|-----------|---|--|
| 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 greenfield site within the urban settlement of Fermoy 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 will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas.</li> <li>✓ The proposed development will provide a hierarchy of open spaces and landscaped areas.</li> <li>✓ The proposed development will meet the needs of workers in Fermoy where currently there is an undersupply of accommodation.</li> <li>✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this pre-application submission all of which are 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 Fermoy 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 sustainably influence and support their surrounding area. | ✓ The existing greenfield site is currently underutilised and used for agricultural 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   |
|-----------|--|--|
| 7         | <p>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:</p> <ul style="list-style-type: none"> <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 greenfield site proximate to the employment hubs within Fermoy town.</li> <li>✓ The site's zoning facilitates and is appropriate for high density development.</li> </ul>  |
| 8         | <p>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.</p>   | <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.</li> </ul>   |
| 11        | <p>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.</p>   | <ul style="list-style-type: none"> <li>✓ The proposed development seeks permission for a net residential density of 30 units/ha on a greenfield 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        | <p>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.</p>  | <ul style="list-style-type: none"> <li>✓ The scale of the development is appropriate to the site and location. The open spaces and enhanced pedestrian and cycle links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel.</li> <li>✓ The application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley</li> </ul> |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|-----------|---|--|
|           |   | <p>Planning which provides a list of the supporting assessments which accompany this application.</p>  |
| 26        | <p>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.</p>   | <ul style="list-style-type: none"> <li>✓ The site is located within the Fermoy development boundary in close proximity to the local services.</li> <li>✓ The proposed development includes flexible open spaces with natural play areas, an amenity walkway and a number of informal grassed areas to encourage future occupants to live active lifestyles.</li> <li>✓ The site is also adjacent to the St Colman’s playing pitches and amenity walkway.</li> </ul>  |
| 27        | <p>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.</p>                      | <ul style="list-style-type: none"> <li>✓ The proposed development is on a greenfield site close to the main street of Fermoy and 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 and cycle links throughout the site which will connect to the existing pedestrian paths in the area.</li> <li>✓ Cycle parking spaces are proposed throughout the site for future occupants and visitors.</li> </ul> |
| 28        | <p>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.</p> | <ul style="list-style-type: none"> <li>✓ The proposed development provides for a varied housing mix that will cater for a range of household sizes.</li> <li>✓ The Applicant will comply with their Part V obligations and deliver 33 no. social and affordable housing units.</li> <li>✓ Communal open space is located throughout the development, and is arranged to offer full connectivity between all the neighbourhood areas.</li> <li>✓ The scheme incorporates a childcare facility to cater for the development.</li> <li>✓ The proposed development is Part M compliant and thus includes access for people with disabilities.</li> </ul>           |



| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
| 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> | <p>✓ 1 no. 587 sqm childcare facility is provided on site.</p>  |
| 32        | <p>Target the delivery of 550,000 additional households up to 2040.</p>   | <p>✓ The proposed development will contribute 336 no. new households to the target.</p>   |
| 33        | <p>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</p>   | <p>✓ The proposed development provides 336 no. units on a greenfield site within close proximity to Fermoy town Centre. The scale of the development is supported by both existing and proposed improvements to the public transport infrastructure.</p>  |
| 34        | <p>Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.</p>  | <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>✓ A mix of unit types and sizes have been provided to accommodate changes to household size.</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        | <p>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.</p>  | <p>✓ The proposed development is proposed on a vacant site and designed to maximise density and height, make the most efficient use of the land, public transport investment and utilisation, and increasing the proportion of people living in the area.</p>   |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
| 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>✓ The application is accompanied by an EIAR.</li> <li>✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge – please refer to Civil Engineering Report by Walsh Design Group.</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 that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.</li> </ul>   |
| 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 towns past is recognised in the proposed development.</li> <li>✓ The proposed development has integrated existing natural features, such as an area of wetland and existing hedgerows, into the proposed design.</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       | <ul style="list-style-type: none"> <li>✓ The proposed development will support sustainable modes of transport, by encouraging the movement of pedestrians and cyclists in and enhancing connections to the town centre. This will serve to promote a modal shift in transport and a reduction in emissions.</li> <li>✓ Cycle parking spaces are provided within the scheme.</li> </ul>   |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
|           | private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.   | ✓ 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. |
| 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. | ✓ An EIA, and Natura Impact Assessment is included with the application.  |

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

*Rebuilding Ireland, an Action Plan for Housing and Homelessness*, comprises five pillars of concerted actions right across Government – addressing homelessness, accelerating social housing, building more homes, improving the rental sector and utilising existing housing. A key priority is addressing the unacceptable level of homeless families and long-term homeless people in emergency accommodation, by providing rapid housing delivery, alongside measures to support those at risk of losing their homes.

An ambitious social housing programme of 47,000 units to 2021 was proposed delivered with funding of €5.35 billion. The overarching aim of the Action Plan is to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs, and to help those who are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation.

A statement of consistency with the relevant objectives is outlined below:

| Aspect   | Key Objective  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|--|--|--|--|
| <b>Pillar 2:<br/>Accelerate<br/>Social Housing</b> | Increase the level and speed of delivery of social housing and other State supported housing | Key actions:<br><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 will provide 10% social housing units in line with legislative requirements. The development will therefore contribute 33 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan. |
| <b>Pillar 3:<br/>Build More<br/>Homes</b>          | Increase the output of private housing to meet demand at affordable prices                   | Key actions:<br><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 336 no. residential units and will therefore contribute towards the target.  |

### 2.3 Sustainable Residential Development in Urban Areas, 2009

These guidelines set out key planning principles for the local planning policy framework and for the assessment of residential development. The guidelines provide best practice criteria related to a number of criteria including layout, distinctiveness, public realm, connections and detailed design. These criteria are also considered under Section 2.4 *Urban Design Manual*.

The guidelines set out principles to ensure that developments are sustainable in terms of their density; capacity of available services; proximity to a range of community; support facilities and public transport; accessibility; use of energy and that they provide a safe and attractive environment. In terms of individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, privacy, and storage space.

| 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 a hierarchy of streets as well as various residential character areas with local level access roads and footpaths. Cycling is provided along the proposed eastern pedestrian/cycle path as well as through the shared surface areas within the road network. |
| <b>Chapter 4<br/>Sustainable<br/>Neighbourhoods</b> | Are lands in accordance with sequencing priorities of development plan / LAP?  | ✓ Yes – The site is zoned for residential development in the Fermoy LAP.   |
|   | Assessment of the capacity of existing schools.  | ✓ Yes – Existing primary and secondary schools within the area with the closest being in St Colmans and Loreto. An assessment of existing primary and secondary schools within the area has been   |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|           |   | carried out – refer to School Demand and Concentration Report by McCutcheon Halley.  |
|           | Input of other necessary agencies.  | ✓ Yes – Irish Water, TII/NTA and Cork City Council were consulted in the development of the proposed layout.   |
|           | Appropriate range of community & support facilities.  | ✓ Yes – A creche, amenity spaces, cycle/pedestrian trail and play areas are provided for on-site. The site is also adjacent to the St Colman’s playing pitches and amenity walk.   |
|           | 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 245 (Cork to Clonmel) bus service which stops in the area every hour.  |
|           | Will the development:   |  |
|           | - Priorities public transport, cycling and walking.   | ✓ Yes – The environs provide a good network of footpaths 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. As can be seen from the site layout a number of future pedestrian and cycle connection points are also proposed to the north and west of the subject site. |
|           | - Ensure accessibility for everyone   | ✓ Yes – The layout and unit design fully comply 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 achieve the expected 2020 NZEB target rating.  |
|           | - Include right quality & quantity of public open space.  | ✓ Yes – There is a provision of 1.7 ha or 15.2% public open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality.  |

| Reference                                    | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|--|---|--|
|  | - 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 is 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 Design Statement by McCutcheon Halley Planning.  |
|  | - 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 will be incorporated throughout the site.  |
| <b>Chapter 5</b><br>Cities and Larger Towns  | - Are residential densities sufficiently high in location which are, or will be, served by public transport.                                | ✓ Yes – The net density is 30 units per hectare. This is an appropriate density for the site.  |
|  | - 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 – There is no existing adjacent housing. There is also a sufficient separation distance between each residential block.  |
| <b>Chapter 7</b><br>The Home and Its Setting | - 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 2020 NXEB standard in terms of energy efficiency.   |
|  | - Will orientation of dwelling and internal layout maximise levels of daylight and sunlight?  | ✓ Yes – all dwellings have been designed to maximise daylight and passive solar energy gains. Housing units are dual aspect to ensure maximum exposure to direct sunlight throughout the day.  |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
|           | - Has privacy been considered in design of the home.                                  | ✓ Yes – The layout has been designed to avoid overlooking and protect the privacy of adjoining properties.  |
|           | - Has the design sought to create child and pedestrian friendly car-free areas?       | ✓ Yes – high quality pedestrian and cycling routes throughout the development, with car free access to open spaces.   |
|           | - Do all houses have an area of private open space behind the building line?          | ✓ Yes – back gardens are provided as standard for all units.  |
|           | - 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 – adequate space for the storage of bins will be provided for all units, either to the side of the housing units, in dedicated bin stores in the front curtilage of duplex/townhouse units. |



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

The Urban Design Manual is a guide to best practice in urban design and illustrates how the planning guidelines can be implemented effectively and consistently across the different scales of urban development around the country. It should be read in conjunction with the Department’s guidelines ‘Sustainable Residential Development in Urban Areas 2009’. The Guide focuses on the issues presented in housing schemes in the 30-50 units per hectare density range and also addresses some of the specific issues generated by higher and lower density schemes in urban areas.

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|--|---|---|
| <p><b>1. Context:</b></p> <p>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 the southern periphery of Fermoy town. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, site potential 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 will ensure that the scheme will act as an attractive and sustainable expansion of the settlement of Fermoy, 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</li> </ul> |

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|   |  | <p>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.</p>   |
| <p><b>2. Connections:</b><br/>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 the town. The site is shaped by the central arterial route with 1 access point onto the R639 which runs through the site. This route is in turn fed by a number of shared surface routes, which offer direct access to each home zone area. These routes are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the creche are located in close proximity to the entrance to the development offering the community easy access to important local services.</li> <li>✓ The proposed layout has provided opportunities for future connections to adjacent lands.</li> </ul> |
| <p><b>3. Inclusivity:</b><br/>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 facilities for children of different ages, parents and the elderly.</li> <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> | <ul style="list-style-type: none"> <li>✓ The proposed dwellings 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 will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</li> <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>  |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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| <p><b>4. Variety:</b></p> <p>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>✓ The development is primarily residential, in accordance with the zoning objective of the site. However, a creche has been provided as part of the proposed development to cater for the childcare needs of the future residents. This facility is located in a convenient location and will be invaluable to future residents as well as existing residents in the area.</li> <li>✓ A wide variety of house types have also been provided with a choice of 1, 2, 3, 4 and 5-bedroom townhouse, semi-detached, detached, duplex and simplex 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 Fermoy and throughout Cork.</li> </ul> |
| <p><b>5. Efficiency:</b></p> <p>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 flexible open space areas with natural play areas, an amenity walkway and a number of informal grassed areas. 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 will also be incorporated wherever possible.</li> </ul>  |
| <p><b>6. Distinctiveness:</b></p> <p>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> </ul>  | <ul style="list-style-type: none"> <li>✓ The settlement of Fermoy was formed through incremental expansion. The settlement was subject to significant residential growth in the later twentieth century. The most recent expansion occurred in the 21<sup>st</sup> century and largely consisted of higher density housing estates. These contain a mix of mainly semi-detached and detached houses, with some terraced units.</li> </ul>  |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|   | <ul style="list-style-type: none"> <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> <li>▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</li> </ul>  | <ul style="list-style-type: none"> <li>✓ The proposed design and layout of the development will create a series of home zones which will complement each other but be sufficiently individual to promote their own sense of place.</li> <li>✓ The buildings will use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration will be given to the individual zones, 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, dwellings will 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><br/>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 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> |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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| <p><b>8. Public Realm:</b><br/>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> <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 scheme is designed to balance the private and public open amenity needs of the community. The layout maximises the number of dwellings which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into units.</li> <li>✓ The design of the public realm has considered daylight/sunlight as well as wind conditions and provided seating areas and play areas in the most appropriate locations within the open spaces.</li> <li>✓ The open spaces and play areas have been designed to be overlooked where possible. Specific house types 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> |
| <p><b>9. Adaptability:</b><br/>How will the buildings cope with change?</p>             | <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> </ul>  | <ul style="list-style-type: none"> <li>✓ The varying house types will be designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future.</li> <li>✓ The majority of dwellings will be designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families change where necessary.</li> <li>✓ Homes on larger plots will also be designed to facilitate extension if required; as the provision of surplus rear garden space would also allow for same should the owner require this in the future.</li> <li>✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency</li> </ul>   |

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|  | <ul style="list-style-type: none"> <li>▪ Space in the roof or garage can be easily converted into living accommodation.</li> </ul>   | <p>minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.</p>   |
| <p><b>10. Privacy and Amenity:</b><br/>How does the scheme provide a decent standard of amenity?</p> | <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>                    | <p>✓ 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 each dwelling and also by providing generous separation distances between residential units. Windows are sited to prevent overlooking into adjacent private gardens.</p> <p>✓ Generous rear gardens will also be provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and will be oriented to maximise solar exposure. Duplex and simplex units will benefit from access to their own private space. All homes will have adequate storage areas and areas for sorting of recyclables.</p> <p>✓ Landscaping will also prevent direct views into the units from the street and public areas.</p> |
| <p><b>11. Parking:</b><br/>How will parking be secure and attractive?</p>                            | <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> | <p>✓ Each dwelling will have two car parking spaces located in close proximity to the front entrance of the dwelling. The cul-de-sac layout in some areas also accommodates further informal parking areas for visitor parking within the residential scheme and adjacent to the dwellings in overlooked locations. Adequate vehicular and cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of Appendix D of the CDP.</p>  |
| <p><b>12. Detailed Design:</b></p>   | <ul style="list-style-type: none"> <li>▪ The materials and external design make a positive contribution to the locality.</li> </ul>  | <p>✓ The proposed house design will respond to the local vernacular. As noted above, Fermoy has been subject to some residential</p>  |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|---|---|--|
| <p>How well thought through is the building and landscape design?</p> | <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>development in previous years and development such as the subject scheme present significant challenges to create a complimentary identity to that existing development while relating to the immediate surroundings and promoting a high-quality design. The proposed design will do this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that will respect and enhance the local setting and the existing dwellings within the surrounding area.</p> <p>✓ The proposed landscape design will frame 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 will be durable and facilitate easy maintenance</p> |

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

The Design Manual for Urban Roads and Streets (DMURS) was initially published by the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports broader government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

1. Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
2. A safe and comfortable street environment for pedestrians and cyclists of all ages.
3. Streets that contribute to the creation of attractive and lively communities.
4. Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

DMURS replaced previous national design standards for urban roads and streets, and the use of DMURS is mandatory for all road authorities.

| Reference                         | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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| <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>  | ✓ The 'centres of activity' within the proposed development will be the childcare facility, flexible open space areas with natural play areas, an amenity walkway and a number of informal grassed areas. 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 in order to prioritise pedestrian movement. |
| <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> | ✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located at close to the main entrance. 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.   |



| Reference                          | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|                                    |  | <p>✓ A wide network of footpaths and cycle routes are also provided, both along the main streets and independent to them (i.e. through open space areas) to prioritise sustainable methods of transport within the site.</p>  |
| <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> | <p>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. independent paths have been provided away from the vehicular routes to follow desire lines between destinations (i.e. between play areas / open spaces) in order to improve circulation through the site.</p> <p>✓ Communal / neighbourhood 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.</p> |
| <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>   | <p>✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods will be incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details will also be utilised to reduce driver's perception of acceptable speeds.</p> <p>✓ 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.</p>                             |
| <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>                             | <p>✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative.</p>   |

| Reference                                 | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|   |  | <ul style="list-style-type: none"> <li>✓ Passive measures have been used to create this balance. More active measures including shared surfaces are 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 Cathal O'Meara Landscape Architect has been prepared and submitted as part of this application submission which creates a strong landscape structure within the future streets.</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 the vehicular streets. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety.</li> <li>✓ Cycling facilities, including 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> </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 materials are appropriate to their application in order to inform drivers of the expected driving</li> </ul>  |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|           | <ul style="list-style-type: none"> <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> | <p>conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists.</p> <p>✓ Corner radii have been reduced at junctions in conjunction with raised speed tables to reduce speeds and address the needs of pedestrians and cyclists crossing the junctions.</p> <p>✓ Adequate levels of parking will be provided in appropriate areas to serve the respective dwelling units and creche.</p> |

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

The Sustainable Urban Housing: Design Standards for New Apartments 2020 (2020 Apartment Guidelines) updates previous guidelines issued by the Government in 2015 and 2018. The 2020 Apartment Guidelines are centred on the NPF’s focus for compact growth and the recognition that to sustainably meet the number of new homes required in Ireland up to 2040 will necessitate a significant and sustained increase in housing output and apartment type development in particular. The 2020 Apartment Guidelines set out design standards and requirements for communal facilities in apartments. The relevant provision of the 2020 Guidelines are outlined below:

| Reference                  | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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| 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>✓ The layout provides for 94 no. duplex and simplex units in a range of 1 and 2 bed configurations.</li> <li>✓ All unit types exceed the minimum floor areas as detailed in the Apartment Guidelines.</li> <li>✓ A Housing Quality Assessment by Geraldine Coughlan Architects accompanies this application to the Board.</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>✓ All duplex and simplex units within the scheme will be designed to be dual aspect at a minimum.</li> </ul>   |

| Reference               | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| 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>  | <p>✓ The ceiling height of all new build duplex and simplex units will be consistent with what is required in the guideline with ground floor ceiling height of all units at 2.7m.</p>   |
| 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>  | <p>✓ All duplex and simplex units will have own door access.</p>   |
| 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> | <p>✓ Each unit will be provided with adequate levels of storage internally and the exceedance of minimum floor levels will allow for the provision of additional storage should this be required by the occupant.</p>  |
| 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>   | <p>✓ All units are provided with a generous private open space area.</p>   |
| 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</p>  | <p>✓ All units front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The units overlook the adjacent open spaces. All entrance points are safe and secure. They are located at street</p> |

| Reference           | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|                     | 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.  | level to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.   |
| 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   | <ul style="list-style-type: none"> <li>✓ As stated previously, pedestrian and cyclist accessibility is a primary consideration of the proposed development. The development has been designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, will all be 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.</li> <li>✓ 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.</li> </ul> |
| 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.   | <ul style="list-style-type: none"> <li>✓ Each duplex and simplex unit benefits from ample private open space areas. In addition to this each unit benefits from 1.7 ha of public space. This is considered appropriate given the ample level of space provided within each unit as well as the level of facilities/amenities that have been provided on site.</li> </ul>  |
| Refuse Storage      | 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. | <ul style="list-style-type: none"> <li>✓ Appropriate facilities have been provided for each unit to facilitate the storage and collection of waste. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, will be 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.</li> </ul>   |

| Reference                   | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|                             | <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> |  |
| 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 will 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   |

| Reference       | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|                 |  | close proximity to the proposed units. 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> | <p>✓ 1.25 no. car space will be provided per unit for the duplex / simplex units, in accordance with the requirements of Appendix D of the CDP.</p> |
| 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>   | <p>✓ Adequate level of cycle spaces will be provided per unit for the duplex / simplex units, as per the requirements of Appendix D of the CDP.</p> |
| Childcare       | <p>The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.</p>  | <p>✓ 1 no. childcare facilities is provided on site.</p>  |





## 2.7 Childcare Facilities Guidelines, 2001

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <p><b>Chapter 3</b><br/>Development Control &amp; Related Standards</p> | <p>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.</p> | <p>✓ 1 no. 587 sqm childcare facilities is provided on site.</p> |
| <p><b>Appendix 1</b><br/>General Standards</p>                          | <p>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.</p>  | <p>✓ 1 no. 587 sqm childcare facilities is provided on site.</p> |

## 2.8 Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31<sup>st</sup> January 2020. The RSES provides “a long-term regional level strategic planning and economic framework, in support of the implementation of the National Planning Framework, for the future physical, economic and social developments for the Southern Region”. The Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) translates the NPF objectives to the regional level.

| Reference    | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <b>RPO 4</b> | <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> </ul> <p>Areas that have potential to flood.</p>  | <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 EIAR and Natura Impact Statement is submitted with the application.</li> <li>✓ The site does not form part of a flood plain.</li> </ul> |
| <b>RPO 7</b> | <p>Holistic approach to delivering infrastructure.</p> <p>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> <p>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</p> | <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>   |
| <b>RPO 8</b> | <p>Compact Growth in Metropolitan Areas.</p>   | <ul style="list-style-type: none"> <li>✓ The subject site is ideally placed for a higher density development as it is located in Fermoy, in close proximity to Cork City and will benefit directly from existing infrastructure in the area.</li> </ul>  |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|           | <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, waling 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>   |   |
|           | <p><b>Compact Growth in Metropolitan Areas</b><br/>To achieve compact growth, the RSES seeks to:</p> <p>a. Prioritise 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>b. The identification of public realm and site regeneration initiatives 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 of parks, streetscapes and public realm areas</p> | <p>The proposed residential development is located within the defined settlement boundary of Fermoy and will form a natural extension of the existing residential area. The site is currently in close proximity to a number of bus routes.</p> <p>The proposal provides a number of public open spaces throughout the site consisting of the following:</p> <ul style="list-style-type: none"> <li>✓ Pathways which link to surrounding pedestrian routes;</li> <li>✓ Tree planting and grass areas;</li> <li>✓ Incorporation of new part native compensatory woodland blocks with appealing ground flora;</li> <li>✓ Informal kick-about or multifunctional spaces,</li> <li>✓ A variety of seating zones with good aspect and direct views to play areas allowing for passive supervision,</li> <li>✓ Natural play opportunities throughout the scheme.</li> <li>✓ Opportunity for active and passive recreation,</li> <li>✓ Inclusion of alternative play elements/facilities as required by Cork County Council's Recreation and Amenity Policy 2019;</li> </ul> |

| Reference | Relevant Policy / Principle / Guideline | Statement of Consistency   |
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|           |   | ✓ The development will provide the opportunity to enhance pedestrian connections by way of providing new footpaths and upgrade works to the existing footpath link from the application site via the R639. |

## 2.9 Urban Development and Building Heights, 2018

| Reference            | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <p><b>SPPR 1</b></p> | <p>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.</p>  | <ul style="list-style-type: none"> <li>✓ The proposal includes duplex / simplex units dispersed throughout the site and ranges in height from 2 to 3 storeys.</li> <li>✓ Sensitive design changes and height variations have been made to address any potential visual impact concerns and the proposed building types and heights vary throughout the development to ensure a visually engaging and high-quality residential environment. The proposal is supported by a Landscape and Visual Impact Assessment, which has been prepared by Cathal O'Meara Landscape Architect.</li> <li>✓ The overall net density of 30 units is considered to be consistent with national guidelines and will achieve a mix of housing types that will support a variety of different household needs.</li> <li>✓ The proposed development maximises permeability and prioritises movement for pedestrians and cyclists and will enhance pedestrian connections to the Town of Fermoy.</li> </ul> |
| <p><b>SPPR 2</b></p> | <p>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.</p> | <ul style="list-style-type: none"> <li>✓ The development promotes the delivery of new housing units as well as an onsite creche with a sustainable social mix and a mix of unit types and sizes. A high-quality landscape design is proposed throughout the development establishing a strong sense of place connected with nature and provision of a variety of public/semi-private/private open space. The proposal provides the provision of play areas and a number of informal grassed areas which are of sufficient size/scale to facilitate a range of community and sporting uses (refer to details by Cathal O'Meara Landscape Architects).</li> <li>✓ Future occupants of the development as well as existing residents in the area will benefit from enhanced pedestrian connections to the town and by way of upgrading of the existing footpath extending from the application site along the R639.</li> </ul>  |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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| <p><b>At the scale of the relevant city/town</b></p>            | <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> | <ul style="list-style-type: none"> <li>✓ The development is located within walking distance of bus stops.</li> <li>✓ The proposal has been designed to respond to the topography. The proposal retains the natural topography by placing proposed residential units to suit topography. Sensitive design changes and height variations have been made to ensure a visually engaging and high-quality residential environment. The proposal is supported by a Landscape and Visual Impact Assessment, which has been prepared by Cathal O'Meara Landscape Architect.</li> <li>✓ The development allows for permeability through the site between home zones via a network of streets and footpaths and provides excellent pedestrian connectivity. The proposed development will also benefit from proposed upgrades to the footpath network extending from the application site along the R639. This will enhance pedestrian connections.</li> </ul> |
| <p><b>At the scale of district / neighbourhood / street</b></p> | <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 considered in terms of enhancing a</p>   | <ul style="list-style-type: none"> <li>✓ The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</li> <li>✓ The proposed development is not monolithic and the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</li> <li>✓ The proposed development is set around a network of streets, interlinked pathways and open spaces which ensures legibility through the site and the wider urban area. The proposed upgrades to the footpath network extending from the application site will enhance pedestrian connections to the town</li> </ul>   |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|   | <p>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>and support the future residential community and the existing community within the area.</p> <p>✓ The proposed mix of residential house types will support a variety of different household needs. The broad range of housing typology &amp; size will add to the variety of home choice within the immediate area and within the site itself, catering for different demographics and providing the opportunities for future residents to upgrade or down-size whilst maintaining their established roots within the local community.</p>                     |
| <p><b>At the scale of the site / building</b></p> | <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</p> | <p>✓ The scale, massing and materials have been carefully designed to sensitively respond to the site and the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light. Building gardens and open spaces are laid out to exploit the best solar orientation. All buildings are oriented to best embrace the natural light the site offers, and units designed for dual aspect. Gardens and public spaces across the site have access to morning, evening, and midday sun.</p> |



| Reference                          | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|                                    | <p>planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>   |   |
| <p><b>Specific Assessments</b></p> | <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>Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</p> | <p>✓ Please refer to the cover letter by McCutcheon Halley Planning Consultants which lists the supporting assessments relevant to the subject proposal which are submitted with this application, and which include a Natura Impact Statement, Ecological Impact Assessment, Landscape and Visual Impact Assessment.</p> |
| <p><b>SPPR 3</b></p>               | <p>It is a specific planning policy requirement that where:</p>  | <p>✓ Compliance with the <i>Urban Development and Building Heights, 2018</i> Guidelines, including SPPR 1 and 2 criteria is set out above</p>   |

| Reference            | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|----------------------|---|---|
|                      | <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>(A) 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>(B) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p> |   |
| <p><b>SPPR 4</b></p> | <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>  | <ul style="list-style-type: none"> <li>✓ The proposed net density of 30 units per hectare is in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009.</li> <li>✓ Throughout the development the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</li> </ul> |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
|-----------|--|---|
|           | <p>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.</p> <p>A greater mix of building heights and typologies in planning for the future development of suburban locations; and</p> <p>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.</p> | <p>✓ The proposal will achieve a mix of housing types that will support a variety of different household needs.</p> |

## 2.10 The Planning System and Flood Risk Management, 2009

The Planning System and Flood Risk Management, 2009 were issued to provide guidelines to the planning system at national, regional and local levels to avoid development in areas at risk of flooding unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere. The guidelines were also adopted to incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|--|---|--|
| <p><b>Chapter 5</b><br/><b>Flooding &amp; Development Management</b></p> | <p>Sequential approach should be applied to avoid development in areas at risk of flooding.</p> | <p>✓ No – the subject site is not within a Flood Zone area, therefore, the development is appropriate.</p> |

### 3. Local Planning Policy

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

- ) Cork County Development Plan 2014.
- ) Fermoy Municipal District Local Area Plan 2017.
- ) Draft Cork County Development Plan 2022-2028.

#### 3.1 Cork County Development Plan 2014

| Reference                       | Policy Objective  | Policy Provision   | Statement of Consistency   |
|---------------------------------|---|--|--|
| <b>Chapter 2: Core Strategy</b> | CS 3-1: Network of Settlements:<br>Higher Order Settlements | <b>Strategic Aim of Ring Towns</b><br><br>To provide a better balance of development throughout the Greater Cork Ring Area and fulfil their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so that they can become the location of choice for most people especially those with an urban employment focus. | The proposed development supports the strategic aim of the Greater Cork Ring Area in that it will contribute to the growth in population. The proposed development will complement the retail, employment and transport facilities available in the town.  |
| <b>Chapter 2: Core Strategy</b> | CS 4-2: Greater Cork Ring Strategic Planning Area           | b) Establish an appropriate balance in the spatial distribution of future population growth, in line with this Core Strategy so that Bandon, Fermoy, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport.                        | The proposed development of 336 no. dwelling units will contribute to the future population growth of Fermoy town and will enable the town to achieve a critical mass of population to enable Fermoy to maximise their potential to attract new investment in employment, services and public transport. |
| <b>Chapter 3: Housing</b>       | 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  | 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.  |

| Reference                     | Policy Objective      | Policy Provision   | Statement of Consistency   |
|-------------------------------|-----------------------|--|--|
|                               |                       | 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.   |  |
|                               |                       | 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 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.   | Where relevant all existing footpaths and public lighting services will be connected to the proposed development. This is most relevant in relation to the connections to the existing services to the west of the site.   |
| <b>Chapter 3:<br/>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,  | N/A  |

| Reference                     | Policy Objective                       | Policy Provision  | Statement of Consistency  |
|-------------------------------|--|---|---|
|                               |  | 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.  |   |
|                               |  | 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 Design Statement by McCutcheon Halley Planning is submitted 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:<br/>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 dwelling types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County 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 will be provided as part of the planning application documents.  |
| <b>Chapter 3:<br/>Housing</b> | HOU 4-1: Housing Density on Zoned Land | <p><b>High Density</b> (<i>min. 35 – max. no limit, units per Ha</i>)</p> <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> </ul> | <p>The FY-R-08 zoning objective requires a 'Medium A' density residential development.</p> <p>Given the existing site constraints, the proposed density of the site has been calculated by omitting these</p> |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency   |
|-----------|------------------|---|--|
|           |                  | <ul style="list-style-type: none"> <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 Carrigwohill).</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> </ul> | <p>'undevelopable areas' from the overall site area to give the net developable area. this is calculated as 11.22ha.</p> <p>Using the developable areas, the overall density has been calculated at 30 units per hectare. this density falls within the threshold of 'Medium A' density development.</p> |



| Reference                                     | Policy Objective   | Policy Provision  | Statement of Consistency  |
|---|--|---|---|
|   |  | <ul style="list-style-type: none"> <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> |   |
| <p><b>Chapter 3:<br/>Housing</b></p>          | <p>HOU 5-1: Reserved Land for Social Housing</p>             | <p>Lands zoned for residential / housing or lands zoned for a mixture of residential / 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>  | <p>This requirement is superseded by the requirements of the amended 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 33 no. units to meet this Part V obligation. The manner in which the applicant proposes to do so is outlined in the cover letter.</p> |
| <p><b>Chapter 5: Social and Community</b></p> | <p>SC 1-1: Social and Community Infrastructure Provision</p> | <ul style="list-style-type: none"> <li>a) Support the provision of social and community facilities which meet the current and future needs of the entire population.</li> <li>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</li> </ul>  | <p>The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space will incorporate the provision of flexible open space areas. incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of sufficient size/scale to facilitate a range of community and sporting</p>                   |

| Reference                              | Policy Objective  | Policy Provision   | Statement of Consistency   |
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|  |   | partnership with community groups and sporting organisations.  | uses. These facilities will be available to the entire community, both existing and future.  |
| <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.   | As above.  |
| <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.  | The proposed development includes a creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations.  |
| <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.   | An area to the west of the stie has been set aside for the development of a creche which is sufficient to cater for the needs of the development.  |
| <b>Chapter 5: Social and Community</b> | SC 4-2: Provision of Educational Facilities in Large Residential Developments | <ul style="list-style-type: none"> <li>a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</li> <li>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.</li> <li>c) Work closely with the Department of Education &amp; Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as</li> </ul> | 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. A School Demand Report is submitted with this application. |

| Reference                                     | Policy Objective                                      | Policy Provision  | Statement of Consistency   |
|---|---|---|--|
|   |   | <p>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> <ul style="list-style-type: none"> <li><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.</li> <li><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.</li> <li><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.</li> </ul> |  |
| <p><b>Chapter 5: Social and Community</b></p> | <p>SC 5-2: Quality Provision of Public Open Space</p> | <ul style="list-style-type: none"> <li><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".</li> <li><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</li> </ul>   | <p>The provision of public open space is consistent with the relevant planning policy documents.</p> |

| Reference                              | Policy Objective   | Policy Provision   | Statement of Consistency   |
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|  |  | to form a green infrastructure network. See also Chapter 13 Green Infrastructure and Environment.  |  |
| <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 site, 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> |
| <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  | The private open space provided is in line with the standards contained in the relevant guidance documents. Each dwelling is provided with both a front and rear garden. The front garden serves as a transitional space between the public street and the private realm and also  |

| Reference   | Policy Objective | Policy Provision  | Statement of Consistency  |
|---|------------------|---|---|
|   |                  | Urban Housing: Design Standards for New Apartments will apply.  | provides parking for each unit. The rear garden is a truly private space, serving each individual dwelling.   |
| <b>Chapter 10:<br/>Transport and<br/>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 of interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking. An amenity walkway is proposed along the eastern boundary which extends from the southernmost part of the site to the northern boundary adjacent to St Colman’s playing pitches. 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 is relatively flat so therefore the development is 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:</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 have been   |

| Reference                                 | Policy Objective                    | Policy Provision   | Statement of Consistency   |
|---|-------------------------------------|--|--|
| <b>Transport and Mobility</b>             |                                     | Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.   | 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 will be well connected to the surrounding area, which will ensure permeability to the wider Fermoy 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 Fermoy.                                    |
| <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 of the site. a footpath connection runs from the site directly into Fermoy where numerous bus stops are provided.     |
|   |                                     | c) Secure the provision of appropriate bus infrastructure as an integral part of new development;  | As above, bus stop facilities are provided on the main street.   |

| Reference   | Policy Objective                             | Policy Provision  | Statement of Consistency  |
|---|--|---|---|
|   |  | 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:<br/>Transport and<br/>Mobility</b> | TM 2-4: Bus Transport<br>(Metropolitan Area) | The County Council will support and prioritise the following key Bus Transport initiatives:<br>a) Encourage both the improvement and extension of services particularly to parts of Cork South Environs that 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; | Direct pedestrian access has been provided from the site entrance to the existing bus stops on the main street. |
|   |  | 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   | N/A   |

| Reference   | Policy Objective               | Policy Provision  | Statement of Consistency |
|---|--------------------------------|---|--------------------------|
|   |                                | delivery of population and employment growth to be delivered in tandem with the delivery of this project and<br><br>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:<br/>Transport and<br/>Mobility</b> | TM 3-1: National Roads Network | a) Seek the support of the National Roads Authority in the implementation of the following major projects:<br><br><u>Projects Critical to the Delivery of Planned Development</u> <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><br><u>Key NSS Projects</u> <ul style="list-style-type: none"> <li>▪ M 20 (Blarney – Mallow – Limerick).</li> <li>▪ N 25 (Carrigtwohill – Middleton – Youghal).</li> </ul><br><u>Key Regional Projects</u> <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> N 73 (Mallow – Mitchelstown). | N/A                      |



| Reference | Policy Objective | Policy Provision   | Statement of Consistency   |
|-----------|------------------|--|--|
|           |                  | <b>b)</b> Support and provide for improvements to the national road network, including reserving corridors for proposed routes, free of inappropriate development, so as not to compromise future road schemes.  | N/A  |
|           |                  | <b>c)</b> 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. |
|           |                  | <b>d)</b> 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.          |
|           |                  | <b>e)</b> 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   |
|           |                  | <b>f)</b> 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  |
|           |                  | <b>g)</b> 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   | N/A  |

| Reference   | Policy Objective               | Policy Provision   | Statement of Consistency |
|---|--------------------------------|--|--------------------------|
|   |                                | implementation of suitable proposals for provision, subject to normal planning considerations.   |                          |
|   |                                | <b>h)</b> 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                      |
|   |                                | <b>i)</b> 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:<br/>Transport and<br/>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                      |
|   |                                | 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.   | N/A                      |
|   |                                | c) Seek funding for the following Regional and Local Roads Projects in the County:<br><br><u>Projects Critical to the Delivery of Planned Development</u><br><ul style="list-style-type: none"> <li>▪ Carrigaline Inner Relief Route;</li> </ul>   | N/A                      |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency   |
|-----------|------------------|---|--|
|           |                  | <ul style="list-style-type: none"> <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 (Glengarriff 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> |  |
|           |                  | <p><b>d)</b> 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><b>e)</b> 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 west is of a sympathetic/urban scale with a speed limit of 50kph. These measures will protect the development from the adverse effects of traffic noise for the design life of the proposed development. |
|           |                  | <p><b>f)</b> Ensure all upgrades to listed routes are planned, designed and constructed to avoid and prevent significant negative impacts on sites designated for</p>   | N/A  |

| Reference   | Policy Objective                           | Policy Provision   | Statement of Consistency   |
|---|--|--|--|
|   |  | nature conservation, other environmental or heritage resources.  |  |
| <b>Chapter 10:<br/>Transport and<br/>Mobility</b> | TM 3-3: Road Safety and Traffic Management | 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 and Transport Assessment (TTA) and Road Safety Audit as part of the proposal. | A TTA and RSA prepared by MHL Consulting Engineers are submitted in support of the subject planning application.   |
|   |  | 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. A Mobility Management Plan by MHL Consulting Engineers accompanies this application and encourages sustainable modes of transport |
|   |  | 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 point is proposed. This 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 will be designed to the highest standard.   |

| Reference   | Policy Objective              | Policy Provision   | Statement of Consistency  |
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|   |                               | f) Promote road safety measures throughout the County, including traffic calming, road signage and parking.  | Adequate traffic calming, road signage and parking will be 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:<br/>Transport and<br/>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 will be 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 within the curtilage of each dwelling while designated parking areas are provided to each of the non-residential areas. 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> Provision has been made for security, and the direct and safe access and movement of pedestrians and cyclists within the site. | Any parking areas provided are located in areas which benefit from passive surveillance and will be landscaped so as to enhance the environment and be respectful of the streetscape. Parking areas will provide for safe and easy access for pedestrians and cyclists. |

| Reference  | Policy Objective               | Policy Provision  | Statement of Consistency  |
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|  |                                | 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:<br/>Water Services,<br/>Surface Water<br/>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 can be facilitated. |
|  |                                | 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:<br/>Water Services,</b>                                 | WS 5-1: Surface Water and SuDS | a) Ensure that all new developments incorporate sustainable drainage systems (SuDS).  | The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.  |

| Reference  | Policy Objective                        | Policy Provision   | Statement of Consistency  |
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| <b>Surface Water and Waste</b>                             |   |  |   |
|  |   | b) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.   | Storm water infrastructure will be appropriate for the site. the proposed storm sewer collection system consists of a 100mm diameter pipe collection network around each house in accordance with TGD part H discharging to a 150mm diameter uPVC sewer or larger under the estate streets. All networks are designed to discharge an attenuated flow of surface water into the existing open drainage channels in the site |
| <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 will be 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</p> | N/A – Site not located in or affected by any flood zone.  |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency |
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|           |                  | <p>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> <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</li> </ul> </li> </ul> |                          |



| Reference  | Policy Objective                             | Policy Provision   | Statement of Consistency  |
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|  |  | <p>lower risk of flooding within or adjoining the core of the urban settlement.</p> <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:<br/>Water Services,<br/>Surface Water<br/>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 Walsh Design Group is submitted in support of the 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:<br/>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,   | The existing hedgerows and trees along the site boundary and central to the site will be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and         |

| Reference                       | Policy Objective                           | Policy Provision   | Statement of Consistency   |
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|                                 |  | 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 in Volume 2 Chapter 3 Nature Conservation Areas of the plan.  | operation. The existing wetland area to the south-east of the site will be maintained and enhanced.  |
| <b>Chapter 12:<br/>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 will 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 will be incorporated into the design of the proposed development.   |
| <b>Chapter 12:<br/>Heritage</b> | HE 3-1: Protection of Archaeological Sites | <p><b>a)</b> Safeguard sites and settings, features and objects of archaeological interest generally.</p> <p><b>b)</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 or 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.   |

| Reference                       | Policy Objective  | Policy Provision  | Statement of Consistency   |
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| <b>Chapter 12:<br/>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:<br/>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:<br/>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.                    | As above.  |
| <b>Chapter 12:<br/>Heritage</b> | HE 4-6: Design and Landscaping of New Buildings                 | 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 dwellings and other non-residential buildings are based on a modern interpretation of traditional building forms and materials. These have 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   | N/A  |

| Reference   | Policy Objective                                | Policy Provision  | Statement of Consistency  |
|---|---|---|---|
|   |   | 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.   |   |
|   |   | 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 Cathal O’Meara Landscape Architect is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.   |
| <b>Chapter 12:<br/>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 County Council through compliance.  |
| <b>Chapter 13:<br/>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, these 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:<br/>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> | 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  |
|---|---|---|---|
|   |   | <ul style="list-style-type: none"> <li>c) Ensure that new development meets high standards of siting and design.</li> <li>d) Protect skylines and ridgelines from development.</li> <li>e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments</li> </ul> |   |
| <b>Chapter 13:<br/>Green Infrastructure and Environment</b> | 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 Landscape and Visual Impact Assessment. Where any significant measures are identified mitigation measures will be employed to minimise the impact. |
| <b>Chapter 13:<br/>Green Infrastructure and Environment</b> | 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 will provide 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.                              |
| <b>Chapter 14:<br/>Zoning and Land Use</b>                  | 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 SE-R-07 residential objective under which the subject site is designated.   |
| <b>Chapter 14:<br/>Zoning and Land Use</b>                  | 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 Fermoy, which will support the sustainable expansion of the Fermoy area and protect the surrounding greenbelt.                                     |

| Reference   | Policy Objective   | Policy Provision  |  | Statement of Consistency  |
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| <b>Chapter 14:<br/>Zoning and Land Use</b>                    | ZU 3-2: Appropriate Uses in Residential Areas                              | <p><b>a)</b> 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.</p> <p><b>b)</b> Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity.</p> |  | 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. |
| <b>Appendix B –<br/>Core Strategy<br/>Tables</b>              | Table B.9: Housing Requirements for Fermoy Municipal District              | Population of South Environs in 2011  | 32,635   | The proposed development will provide 336 additional housing units in Fermoy 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  |   |
| <b>Appendix D –<br/>Parking and<br/>Cycling<br/>Standards</b> | Table 1a: Car Parking Requirements for New Development (Maximum per sqm)   | Creches   | 1 space per 3 staff + 1 spaces per 10 children                                 | Car parking will be provided in accordance with the requirements of Appendix D.   |
|   |  | Residential   | 2 spaces per dwelling<br>1.25 spaces per apartment                             |   |
| <b>Appendix D –<br/>Parking and<br/>Cycling<br/>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)<br>1 space per unit (3+ bed apartment) |   |



### 3.2 Fermoy Municipal District Local Area Plan 2017

| Policy Objective | Policy Provision   | Statement of Consistency  |
|------------------|--|---|
| FY-GO-01         | Plan for development to enable Fermoy to achieve its target population of 7,589 persons. Provide a balance between the provision of housing and employment uses in the town, to support Fermoy’s development as an integrated live/work destination.   | ✓ The subject development will provide 336 no. dwelling units in the short to medium term to serve the planned development of 7,589 persons in Fermoy   |
| FY-GO-02         | In order to secure the sustainable population growth and supporting development proposed in GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Blackwater River Special Area of Conservation and the Blackwater Callows Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste water infrastructure must be capable of treating discharges to ensure that water quality in the receiving harbours does not fall below legally required levels. | <ul style="list-style-type: none"> <li>✓ In terms of wastewater (foul) treatment, the network is a conventional piped, gravity sewer flowing to a wastewater pumping station in the East of the site from where it is proposed to pump the wastewater, via rising main, to the public wastewater sewer in the R639.</li> <li>✓ In relation to water supply, a connection to the existing Irish Water infrastructure will be made on the R639. Each unit will have a separate service connection, fitted with an Irish Water approved boundary box immediately outside the boundary.</li> <li>✓ The proposed development will not have any negative impact on the receiving harbours.</li> </ul> |
| <b>FY-GO-03</b>  | The boundary of Fermoy Environs overlaps with the River Blackwater Special Area of Conservation and is proximate to the Blackwater Callows Special Protection Area. Development in the town will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites. Protection and enhancement of biodiversity resources within the receiving environment of the town will be encouraged.  | ✓ An Natura Impact Statement is prepared by Kelleher Ecology Services and submitted with the application.   |
| <b>FY-GO-06</b>  | All development shall contribute to improved, safe pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access route, provision of new footpaths or  | ✓ The proposed development places an emphasis on walking and cycling as a more appropriate mode of transport and seeks to improve connectivity wherever possible. With regard to pedestrians,   |



| Policy Objective | Policy Provision   | Statement of Consistency  |
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|                  | improvements of existing footpaths and provision of facilities for cyclists, as appropriate.   | a network of interconnected footpaths has 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. these routes aim to improve connectivity through the wider area of Fermoy.  |
| <b>FY-GO-07</b>  | Support implementation of the Fermoy Traffic Management Study and the Fermoy walking and Cycling Strategy set out in Active Travel Towns.  | ✓ The proposed development places an emphasis on walking and cycling which is in line with the Fermoy Walking and cycling Strategy.   |
| <b>FY-GO-08</b>  | Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, zone of archaeological potential, plot size and scale while encouraging appropriate development in the town. | ✓ Existing landscape features such as the internal ditch running east west through the site are protected and enhanced where possible.  |
| <b>FY-GO-09</b>  | Encourage the development of suitable sites for additional sports, recreation and open space provision, to ensure that such provision is properly coordinated with other forms of development and other land-use policies, and to protect open space and other land with recreational or amenity value.  | ✓ The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space will incorporate the provision of flexible open space areas incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of 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. |
| <b>FY-GO-10</b>  | All proposals for development within the areas identified as being at risk of flooding will need to comply with Objective IN-01 in Section 1 of this Plan. In planning development located upstream of the defended areas in Fermoy, due regard must also be had to the potential downstream flood impacts of development, and its potential impact on the defended area in particular.                  | ✓ N/A – The site is not situated within an area identified as being at risk of flooding.  |

| Policy Objective | Policy Provision  | Statement of Consistency  |
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| <b>FY-GO-11</b>  | In accordance with Objective WS 5-1 of Chapter 11 of the County Development Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure. Surface water management and disposal should be planned in an integrated way in consideration with land use, water quality, amenity and habitat enhancements as appropriate. | ✓ The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.  |
| <b>FY-GO-12</b>  | Support the expansion of primary and post primary education facilities in the town.   | ✓ N/A   |
| <b>FY-R-08</b>   | Medium A density residential development. The scheme shall provide development of active open space to include playing pitches. A link to pedestrian walk through O-05 shall also be provided.  | ✓ The proposed development is in accordance with this zoning objective. The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space will incorporate the provision of flexible open space areas incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of sufficient size/scale to facilitate a range of community and sporting uses. Playing pitches have not been provided as part of the proposed development as there are a number of playing pitches to the immediate north of the site. Possible future connection points to the pedestrian walk through O-05 have been provided. |

### 3.3 Draft Cork County Development Plan 2022-2028 – Volume 1 Main Policy Material

The Draft Plan is currently at amendment stage and is not due to be adopted until June 2022. It is anticipated that a decision on this SHD application will be issued after the new Development Plan comes into effect.

| Reference                                     | Policy Objective  | Policy Provision   | Statement of Consistency  |
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| <b>Chapter 2: Core Strategy</b>               | CS 2-4: Network of Greater Cork Ring Strategic Planning Area      | <b>b)</b> Establish an appropriate balance in the spatial distribution of future population growth, in line with this Core Strategy, so that Bandon, Fermoy, Kinsale, Macroom and Youghal can accelerate their rate of growth and achieve a critical mass of population to enable them to maximise their potential to attract new investment in employment, services and public transport. | The proposed development of 336 no. dwelling units will contribute to the homes required to cater for the future population growth of Cork and will enable the town of Fermoy to achieve a critical mass of population to maximise their potential to attract new investment in employment, services and public transport.  |
| <b>Chapter 2: Core Strategy</b>               | CS-2-7 Network of Settlements - Higher Order Settlements          | Strategic Aim for Fermoy:<br>To provide a better balance of development throughout the Greater Cork Ring Area and fulfil their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so that they can become the location of choice for most people especially those with an urban employment focus.        | The proposed development supports the Strategic Aim for Fermoy by providing 336 no. dwelling units which will contribute to the homes required to cater for the future population growth of Cork and will enable the town of Fermoy to fulfil their economic potential as quality urban centres providing employment, shopping, services and public transport for their rural hinterland so that they can become the location of choice for most people especially those with an urban employment focus |
| <b>Chapter 3: Settlements and Placemaking</b> | PL 3-1: Building Design, Movement and Quality of the Public Realm | a) To achieve / reinforce a better sense of place and distinctiveness strengthening local character.   | The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.   |
|   |   | b) Create a design that is sensitive to the history and heritage context of a town / village setting and provides for protection of heritage features and non structural   | As above.   |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency  |
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|           |                  | heritage that are important and intrinsic part of the distinctiveness and character of the settlement such as historic boundaries (stone and earthen), pillars and gates, street furnishing, paving and kerbing, trees, hedgerows                                     |   |
|           |                  | <b>a)</b> New buildings should provide for high quality, local material choice and the design shall draw on the local architectural language of place and reinterpret these in a contemporary manner..  | As above.   |
|           |                  | <b>b)</b> Promotes a shared use of space with a priority on pedestrian usage.   | A network of interconnected footpaths and shared spaces have been provided throughout the development which will improve connectivity and encourage walking. These footpaths and shared spaces are overlooked by the dwellings, providing for an improved perception of safety throughout the development.  |
|           |                  | <b>c)</b> Provide multi-functional spaces suitable for all age cohorts in the community and capable of accommodating cultural events.   | The proposed open spaces and amenities are dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.<br><br>The proposed development provides multi-functional spaces for all age groups while open green areas and play areas provide an amenity facility for younger generations. |
|           |                  | <b>d)</b> Develop and strengthen the use of the green and blue infrastructure in a town / village setting including the retention and enhancement of existing trees and landscape features, the use of SUDs and permeable paving to achieve climate adaptable places. | The existing hedgerows and trees along the site boundary are retained and protected where appropriate. All trees to be maintained are protected appropriately during construction and operation.  |

| Reference   | Policy Objective   | Policy Provision   | Statement of Consistency  |
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|   |  |  | The proposed storm water drainage system is designed using appropriate SuDS principles to suit the location and topography of the site.   |
|   |  | j) Achieve permeability and connectivity in town centre / village locations which contributes to the 10 Minute Town Concept and Sustainable Neighbourhood Infrastructure. The loss of existing laneways will not be permitted. | The proposed development is well connected to the surrounding area, which will ensure permeability to the town centre of Fermoy and ease of access to existing bus routes in the area.  |
|   |  | l) Ensure universal design standards are achievable.   | A Statement of Compliance with Principles of Universal Design by Geraldine Coughlan Architects is submitted with the application.   |
|   |  | m) Ensure that the aged community and the needs of all ages are facilitated.   | 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.   |
|   |  | n) Consider the impacts of lighting within the public realm which performs an important safety function but also can be an aid to the legibility and distinctiveness of a place.   | A public lighting proposal is submitted with the application.   |
| <b>Chapter 3:<br/>Settlements and<br/>Placemaking</b> | PL 3-3:<br>Delivering<br>Quality and<br>Inclusive Places | a) to achieve / reinforce a better sense of place and distinctiveness therefore, strengthening local character.  | The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment. |
|   |  | b) Prioritise walking, cycling and public transport, and minimise the need to use cars.  | A network of interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking, cycling and public transport use. These  |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency  |
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|           |                  |   | <p>footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p> <p>It is proposed to enhance the existing walking routes within the area by providing connections and improvements to the existing footpath network within the area.</p> <p>The proposed development is well connected to the surrounding area, which will ensure permeability to the town centre of Fermoy and ease of access to existing bus routes in the area.</p> |
|           |                  | <p>c) Deliver a quality of life which residents and visitors are entitled to expect. In terms of amenity, safety and convenience. .</p> | <p>The proposed development incorporates high quality open spaces and amenities dispersed throughout the site, 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>  |
|           |                  | <p>d) Provide a good range of community and support facilities, where and when they are needed.</p>                                     | <p>The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space incorporates the provision of flexible open space areas incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of sufficient size/scale to facilitate a range of community and sporting uses These facilities are available to the entire community, both existing and future.</p>         |

| Reference | Policy Objective | Policy Provision   | Statement of Consistency  |
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|           |                  |  | <p>The proposed development includes a 86 child / 587 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.</p> <p>These facilities will be available to the entire community, both existing and future.</p> |
|           |                  | e) Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm. | As above  |
|           |                  | f) Easy to access and navigate through the delivery of a clear urban structure including landmarks and vistas.   | A network of easy to navigate interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.             |
|           |                  | g) Promote the efficient use of land and energy and minimise greenhouse gas emissions.                           | N/A   |
|           |                  | h) Provide a mix of land uses (where relevant) to minimise transport demand.                                     | A mix of uses (residential and childcare) have been provided within the proposed development.   |
|           |                  | i) Promote social integration and provide accommodation for a diverse range of household types and age groups    | A mix of dwelling types and sizes has been provided within the proposed development.  |
|           |                  | j) Enhance and protect the built and natural heritage  | The proposed development will enhance and protect the built and natural heritage of Fermoy.   |

| Reference                     | Policy Objective  | Policy Provision   | Statement of Consistency  |
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| <b>Chapter 4:<br/>Housing</b> | HOU 4-2:<br>Reserved Land for Social and Affordable Housing | Lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, including all lands identified in this Plan will require 10% of all new residential developments to be made available for social and affordable housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Needs Demand Assessment and Joint Housing Strategy. | It is proposed to transfer 33 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. This has been discussed and agreed in principle with Cork County Council. |
| <b>Chapter 4:<br/>Housing</b> | HOU 4-3:<br>Housing for Older People                        | a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more.  | A mix of dwelling types and sizes suitable for all ages has been provided within the proposed development.  |
|                               |   | b) Support the delivery of housing suitable for older people on infill, opportunity and regeneration sites within town and village centres.  |   |
| <b>Chapter 4:<br/>Housing</b> | Hou 4-6:<br>Housing Mix                                     | a) Secure the development of a mix of house types and sizes throughout the County as awhile to meet the needs of the likely future population across all age groups in accordance with the guidance set out in the   | A mix of dwelling types and sizes has been provided within the proposed development.  |



| Reference | Policy Objective | Policy Provision   | Statement of Consistency   |
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|           |                  | <p>Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas</p> <p>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. The Statement of Housing Mix should include proposals for the provision of suitable housing for older people and the disabled in the area.</p> | <p>A Statement of Housing Mix is provided as part of the planning application documents.</p> |

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| <p><b>Chapter 4:</b><br/><b>Housing</b></p> | <p>HOU 4-7<br/>Housing Density<br/>on Residentially<br/>Zoned Land</p> | <p><b>High 50+</b></p> <ul style="list-style-type: none"> <li>J Applicable to town centres of the larger towns with a population &gt;1,500 throughout the county and in other areas identified in the Settlement Network normally in close proximity to existing or proposed high quality public transport corridors.</li> <li>J This will normally involve a mix of unit forms including terraced housing and/or apartment units.</li> <li>J May include the subdivision or larger dwellings proximate to existing or improved public transport corridors.</li> <li>J A minimum 10% open space provision will be required.</li> <li>J Subject to compliance with appropriate design / amenity standards and protecting the residential amenity of adjoining property and the heritage assets of the town centre.</li> </ul> <p><b>Medium A – 30-50</b></p> <ul style="list-style-type: none"> <li>J Applicable to suburban / greenfield lands of the larger settlements with a population &gt;5,000 and those planned to grow &gt;5,000 population.</li> <li>J In towns with an existing / planned high quality public transport service.</li> <li>J On former institutional lands which may require concentration of development in certain areas. A minimum of 20% public open space is required at these locations.</li> <li>J This category would be the highest density category applicable to the smaller settlements (&lt;5,000 in population), and would generally apply to central sites within the core of such settlements,</li> </ul> | <p>Given the position of services and existing site constraints, the proposed density of the site has been calculated by omitting these 'undevelopable areas from the overall site area to give the net developable area. This is calculated as 11.22 ha.</p> <p>Using the developable areas, the overall density has been calculated at 30 units per hectare. This density is consistent with Medium B density in the Draft Cork County Development Plan and aligns with National guidance.</p> |
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|  |  | <p>unless otherwise stated or where a higher density approach accords with the existing pattern of development.</p> <ul style="list-style-type: none"> <li>) Must include a broad range of unit typologies and normally involved a combination of unit formats including a higher proportion of terraced units and/or apartment type units.</li> </ul> <p><b>Medium B – 20-35</b></p> <ul style="list-style-type: none"> <li>) Normally applicable to lands in the suburban/greenfield lands of the smaller towns &lt;5,000 population and key villages as part of sequential development.</li> <li>) In large towns with a population of &gt;5,000 or planned to grow &gt;5,000 population, may be applicable in a limited instance (outside Metropolitan Cork) for edge of centre sites and sensitive sites with difficult topography, heritage constraints to allow for a broader typology within the urban envelope.</li> </ul> <p><b>Medium C – 5-20</b></p> <ul style="list-style-type: none"> <li>) A limited number of sites at the edges of the smaller towns (&lt;5,000 population) as an alternative to one off housing in the countryside.</li> <li>) The layout needs to include a strong urban edge, where appropriate</li> <li>) A lower standard of public open space provision will be considered where larger private gardens are provided.</li> <li>) Broad housing mix normally required including detached / serviced sites.</li> </ul> |  |
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|  |  | J This category cannot exceed 20% of new housing requirements. |  |
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| Reference                              | Policy Objective                                      | Policy Provision  | Statement of Consistency   |
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| <b>Chapter 4: Housing</b>              | Hou 4-8: Building Height and Amenity                  | Support the provision of increased building height and densities in appropriate locations within the County, subject to the avoidance of undue impacts on the existing residential amenities. In mixed use schemes, proposals will include details of the sequencing of uses to enable the activation of supporting services. New development greater than 4 storeys will be required to address the development management criteria, as set out in paragraph 3.2 of the Urban Development and Building Heights Guidelines (2018).  | Using the developable areas, the overall density has been calculated at 30 units per hectare. This density is consistent with Medium B density and aligns with National guidance.<br><br>The density is achieved by incorporating duplex, simplex and townhouse units within the proposed development.   |
| <b>Chapter 6: Social and Community</b> | SC 6-1: Social and Community Infrastructure Provision | <ul style="list-style-type: none"> <li>a) Support the provision of social and community facilities which meet the current and future needs of the entire population.</li> <li>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. Encourage the provision of community facilities, in accordance with the liveable town concept, in order to enhance easy of access to social and community facilities and services to all members within the community.</li> </ul> | The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space incorporates the provision of flexible open space areas, incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of 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. |
| <b>Chapter 6: Social and Community</b> | SC 6-3: 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.  | As above.  |
| <b>Chapter 6: Social and Community</b> | SC 6-4: 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 Childcare   | The proposed development includes a 86 child / 587 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.  |

| Reference                              | Policy Objective  | Policy Provision  | Statement of Consistency   |
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|  |   | Facilities Guidelines for Local Authorities 2001 and regard to the Universal Design Guidelines for Early Learning and Care Centres 2019.  |  |
| <b>Chapter 6: Social and Community</b> | SC 6-5: 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.  | A creche is proposed to the west of the site which is sufficient to cater for the needs of the development.  |
| <b>Chapter 6: Social and Community</b> | SC 6-6: Provision of Educational Facilities in Large Residential Developments | <ul style="list-style-type: none"> <li>a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</li> <li>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.</li> <li>c) Work closely with the Department of Education &amp; Skills to identify in the Local Area Plans, existing and future 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.</li> <li>d) Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County.</li> </ul> | As the site is within close proximity to Fermoy town, there is adequate access to numerous schools within the vicinity of the site. A School Demand Report is submitted with this application and demonstrates capacity to cater for the proposed development. |

| Reference  | Policy Objective             | Policy Provision   | Statement of Consistency  |
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|  |                              | <ul style="list-style-type: none"> <li>e) 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.</li> <li>f) 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.</li> </ul> |   |
| <b>Chapter 11: Water Services, Surface Water and Waste</b> | WS 11-9: Wastewater Disposal | a) Require that development in all main settlements connect to public wastewater 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 wastewater infrastructure is provided..                               | The proposed development will connect to the existing public wastewater treatment system in the area. This has been discussed with Irish Water who have confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Irish Water Network can be facilitated without infrastructure upgrade by Irish Water. |
|  |                              | b) In assessing proposals for development, it is a requirement that adequate assimilative capacity in the receiving waterbody be retained so as to allow for the overall growth of the settlement.   | N/A   |
|  |                              | c) Development proposals incorporating proposals for management of wastewater through use of integrated  | N/A   |

| Reference  | Policy Objective                 | Policy Provision  | Statement of Consistency   |
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|  |                                  | Constructed Wetlands should be designed to comply with national guidelines.   |  |
|  |                                  | d) Development in and around Wastewater Treatment Plants will not generally be permitted within 100m of a treatment works or 25m of a pumping station. This distance may be increased if significant environmental issues are likely to arise and will be judged on a site-by-site basis. The buffer area may be used to fulfil open space requirements.  | N/A  |
| <b>Chapter 11: Water Services, Surface Water and Waste</b> | WS 11-16: Surface Water and SuDS | a) Require that all new developments incorporate sustainable drainage systems (SuDS). Efforts should be taken to limit the extent of hard surfacing and impermeable paving.   | The proposed storm water drainage system is designed using appropriate SuDS principles to suit the location and topography of the site.  |
|  |                                  | b) Optimise and maximise the application of Sustainable Urban Drainage Systems (SuDS) to mitigate flood risk, enhance biodiversity, protect and enhance visual and recreational amenity, all in the most innovative and creative manner appropriate and in accordance with best practices. Proposals should demonstrate that due consideration has been given to nature-based solutions in the first instance in arriving at the preferred SuDS solution for any development. | As above.  |
|  |                                  | c) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.  | Storm water infrastructure will be appropriate for the site. the proposed storm sewer collection system consists of a 100mm diameter pipe collection network around each house in accordance with TGD part H discharging to a 150mm diameter uPVC sewer or larger under the estate streets. All networks are |



| Reference  | Policy Objective                        | Policy Provision   | Statement of Consistency  |
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|  |   |  | designed to discharge an attenuated flow of surface water into the existing open drainage channels in the site. |
|  |   | d) Where surface water from a development is discharging to a waterbody, appropriate pollution control measures (eg hydrocarbon interceptors, silt traps) should be implemented.   | As above, surface water is managed appropriately on site.   |
| <b>Chapter 11: Water Services, Surface Water and Waste</b> | WS 11-12: 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</p> | N/A – site is not within flood zones 'A' or 'B'.  |

| Reference | Policy Objective | Policy Provision   | Statement of Consistency |
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|           |                  | <p>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> <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> </li> </ul> |                          |

| Reference   | Policy Objective       | Policy Provision  | Statement of Consistency   |
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|   |                        | The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.  |  |
| <b>Chapter 12:<br/>Transport and<br/>Mobility</b> | TM 12.2: Active Travel | a) New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these movements. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance. | A network of interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development. |
|   |                        | b) All new developments are to be designed to latest DMURS standards, unless precluded by space or the constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility.   | All routes are fully compliant with DMURS standards.   |
|   |                        | c) Applications for all new development are to be accompanied by a statement of how enhanced and inclusive permeability will be achieved, to include a statement of compliance with DMURS (2020 or later revision) and a quality audit (as referred to in DMURS).   | Please refer to section 2.5 above for compliance with DMURS.   |
|   |                        | d) Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips.  | It is proposed to retain and enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.  |

| Reference   | Policy Objective       | Policy Provision   | Statement of Consistency  |
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|   |                        | d) Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe waling and cycle routes particularly in the approach to schools.  | 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 Fermoy.   |
|   |                        | f) Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel   | As above the proposed development places an emphasis on walking as a more appropriate mode of transport. Where appropriate, alternative routes have been introduced to ensure that every area of the development is accessible on foot. |
| <b>Chapter 12:<br/>Transport and<br/>Mobility</b> | TM 12.5: Bus Transport | Large scale development proposals (over 100 residential units or employment related development likely to give rise to over 50 jobs) will be required to include a comprehensive public transport assessment to include:<br><br>a) Assessment of how the proposal will ensure effective links to potential future bus transport.<br><br>b) Demonstrate options for connection to existing and future transport facilities.<br><br>c) Where appropriate, examine the potential for bus connectivity through the development.<br><br>d) Determine where additional infrastructure e.g. lay-bys/bus stops may be required | The proposed development facilitates a connection to the existing footpath network. A footpath connection runs from the site directly to the town of Fermoy where numerous bus stops are provided.                                      |

| Reference                                 | Policy Objective                                       | Policy Provision   | Statement of Consistency  |
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|   |  | TM12.5.2: Support and prioritise the following in relation to new development:<br>a) Require that new developments are, as much as possible, well connected to their local bus networks; b) Secure the provision of appropriate bus infrastructure as an integral part of new development; c) Secure safe, attractive and convenient walking routes from all new development to the local bus network; | As above.   |
| <b>Chapter 12: Transport and Mobility</b> | TM 12.8: Traffic / Mobility Management and Road Safety | a) Where traffic movements associated with a development proposal have the potential to have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit will be required as part of the proposal.  | A TTA and RSA prepared by MHL Consulting Engineers are submitted in support of the subject planning application.  |
|   |  | 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. A Mobility Management Plan by MHL Consulting Engineers accompanies this application and encourages sustainable modes of transport. |

| Reference | Policy Objective | Policy Provision  | Statement of Consistency  |
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|           |                  | c) For developments of 50 employees or more, residential developments over 100 units, all education facilities, community facilities, health facilities, as well as major extensions to existing such uses developers will be required to prepare mobility management plans (travel plans), with a strong emphasis on sustainable travel modes consistent with published NTA guidance to promote safe, attractive and convenient, alternative sustainable modes of transport as part of the proposal. | A Mobility Management Plan has been prepared by MHL Consulting Engineers and is enclosed with the application.                                    |
|           |                  | 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 point is proposed. This 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 have been designed to the highest standard.  |

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| <p><b>Chapter 12:<br/>Transport and<br/>Mobility</b></p> | <p>TM 12-9: Parking</p> | <p>Secure the appropriate delivery of car parking and bicycle spaces and facilities in line with the Standards set out in Section 12.24 of this document:</p> <p>a) All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.</p> <p>b) All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.</p> <p>c) Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).</p> <p>d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.</p> <p>e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.</p> <p>f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: • Respects the</p> | <p>Residential parking is provided for each dwelling while designated parking areas are provided to each of the non-residential areas. There is no on-street parking provided.</p> <p>Cycle parking has been provided in accordance with the requirements set out in Appendix D. These parking areas have been provided at appropriate locations, i.e. at the creche.</p> |
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|  |  | <p>character of the streetscape/landscape; • Will not adversely affect visual amenity, and • Makes provision for security, and the direct and safe access and movement of pedestrians and cyclists within the site.</p> <p>g) Car parking provision is to comply with Sustainable Urban Drainage practices and other climate change adaptation and mitigation measures are to be considered, including considering the potential for landscaping to provide shade, shelter and enhancement of biodiversity.</p> <p>h) Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use</p> <p>i) The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.</p> |  |
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| Reference   | Policy Objective   | Policy Provision |  | Statement of Consistency  |
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| <b>Chapter 12:<br/>Transport and<br/>Mobility</b> | TM 12-11: EV Charging  | a)               | Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements   | Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements   |
|   |  | a)               | New applications for non-residential development with more than 10 parking spaces are to provide for the installation of at least one EV recharging points (or as required by national policy should such requirement specify a higher provision). | N/A   |
|   |  | b)               | All residential development should be constructed to be capable of accommodating future charging points as required within the curtilage of the dwelling where possible  | Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements   |
| <b>Chapter 12:<br/>Transport and<br/>Mobility</b> | Table 12.6: Car Parking Requirements for New Development (Maximum per sqm) | Creches          | 1 space per 3 staff + 1 space per 10 children  | An overall provision of 602 car parking spaces has been provided in accordance with the requirements of Appendix D. The forthcoming (2022) County Development Plan is based on maximum standards, so the proposed development is in accordance with this Section of the 2022 CDP. |
|   |  | Residential      | 2 spaces per dwelling<br>1.25 spaces per apartment   |   |
| <b>Chapter 12:<br/>Transport and<br/>Mobility</b> | Table 12.6 – Cycle Parking Requirements for New                            | Creches          | 1 per 5 staff  | Cycle parking has been provided in accordance with the requirements of Appendix D.  |

| Reference   | Policy Objective                           | Policy Provision  |  | Statement of Consistency   |
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|   | Development (Minimum per sqm)              | Residential   | 1 per residential unit and 1 per bedroom for apartments. |  |
| <b>Chapter 14:<br/>Green Infrastructure and Environment</b> | 14-3: Green Infrastructure and Development | <ul style="list-style-type: none"> <li>a) Require new development and redevelopment proposals, where considered appropriate, to contribute to the protection, management and enhancement of the existing green and blue infrastructure of the local area in terms of the design, layout and landscaping of development proposals.</li> <li>b) Require all development to submit a green infrastructure statement outlining how the proposal contributes to green and blue infrastructure both within its environs as well as within the wider settlement. Larger developments (multiple residential developments including Part 8 applications, retail, industrial, mineral extraction, etc) will be expected to prepare a Landscape/Green (and Blue) Infrastructure Plan including a Landscape Design Rationale. This Plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.</li> <li>c) Over the lifetime of the Plan the Council will consider the need to prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.</li> </ul> |  | <p>The most significant element of green infrastructure on the site is the existing trees and hedgerows along the boundaries. This area will be protected both during construction and operation, as well as supplemented with additional tree planting along the boundaries of the site. These areas will preserve and enhance the existing habitats and be managed in a sustainable way.</p> |

| Reference   | Policy Objective  | Policy Provision  | Statement of Consistency   |
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| <p><b>Chapter 14:</b><br/><b>Green Infrastructure and Environment</b></p> | <p>GI 14-4:<br/>Recreation and Amenity</p>              | <p>a) 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> <p>b) b) Seek opportunities to improve the quality and capacity of existing recreation and amenity facilities, through initiatives with both public and private sector (sports governing bodies, local community partnerships and private development proposals) and where appropriate the Council will use its powers under Section 48 of the Planning and Development Act 2000 to require development levies to achieve the enhancement of these facilities.</p> <p>c) 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 (Interim) and any successor policy and having regard to the Councils policy regarding the management of Green Infrastructure assets.</p> | <p>The proposed open spaces and amenities are dispersed throughout the site, 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> |
| <p><b>Chapter 14:</b><br/><b>Green Infrastructure</b></p>                 | <p>GI 14-6:<br/>Public/private open space provision</p> | <p>a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in Cork County Councils Interim Recreation &amp; Amenity Policy (2019) and any successor policy , the "Guidelines on Sustainable Residential Development in Urban Areas" and</p>  | <p>The provision of public open space is consistent with the relevant planning policy documents.</p>   |

| Reference  | Policy Objective          | Policy Provision   | Statement of Consistency   |
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| <p><b>and Environment</b></p>                                  |                           | <p>“Making Places : a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2”.</p> <p>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.</p> <p>c) 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.</p> |  |
| <p><b>Chapter 14: Green Infrastructure and Environment</b></p> | <p>GI 14-9: Landscape</p> | <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 protecting 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>  | <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 incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features.</p> |

| Reference   | Policy Objective                      | Policy Provision   | Statement of Consistency  |
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|   |                                       | e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.  |   |
| <b>Chapter 14:<br/>Green<br/>Infrastructure<br/>and<br/>Environment</b> | GI 14-10: Draft Landscape Strategy    | Ensure that the management of development throughout the County will have regard for the value of the landscape, its character, distinctiveness and sensitivity as recognised in the Cork County Draft Landscape Strategy and its recommendations, in order to minimize the visual and environmental impact of development, particularly in areas designated as High Value Landscapes where higher development standards (layout, design, landscaping, materials used) will be required. | 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 incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features. |
| <b>Chapter 14:<br/>Green<br/>Infrastructure<br/>and<br/>Environment</b> | GI 14-12: 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 Landscape and Visual Impact Assessment. Where any significant measures are identified mitigation measures are employed to minimise the impact.   |
| <b>Chapter 14:<br/>Green<br/>Infrastructure<br/>and<br/>Environment</b> | GI 14-13: Scenic Routes               | Protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects identified in this Plan. The scenic routes identified in this Plan are shown on the scenic amenity maps in the CDP Map Browser and are listed in Volume 2 Heritage and Amenity Chapter 5 Scenic Routes of this Plan.  | N/A   |

| Reference   | Policy Objective   | Policy Provision   | Statement of Consistency  |
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| <p><b>Chapter 14:</b><br/><b>Green Infrastructure and Environment</b></p> | <p>GI 14-14:<br/>Development on Scenic Routes</p>                        | <p>a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area.</p> <p>b) Encourage appropriate landscaping and screen planting of developments along scenic routes (See Chapter 16 Built and Cultural Heritage).</p> | <p>N/A</p>  |
| <p><b>Chapter 14:</b><br/><b>Green Infrastructure and Environment</b></p> | <p>GI 14-14:<br/>Development on the Approached to Towns and Villages</p> | <p>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.</p>  | <p>The proposed development will provide appropriate landscape screening at all site boundaries, in order to protect and enhance the character and setting of the area.</p> |

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| <p><b>Chapter 15:</b><br/><b>Biodiversity and environment</b></p> | <p>BE 15-6:<br/>Biodiversity and New Development</p> | <p>Ensure the protection of biodiversity in the development management process and when licensing or permitting other activities by:</p> <ul style="list-style-type: none"> <li>a) Providing ongoing support and guidance to developers on incorporating biodiversity considerations into new development through pre-planning communication and Council Guidelines: Biodiversity and the Planning Process and any updated versions of this advice;</li> <li>b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments;</li> <li>c) Encouraging the use of native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments.</li> <li>d) Fulfilling Appropriate Assessment and Environmental Impact Assessment obligations and carrying out Ecological Impact Assessment in relation to development and activities, as appropriate;</li> <li>e) Ensuring that an appropriate level of assessment is completed in relation to wetland habitats subject to proposals which would involve drainage or reclamation. This includes lakes and ponds, watercourses, springs and swamps, marshes, heath, peatlands, some woodlands as well as some coastal and marine habitats.</li> <li>f) Ensuring that the implementation of appropriate mitigation (including habitat enhancement, new planting or other habitat creation initiatives) is incorporated into new development, where the implementation of such development would result in unavoidable impacts on</li> </ul> | <p>The existing hedgerows and trees along the site boundary are retained and protected where appropriate. All trees to be maintained are protected appropriately during construction and operation.</p> |
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|  |  | biodiversity - supporting the principle of no net biodiversity loss. |  |
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| <b>Chapter 15:<br/>Biodiversity and environment</b> | BE 15-8: Trees and Woodlands                              | <p>a) Protect trees the subject of Tree Preservation Orders;</p> <p>b) 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.</p> <p>c) Encourage the provision of trees for urban shading and cooling in developments in urban environments and as an integral part of the public realm.</p>   | As above, the existing trees on site are 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. |
| <b>Chapter 16:<br/>Built Heritage</b>               | HE 16-2: Protection of Archaeological Sites and Monuments | Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments and their setting included in the Sites and Monuments Record (SMR) (see <a href="http://www.archaeology.ie">www.archaeology.ie</a> ) and the Record of Monuments and Places (RMP) and of sites, features and objects of archaeological and historical interest generally. In securing such preservation, the planning authority will have regard to the advice and recommendations of the Development Applications Unit of the Department of Housing, Local Government and Heritage as outlined in the Frameworks and Principles for the Protection of the Archaeological Heritage policy document or any changes to the policy within the lifetime of the Plan. | A desktop survey carried out to date has not identified any archaeological sites within the red line boundary of the site.   |
| <b>Chapter 16:<br/>Built Heritage</b>               | 16-9: Archaeology and Infrastructure Schemes              | All large scale planning applications (i.e. development of lands on 0.5 ha or more in area or 1km or more in length) and Infrastructure schemes and proposed roadworks are subjected to an archaeological assessment as part of the planning application process which should comply with the Department of Housing, Local Government and Heritage's codes of practice. It is recommended that the assessment is carried out in advance, by an appropriately experienced  | A desktop survey carried out to date has not identified any archaeological sites within the red line boundary of the site.   |

| Reference   | Policy Objective   | Policy Provision   | Statement of Consistency  |
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|   |  | archaeologist to guide the design and layout of the proposed scheme/development, safeguarding the archaeological heritage in line with Development Management Guidelines and also facilitating a viable development.   |   |
| <p><b>Chapter 16:</b><br/><b>Built Heritage</b></p> | <p>HE 16-18:<br/>Design and Landscaping of New Buildings</p> | <p>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.</p> <p>b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.</p> <p>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.</p> <p>d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows and historic boundaries in rural areas. Protection of historical/commemorative trees will also be provided for.</p> | <p>The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.</p> <p>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 Building Regulations.</p> <p>A landscape masterplan by Cathal O’Meara Landscape Architect is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.</p> |
| <p><b>Chapter 16:</b><br/><b>Built Heritage</b></p> | <p>HE 16-21:<br/>Naming of New Developments</p>              | <p>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</p>  | <p>It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork County Council through compliance.</p>   |

| Reference                                  | Policy Objective                           | Policy Provision   | Statement of Consistency   |
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|  |  | be a requirement of planning permissions for new developments.   |  |
| <b>Chapter 18:<br/>Zoning and Land Use</b> | ZU18-2:<br>Development and Land Use Zoning | Ensure that development, during the lifetime of this Plan, proceeds in accordance with the general land use objectives and any specific zoning objectives that apply to particular areas as set out in this Plan   | The proposed development is located within the defined development boundary of Fermoy and specifically zoned for residential use, which will support the sustainable expansion of the town and protect the surrounding town greenbelt. |
| <b>Chapter 18:<br/>Zoning and Land Use</b> | ZU 18-3:<br>Development Boundaries         | For any settlement, it is a general objective to locate new development within the development boundary, identified in this 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 Fermoy.   |
| <b>Chapter 18:<br/>Zoning and Land Use</b> | ZU 18-4: land Use Zoning of Other Lands    | Where lands have not been explicitly zoned, in the Plan the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an authorised use under the Planning Acts) or, if such use is unauthorised, that of the most recent authorised use of the lands. | N/A  |

### 3.4 Draft Cork County Development Plan 2022-2028 – Volume 3 – North Cork

| Policy Objective       | Policy Provision  | Statement of Consistency   |
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| <p><b>FY-GO-01</b></p> | <p>Plan for development to enable Fermoy to achieve its target population of 8,894 persons. Provide a balance between the provision of housing and employment uses in the town, to support Fermoy’s development as an integrated live/work destination.</p>   | <p>The subject development will provide 336 no. dwelling units in the short to medium term to serve the planned growth of the settlement to 8,894 persons.</p> |
| <p><b>FY-GO-02</b></p> | <p>In order to secure the sustainable population growth and supporting development proposed in FY-GO-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the Blackwater River Special Area of Conservation and the Blackwater Callows Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Waste-water infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.</p>     | <p>In terms of wastewater (foul) treatment, the foul sewer will discharge by gravity to a connection point to the existing foul network east of the site.</p>  |
| <p><b>FY-GO-03</b></p> | <p>The green infrastructure, biodiversity and landscape assets of Fermoy include its river corridors, mature trees, wetlands, woodlands and the River Blackwater Special Area of Conservation and the Blackwater Callows Special Protection Area. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity and landscape protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity.</p> | <p>A Natura Impact Statement has been prepared for the proposed development and is included as part of the application process.</p>                            |

| Policy Objective | Policy Provision   | Statement of Consistency   |
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| <b>FY-GO-04</b>  | All development should contribute to improved, safe pedestrian and cyclist connectivity and should include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate. .   | The proposed development places an emphasis on walking and cycling as a more appropriate mode of transport and seeks to improve connectivity wherever possible. With regard to pedestrians, a network of interconnected footpaths has 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. these routes aim to improve connectivity through the wider area of Fermoy. |
| <b>FY-GO-05</b>  | Support the implementation of the Fermoy Traffic Management Study and the Fermoy Walking and Cycling Strategy set out in Active Travel Towns.  | The proposed development is consistent with the Fermoy Traffic Management Study and the Fermoy Walking and Cycling Strategy set out in Active Travel Towns.  |
| <b>FY-GO-06</b>  | Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, zone of archaeological potential, plot size and scale while encouraging appropriate development in the town. | Existing landscape features such as the internal ditch running east west through the site are protected and enhanced where possible  |
| <b>FY-GO-07</b>  | Encourage the development of suitable sites for additional sports, recreation and open space provision, to ensure that such provision is properly coordinated with other forms of development and other land-use policies, and to protect open space and other land with recreational or amenity value.  | The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space will incorporate the provision of flexible open space areas, incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of 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.   |
| <b>FY-GO-08</b>  | All proposals for development within the areas identified as being at risk of flooding will need to comply with volume one of this Plan. In planning development located upstream of the defended area in Fermoy, due regard must also be had to the potential   | N/A – The site is not situated within an area identified as being at risk of flooding  |

| Policy Objective | Policy Provision   | Statement of Consistency   |
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|                  | downstream flood impacts of development, and its potential impact on the defended area in particular.  |  |
| <b>FY-GO-09</b>  | In accordance with Objectives in Chapter 11 of Volume One of this Plan, all new development will need to make provision for Sustainable Urban Drainage Systems (SuDs) and provide adequate storm water infrastructure. Surface water management and disposal should be planned in an integrated way in consideration with land use. Water quality, amenity, and habitat enhancements as appropriate.   | The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.   |
| <b>FY-GO-10</b>  | Support the expansion of primary and post primary education facilities in the town.  | N/A.   |
| <b>FY-R-04</b>   | <p>Medium B density residential development. The scheme should provide development of active open space to include playing pitches. Proposals should include provision for pedestrian and cycle connectivity from the development to link in with the open space and new residential lands to the north and north east.</p> <p>Existing habitats on site should also be protected /enhanced and incorporated into new development. Consideration should also be given to the sites proximity to the River Blackwater &amp; tributaries corridor local biodiversity area.</p> | The proposed development is in accordance with this zoning objective. The proposed development incorporated approximately 1.7 hectares or 15.2% of active open space within the developable area. This active open space will incorporate the provision of flexible open space areas, incorporating natural play areas, an amenity walkway and a number of informal grassed areas which will be of 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. |