

Statement of Consistency

For Development at Broomfield West, Midleton, Co.
Cork

on behalf of Castle Rock Homes (Midleton) Ltd.

November 2023



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

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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 Brian O' Kennedy & Associates, Forest bird Design, Malone O Regan Environmental on behalf of Castle Rock Homes (Midleton) Limited to accompany a planning application for a Large scale Residential Development (LRD) application at Broomfield West, Midleton, Co. Cork.

The proposed development consists of following:

- The construction of 272 no. residential units (comprising 34 no. one beds, 122 no. 2 beds, 94 no. 3 beds, and 22 no. 4 beds) and 1 no. creche and community use building, 3 no. ESB substations.
- All associated development works including footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting and landscaping/amenity areas;
- All site development works include the road widening of Broomfield Road works, the provision of a new footpath along the eastern side of the L7630 Broomfield Road together with a new pedestrian crossing. Access to the site will be via 4 new vehicle access points from the existing L7630 Broomfield Road.

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 Planning and Design Statement 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 *Housing for All – A New Housing Plan for Ireland;*
- 2.3 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;*
- 2.4 *Draft Sustainable and Compact Settlement Guidelines for Planning authorities 2023;*
- 2.5 *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;*

- 2.6 *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;*
- 2.7 *Sustainable Urban Housing: Design Standards for New Apartments, 2022*
- 2.8 *Childcare Facilities Guidelines, June 2001;*
- 2.9 *Southern Regional Assembly: Regional Spatial and Economic Strategy (2019).*

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

- 3.1 *Cork Metropolitan Area Transport Strategy (CMATS) 2040*
- 3.2 *Cork County Development Plan (CDP) 2022 Volume 1*
- 3.3 *Cork County Development Plan 2022 Volume 4*

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed LRD at Broomfield West, Midleton, Co. Cork, with reference to the relevant national and local planning policy documents, as detailed above.

The layout has been informed by a detailed assessment of the requirements of national, regional and local planning policy to ensure that it is in compliance with policy objectives. Furthermore, the layout has had full regard to the outcomes of the Section 247 and Section 32B meeting held with Cork County Council.

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 8.29-hectare site is undeveloped agricultural land within the wider Broomfield area located 1.3km northeast of Midleton town centre and approximately 23km to the east of Cork City Centre. The site is irregular in shape and is bounded by the Midleton Reservoir and Broomfield Road to the western boundary, directly to the south of the site lies the Blossom Hill residential estate and located to the west and north are agricultural lands.

The site is accessed by a Broomfield Road (L7630) on the western boundary via 2 no. existing access points and to the eastern boundary of the site there is a 38kv overhead ESB line which traverse the lands.

The site is located 650m from Midleton Railway Station which is the Cork-Midleton rail line. Services of the train line run at 30-minute intervals during peak periods and every half hour during off peak from Monday to Fridays. Midleton is also well serviced by Bus connections and there are a total of 4 no. bus services which serve Midleton. The nearest bus stop is located 1.5km walking distance from the subject site. Further information on the existing public transport network is outlined in the Traffic and Transport Assessment

Report prepared by Hegsons Design Consultancy Ltd which forms part of this submission.

The area surrounding the site is characterised by a mix of uses, but is primarily residential in character, with the lands to the south having all been developed for residential use, generally comprising large scale residential estates. Permission for 41 no. units was granted by Cork County Council to the lands located to the northwest of the subject site and works have commenced on site for this project.

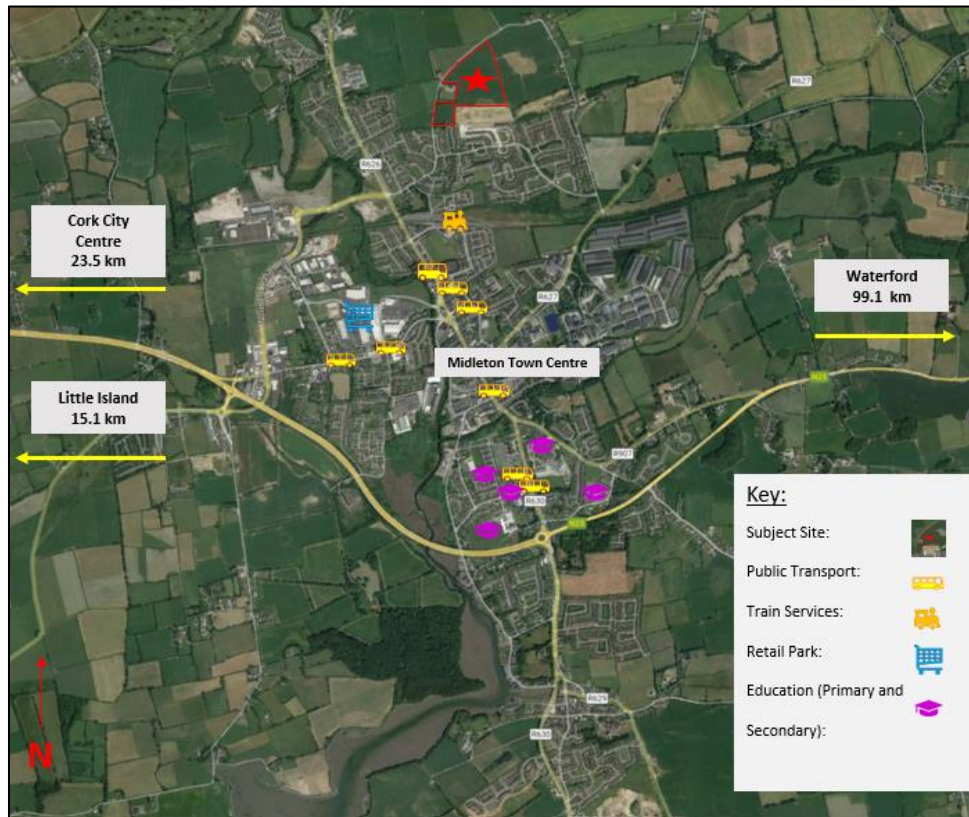


Fig 1: Site location with proposed development outlined in red

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 2022 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 34.2 units per hectare which is in accordance with local and national guidelines. national guidelines.

Statement of Consistency: DENSITY

An overall net residential density of 34.2 units per hectare has been achieved in accordance with Section 5.11 of the 2009 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 2022.

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. The layout proposes 272 no. units consisting of 238 no. 2, 3 and 4-bed townhouses, semi-detached dwelling houses, duplexes and 34 no. 1-bed apartments units and 1 no. creche and community use building. The variety of unit sizes proposed focuses on providing smaller units, affordability and quality housing, in accordance with the relevant policies and within close proximity to major employment centres.

Statement of Consistency: HOUSING MIX

The proposed development provides a range and mix of 4 bed (8%), 3 bed (34%), 2 bed (45%) and 1 bed (13%) units to be provided in a mix of terraced/townhouses, semi-detached and maisonettes to meet the needs of the area.

1.2.3 Layout

Connectivity

The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open spaces. The proposed development has been designed to accommodate public transport, car users and service vehicles. 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.

Inclusivity

The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed

development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size or ability.

The open space areas within the development will be accessible to all with a variety of mix uses such as grass play areas, community orchard, level pitch with junior goals. 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, particular buildings directly adjoining the open spaces are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

Distinctiveness

The proposed development has been designed to function as a successful residential neighbourhood which will enhance the residential offering of Middleton. The design of the new dwellings responds to the existing development already in the area by providing an appropriate mix of materials, proportions and features which will respect and enhance its setting and the existing dwellings. Proposed public open spaces are scattered throughout the site to complement the scheme. Green pockets and larger landscaped areas allow for different users and interactions.

The site will be divided into 3 no. phases with specific characters. Each phase will form a different neighbourhood characterised by specific architectural and landscaping treatments.

Parking

A total of 354 no. parking spaces are allocated to the residential units and 7 no. car spaces for the proposed creche facility and community use and 10 no. visitor spaces. The proposed development will provide the following car parking with 2 no. parking spaces for the 3 and 4 bed units and 1 parking space for the 2 bed and on street parking is provided for the 1 bed units where some apartments are proposed to be car free. There will be a total of 15 no. resident only spaces where spaces are not within the main curtilage of the dwelling. In total the scheme proposes 386 car spaces and the majority of the car parking spaces are provided in the curtilage of the units. This parking provision is considered appropriate for the proposed development.

In terms of cycle parking, access to the rear gardens is provided to the proposed houses. The mid-terrace houses and duplexes cycle parking will be provided within the curtilage of each unit by the provision of a bike store for 2 no. bikes. A total of 8 no. cycle parking spaces will be provided for the creche and community building. Throughout the scheme, a total of 436 bike spaces will be provided as shown in the parking schedule provided by BOK & Associates Architects.

Detailed Design

The proposed dwellings are designed to complement the vernacular of the existing houses in the surrounding area while also including new design details to the proposed dwellings. The materiality of the development has been considered in order to emulate and enhance the urban architecture within the locality. 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. Careful consideration has been given to the materiality of the buildings to create distinctive characters within each phase. Each house type has different variations for external finishes. The proposed house types utilise external finishing material such as smooth render in off white, light grey and sand-coloured palettes, mixed with heritage style brick. The creche has been designed specifically to form part of the proposal's aesthetic. The creche features opposing mono-pitch roofs as per the duplex designs, and a similar material palette.

The landscape design also varies subtly from one character area to the next. The proposed landscape design has also informed the design of the built environment, identifying landscape features in need of enhancing, utilisation and protection such as the existing hedgerows to the east which form the framework of the design. The landscaping of the development will frame the units, creating a user-friendly environment with a strong and attractive landscape setting. The sloping topography of the site has been taken advantage of with the 'stepped' arrangement between terraces or semi-detached blocks and at the northern end of the site and along the central spine, tree planting has been enhanced as a result of potential visibility in the photomontages.

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 layout and arrangement of the proposed dwellings is designed to create a suburban, safe and accessible park life environment. The site layout has a sense of openness throughout the site with pockets of open spaces. The public open spaces are well overlooked and evenly distributed throughout the residential development.

The sloping topography of the site has been taken advantage of with the 'stepped' arrangement of housing which is completed with planting vegetation and generous trees throughout the scheme.

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. The layout responds to the topography and natural features of the site.

Generous rear gardens are 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.

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 Planning and Design Statement is submitted with the LRD application. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

Efficiency

The proposed houses and apartments in this proposed scheme are designed in a deep plan format and arranged in a predominantly terraced or semi-detached arrangement for an efficient and sustainable use of land while also providing the most efficient approach to develop of the site for the proposed unit types.

The development proposed 18% open space and the landscaped open spaces are fully overlooked and within close vicinity to the proposed dwellings. The positioning and orientation of each dwelling has been carefully designed to ensure a high standard of residential amenity for each residential unit.

The houses and apartments typically feature appropriately sized glazed areas south facing where a family area may be located, to maximize the potential for passive thermal gain.

The proposed layout maximises the potential of new neighbourhood while also achieving the appropriate density for this site. The proposed development constitutes an efficient and sustainable use of the development land, zoned residential, within the area given the context of the sloped topography of the site and its rural merging into a suburban location.

Adaptability

All houses are designed in accordance with the "Quality Housing for Sustainable communities" 2007 document. Houses in the development can be easily adapted to the future needs of occupants.

The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. Provision has been made to extend in the attic or in the back garden of properties.

Statement of Consistency: SUSTAINABILITY

The sustainability of the proposed development is based on the principal criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall, a high-quality design has been achieved which makes efficient use of land and provides dwellings which can be adapted to meet the future needs of residents.

2. National Planning Policy

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

- Project Ireland 2040: National Planning Framework (2018);
- Housing for All – A New Housing Plan for Ireland;
- Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) (May 2009), Department of Environment, Heritage and Local Government;
- Draft Sustainable and Compact Settlements Guidelines for Planning Authorities, 2023
- 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;
- Sustainable Urban Housing: Design Standards for New Apartments 2022
- Urban Development and Building Height: Guidelines for Planning Authorities 2018
- Childcare Facilities Guidelines, June 2001;
- Southern Regional Assembly: Regional Spatial and Economic Strategy (2019).
- The Planning System and Flood Risk Management, 2009.

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 within the urban settlement of Midleton 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">✓ The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas.✓ The proposed development will provide a hierarchy of open spaces, play areas and landscaped areas ranging in a community orchard, attractive seating and playing pitch for children.✓ The proposed development will meet the needs of workers in Midleton where currently there is an undersupply of accommodation.✓ Please refer to the cover letter by McCutcheon Halley Planning which lists the additional reports which accompany this LRD application all of which are aimed at demonstrating the quality of the buildings and residential environment being created.
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 Midleton and maximise the use of public transport. It will create a new neighbourhood where currently there is under-utilised land.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
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 site is currently underutilised and zoned for residential use. The development of a 34.2 units per ha density residential scheme will rejuvenate the area bringing a level of activity that is currently absent.
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"> - Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; - 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; - In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth 	<ul style="list-style-type: none"> ✓ The proposed development is located on a greenfield site proximate to the employment hubs of Middleton. ✓ The site's zoning facilitates and is appropriate for the density target of 34.2 units per HA. ✓ The proposed development provides amenities in the form of varying open spaces. The proposal also provides opportunities for jobs through the provision of the creche. ✓ Furthermore, the proposal caters for pedestrians and cyclists alike throughout the development to provide sustainable modes of transport.
11	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject	<ul style="list-style-type: none"> ✓ The proposed development seeks permission for a residential density of 34.2 units/ha on a greenfield site. ✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	to development meeting appropriate planning standards and achieving targeted growth.	facilities within the existing urban area and therefore satisfies objective 11.
13	In urban areas, planning and related standards, including building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.	<ul style="list-style-type: none"> ✓ The scale of the development is appropriate to the site and location given the topography of the site. ✓ The open spaces and enhanced pedestrian links (particularly to the south east) will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel. ✓ The submitted 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 Planning which provides a list of the supporting assessments which accompany this application.
26	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	<ul style="list-style-type: none"> ✓ The site is located within the Middleton town development boundary in close proximity to the local services. ✓ The proposed development includes 18% of the sites area as useable active open space areas.
27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> ✓ Shared Surface Streets have been introduced in appropriate locations in order to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site. ✓ Important to the schemes success is varying the public realm by incorporating play areas, green open spaces, landscaped spaces with amenity walks and shared surfaces, which along with the mix of housing typologies and different architectural treatments help define

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
		<p>the different character areas and create small communities/neighbourhoods within the overall development.</p> <p>✓ In terms of cycle parking, access to the rear gardens is provided to the majority of the proposed houses, duplexes and to the apartments. The mid-terrace houses will be provided with in curtilage bike stores for 2 no. bikes. 4 no. cycle parking spaces will be provided for the creche and 4 no. spaces will be provided for the community use with 44 no. visitor spaces being provided throughout the overall scheme.</p>
28	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services	<p>✓ The proposed development has been designed to provide high quality residential units that will contribute positively to Midleton and deliver much needed housing to Cork. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.</p> <p>✓ Careful consideration has been given to the materiality of the buildings to create distinctive character areas and good quality open spaces encouraging social interaction. Density and scale, open space landscaping and building material choice all contribute to creating distinct character areas.</p> <p>✓ The applicant will comply with the Part V obligations and deliver 27 no. social and affordable housing units.</p> <p>✓ The scheme incorporates a childcare and community use building that will provide both a childcare facility to cater for the proposed development and Blossom Hill together with community rooms that will serve not only the proposed development but wider residential area.</p>

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
		✓ The variety in the mix of housing units had to reflect the densities envisaged, as well as market demand to ensure the economic viability of the scheme. Well-designed buildings are more likely to find the acceptance of local residents and planning authorities.
31	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <p>The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations</p>	<ul style="list-style-type: none"> ✓ The site is located within the development boundary of Midleton in close proximity to the local services. ✓ The proposed development includes the provision of a 88 place capacity creche which will serve the needs of the projected population as well as existing population in Midleton ✓ As part of this application a School Demand Report has been submitted. This provides details regarding the existing availability of school places in the area within which the subject site is located. This Report considers that there will be sufficient capacity in schools both at primary and post-primary level to cater for the proposed development.
32	Target the delivery of 550,000 additional households up to 2040	✓ The proposed development includes the provision of 272 no. residential units at a density of 34.2 units/ha. The delivery of these units will contribute to housing targets established in national and local objectives.
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location	✓ The proposed development includes the provision of 272 no. residential units at a density of 34.2 units/ha. The delivery of these units will contribute to housing targets established in national and local objectives. This is considered to be of an appropriate scale in the context of the location of the development while also reflecting the topography of the site.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time	<ul style="list-style-type: none"> ✓ All units are designed in accordance with the 2007 Housing Guidelines (Quality Housing for Sustainable Communities) and the Maisonette units comply with the 2022 Design Standards for new Apartments (Sustainable Urban Housing). ✓ The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. Provision has been made to extend in the attic or in the back garden of properties. Full consideration to the design of the units to enable future residents to make these changes more easily and affordably than traditional house design has been integral to the proposal. The selection and distribution of a range of house types reflects how future market challenges can be used to the advantage of the community. The enhanced distinctiveness of the units will benefit the overall scheme.
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights	<ul style="list-style-type: none"> ✓ The proposed development includes the provision of 272 no. residential units at a density of 34.2 units/ha.
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"> ✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and	<ul style="list-style-type: none"> ✓ The use of refuse bin stores will be minimised where possible. ✓ Access to a rear-garden via a side-gate will allow for specific refuse bin storage needed in the majority of cases. Regarding the mid-

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	recovery, to support a healthy environment, economy and society.	<p>terrace units, they will have small private bins storage areas that are discreetly located within the curtilage of the unit within a bin store.</p> <p>✓ The Maisonette units will all have access to private rear gardens of sufficient size to provide for refuse bin storage.</p>
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<p>✓ In terms of open space provision, the open space area (including formal recreational facilities, and informal passive & active open space) comprises of 18% of the developable area. Great care has been taken in order to retain as much of the existing natural features as possible in order to preserve the natural heritage of the site.</p> <p>✓ As part of this application an Archaeological and Built Heritage Assessment has been prepared by John Cronin & Associates. It concluded that there are no known archaeological monuments within the proposed development site.</p>
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.	<p>✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.</p>
64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and	<p>✓ The proposed development is designed in a way which promotes pedestrian permeability and encourages cycling including improvements to the existing public road and a connection to existing, adjacent residential estate.</p> <p>✓ Mitigation measures will be introduced during the construction phase that will minimise any impact in relation to air quality during construction.</p>

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	
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 AA Screening Report by Malone O'Regan Environmental is submitted with the application.

2.2 Housing for All – A New Housing Plan for Ireland

Housing for All – A New Housing Plan for Ireland, provides four pathways to achieving four overarching objectives with the aim of combating the current housing crisis. These four pathways consist of; Supporting Homeownership and Increasing Affordability; Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion; Increasing New Housing Supply; and Addressing Vacancy and Efficient Use of Existing Stock.

The overall aim of the housing plan for Ireland is that “*everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life.*” To meet this objective, the Government have identified that Ireland needs an average of 33,000 homes constructed per annum until 2030 to meet targets set out for additional households. An average of 9,500 new-build social homes to 2026 have been targeted, while an average of 6,000 affordable homes are to be made available every year to 2030 for purchase or rent by Local Authorities, AHBs, the LDA or via a strategic partnership between the State and retail banks.

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

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pathway 2: Eradicating Homelessness, Increasing Social	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: Provide more than 10,000 social homes each year, with an average	✓ The Part V obligation of 27 no. units associated with the proposed development will be provided. The

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Housing Delivery and Supporting Social Inclusion		9,500 newbuild Social Housing Homes to 2026.	proposed phasing of the development will provide Part V units.
Pathway 1: Supporting Home Ownership and Increasing Affordability	Increase the output of private housing to meet demand at affordable prices	Key actions: Increased supply of new housing, up to an average of at least 33,000 per year to 2030	✓ The proposed development will provide 272 no. residential units and contribute to the Government's national housing targets. The proposed housing mix and designed has been focuses on providing quality homes are affordable prices.

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
Chapter 3	Application of 12 Best-Practice Criteria	✓ Yes – The Urban Design Manual and its 12 criteria have been used as a guiding principle for the design of this site. Further details with regards to this are contained in the Planning and Design Statement

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		prepared by McCutcheon Halley Planning Consultants and BOK & Associates.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – A site appraisal has been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes - The proposed development has been designed to provide high quality residential units that will contribute positively to Midleton and deliver much needed housing to Cork. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes - Permeability and connections between the variety of public spaces will be incorporated throughout the site. Placemaking is a key aspect throughout the design of the scheme and helps create a sense of home and belonging for all residents. Paths are provided along the south and south east which connects to the adjoining existing residential estates which will enhance connectivity to the adjoining residential development to the south and east of the site.
Chapter 4	Are lands in accordance with sequencing priorities of development plan / LAP?	✓ Yes – The site is zoned for residential development in the Cork County Development Plan 2022
	Assessment of the capacity of existing schools.	✓ Yes – Existing primary and secondary schools within the area with the closest being Midleton Educate Together School (850m from the site) ✓ A School Demand Report which assesses the capacity of the schools has been submitted as part of this LRD application.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	Input of other necessary agencies.	✓ Yes – Irish Water and Cork County Council were consulted in the development of the proposed layout.
	Appropriate range of community & support facilities.	✓ Yes – A creche with a capacity of 88 spaces is being proposed as part of the proposed development and 2 no. community rooms at the ground floor.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	✓ Yes – The site is located 10 minutes from the Midleton train station, the nearest bus stop is located 1.5km from the site. ✓ Planned expansion improvements of off-road pedestrian and cycle facilities are planned near the site in the Cork Cycle Network Plan ✓ Within CMATS proposals exist to divert some or all mainline bus routes via the Northern Relief Road and R626 Mill Road which would bring frequent services into much closer proximity of the site. ✓ Development includes for the provision of a footpath to the western boundary adjoining the Broomfield Road.
	Will the development:	
	- Prioritise public transport, cycling and walking.	✓ Yes – The proposed development will provide a good network of footpaths, cycleways and also provides connectivity to the adjoining sites to the south to 'Blossom Hill'. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and a proposed footpath to the western boundary will also form part of the scheme.
	- Ensure accessibility for everyone	✓ Yes – Care has been taken in the design of the proposed development to address each Principle of Universal Design. Each

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		Principle has been addressed as part of the Universal Design Statement and references the Technical Guidance Documents Part M regarding Access and Use.
	- Encourage more efficient use of energy	✓ Yes – The layout encourages walking and cycling. ✓ Units are designed to achieve an NZEB target rating.
	- Include right quality & quantity of public open space.	✓ Yes – There is a provision of 18% useable public open spaces, designed to create usable spaces of high-quality amenity & aesthetic quality. These figures do not include incidental passive open spaces available to residents.
	- 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. The public open spaces are well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.
	- Promote social integration, provide for diverse range of household types, age groups and housing tenures.	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Planning and Design Statement by McCutcheon Halley Planning Consultants and Housing Quality Assessment by BOK & Associates.
	- Protect and where possible enhance the built and natural heritage.	✓ Yes – Great care has been taken in order to retain as much existing natural features as possible in order to preserve the natural heritage of the site.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		✓ As part of this application an Archaeological Assessment has been prepared by John Cronin & Associates which includes the geophysical survey undertaken on site. It concluded that there are no known archaeological monuments within the proposed development site.
	- Provide for Sustainable Drainage Systems.	✓ Yes – Please refer to Engineering Infrastructure Design Report by BOK & Associates.
Chapter 5 Cities and Larger Towns	Are residential densities sufficiently high in location which are, or will be, served by public transport.	✓ Yes – The density is 34.2 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 provide for high qualitative standard of units and private and public open space.
Chapter 7 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.	✓ The proposed scheme incorporates open space areas dispersed throughout the site which are overlooked by surrounding dwellings and will be an available amenity for the residents. ✓ Private rear gardens have been allocated for units as well as private spaces in the form of terraces for upper-level duplex apartments and patios for ground floor apartment on site. The houses have a private back garden, and the majority are placed back to back with a minimum distance of 11m (22m overall) to guarantee privacy.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		✓ Safe environments to play and interact are created by orientating houses to allow passive surveillance, creating a sense of community and ownership.
	Will orientation of dwellings and internal layout maximise levels of daylight and sunlight?	✓ Yes - all units have been designed to maximise daylight and passive solar energy gains.
	Has privacy been considered in design of the home.	✓ Yes – The layout has been designed to avoid overlooking and protect the privacy of adjoining properties.
	Do all houses have an area of private open space behind the building line?	✓ Private open space is provided to all houses.
	Has the design been influenced by the principles of universal design?	✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.
	Has adequate provision been made for the storage and collection of waste materials?	✓ Yes – All units are provided with adequate storage facilities. ✓ Private Bin stores have been allocated for the mid -townhouse units without direct garden access.

2.4 Draft Sustainable and Compact Settlements Guidelines for Planning Authorities, 2023

These draft guidelines set out key planning principles for the local planning policy framework and for the assessment of residential development. The draft guidelines provide best practice criteria related to a number of criteria including settlement, place and density, design and placemaking and development standards for housing.

The guidelines set out principles to ensure that developments are sustainable and compact in terms of their density, design and placemaking. 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
Chapter 3	<p>The key priorities for the growth of these large towns are to:</p> <ul style="list-style-type: none"> Plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Regional Growth Centre, Key Town or Large Town to smaller towns and villages and rural areas in the hinterland; Strengthen town centres; Protect, restore and enhance historic fabric, character, amenity, natural heritage and biodiversity; Realise opportunities for adaptation and reuse of existing buildings and for incremental back land, brownfield and infill development; and 	<p>✓ The proposed LRD is located in Midleton in an integrated and connected settlement designated for strategic growth;</p> <p>✓ The development will ensure the implementation of the population and housing growth for Midleton.</p> <p>✓ The scheme protects and where possible enhances existing amenities, natural heritage/biodiversity, retention of existing trees and hedgerows.</p> <p>N/A</p>

	<ul style="list-style-type: none"> ▪ Deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built-up area of the settlement. 	<p>✓ The LRD will deliver sequential and sustainable urban extension in Middleton and is well integrated and connected to the surrounding area.</p>
	<p>Suburban areas are the low-density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the built-up area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential density in the range 30 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Regional Growth Centres, Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at accessible urban locations.</p>	<p>✓ The proposed site is an urban extension at the edge of the existing built up area. The proposed density of 34.2dph is compliant with this objective.</p>
	<p>The evaluation of impact on local character should focus on the defining characteristics of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities and the capacity of the area for change. While it is not necessary to replicate the scale and mass of existing buildings, as most urban areas have significant capacity to accommodate change, it will</p>	<p>✓ Great care has been taken to respect the local character of the area while presenting it in a contemporary manner, unique to the proposed scheme while working with the topography of the site..</p>

	be necessary to respond in a positive and proportionate to the receiving context through high quality and site responsive design.	
	<p>It will be necessary to consider the impact of a proposed development on the amenities of residential properties that are in close proximity to a development site.</p> <p>The key considerations should include privacy, daylight and sunlight, and microclimate. These considerations are addressed in more detail in Chapter 5 Development Standards.</p>	<p>✓ Great care has been taken to minimise the impact of the proposed development on the amenities of residential properties that are in close proximity to a development site.</p>
	In all settlements, it will be important to ensure that water supply and wastewater networks (including treatment works) can service new development.	<p>✓ Please refer to the engineering reports and documents by BOK & Associates Engineer which confirms that water supply and wastewater networks can service the new development.</p>
	<p>Specialist technical assessments and computer-generated visual aids can assist in the evaluation of more complex development proposals and in particular, where a proposal deviates from the established scale, mass or character or is situated in a sensitive context.</p> <p>In order to consider larger proposals in an integrated and informed way, an Urban Design Statement that addresses the proposal from an architectural and urban design perspective should form part of the required documentation.</p>	<p>✓ A number of Specialist technical assessments and computer-generated visual aids have been submitted with this application. Please refer to the cover letter by McCutcheon Halley for a full list of submitted documents.</p>

Chapter 4	<p>The process should start with analysis and appraisal to establish the characteristics of the area and its surrounds, including information on the function, form and qualities of an area. The nature and extent of information collected will depend on the scale and complexity of the plan area or the site. It will generally include information on natural heritage features and ecology and on the physical and socio-economic characteristics of the area. In the case of a planning application, the statutory development plan and associated studies, strategies and environmental reports (including SEA and Appropriate Assessment) will provide a high-level context. However, it will usually be necessary to undertake more detailed surveys and assessments to get a full understanding of the site.</p> <p>This information will support an analysis of options and inform decisions in relation to how the features of the area should shape future development and how new development will integrate within its context.</p>	<p>✓ A detailed planning appraisal has been carried out, a geophysical survey has been undertaken by the archaeologist, a vegetation analysis has been undertaken by Forestbird Design and an Arboricultural assessment has been undertaken by County Tree Care all of which helped form this proposed layout. A school demand and childcare demand report have been provided by McCutcheon Halley Planning Consultants and form part of this application. An Ecological Impact assessment have been undertaken by Malone O Regan Environmental to evaluate the potential effect of the project on ecological features in the area.</p>
	<p>New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</p>	<p>✓ Yes – The LRD provides a good network of footpaths, cycleways and is in close proximity of the existing Midleton rail station. The layout of the proposed development provides a good pedestrian and cycle environment internally, with easy to navigate links through the proposed open spaces, and good links to public transport via the provision of additional footpaths along the western boundary of the site.</p>

	New developments should connect to the wider urban street and transport networks and improve connections between communities and to public transport, local services and local amenities such as shops, parks and schools, where possible.	✓ Yes – The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to existing road network (including footpaths and cycleway_ and public transport.
	Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.	✓ Yes – The layout of the proposed development encourages active travel through the provision of a good pedestrian and cycle environment internal to the development with good links to public transport and footpaths in the environs. Where possible pedestrian and cycleways are overlooked by housing. Roads are DMURS compliant and design to reduce vehicle speeds and prioritise pedestrians and cyclists.
	The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.	✓ The quantum of car parking in the LRD has been minimised to manage travel demand. A total of 386 no. car parking spaces have been provided, which is substantially below the maximum car parking allowable in the CDP, This will ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.
	In city and town centres and at high-capacity public transport nodes and interchanges development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges uses should be planned in accordance with the principles of Transport Orientated Development.	✓ The proposed development consists of 272 no. units, an 88 child creche and community use building.

	<p>The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that respond to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</p>	<p>Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by BOK & Associates Architects.</p>
	<p>Plan for the protection and enhancement of natural features, biodiversity and landscapes and ensure that urban development maintains an appropriate separation and setback from important natural assets.</p>	<p>✓ Yes – Great care has been taken in order to retain as much existing natural features as possible in order to preserve the natural biodiversity and landscape features of the site.</p>
	<p>Plan for an integrated network of multifunctional and interlinked urban green spaces.</p>	<p>✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism.</p>
	<p>Promote urban greening and Nature-Based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban drainage in all new developments and</p>	<p>✓ Yes – The layout incorporates urban greening and Nature-Based Solutions. Please refer to Engineering Design Report by BOK & Associates Engineers.</p>

	retrofitting in existing areas to ensure that the benefits of ecosystem services are realised.	
	Local parks, squares or plazas (referred to as Class 2 Open Space) generally provided as part of individual development proposals and offered for taking in charge by the local authority following the completion of the development. The form, size and distribution of such spaces should be plan-led and distribution of such spaces should be plan-led.	✓ 18% open space, a community orchard, seating area and playing pitch have been incorporated into the development. Please refer to the landscape plan by Forest Bird Design.
	Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.	✓ Yes – Public open spaces have been designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity.
	New development should support the formation of a legible and coherent urban structure with	✓ Yes – the orchard area and playing pitch will be a key node and focal point of the proposed development,

	landmark buildings and features at key nodes and focal points.	
	New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).	✓ The proposed development responds in a positive way to the established pattern and form of development in the Midleton area while expressing it in a more contemporary manner to reflect the new settlement status of Broomfield West.
	The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.	✓ The proposed development will create a new pedestrian links to the existing residential south of the site and the development will include the provision of a new footpath along the eastern side of the existing Broomfield Road.
	Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages	✓ The proposed development incorporates a well-defined urban edge along the west of the proposed development. All public realm areas are well overlooked by the surrounding units.
	New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.	✓ The proposed development is of good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness.
	Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.	✓ The proposed materials and finishes respect the local area and of a high quality and durable finish. Please refer to the Design Statement and elevation drawings by BOK & Associates which provides details on the materials and finishes proposed.

<p>Chapter 5</p>	<p>SPPR 1 - Separation Distances</p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include objective(s) in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy. In all cases, the obligation will be on the project proposer to</p>	<p>✓ The traditional separation distance of 22m between opposing rear walls has been proposed between units..</p>
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	demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.	
	<p>SPPR 2 - Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <p>1 bed house 20 sq. metre min 2 bed house 30 sq. metre min 3 bed house 40 sq. metre min 4 bed + house 50 sq. metre min</p> <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space. The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users</p>	<p>✓ The proposed development is compliant with current guidelines. Please refer to the Housing Quality Assessment by BOK & Associates which outlines the developments compliance.</p>

	<p>and that it is well integrated and accessible to the housing units it serves.</p> <p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p>	
	<p>Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level. The open space must be directly accessible from the unit it serves and the principal area of</p>	<p>✓ Each unit is provided with a private open space in the form of a private garden, patio or balcony.</p>

	open space should be directly accessible from a living space.	
	Semi-private open space is distinct from public open space. While there is no requirement to provide semi-private open space for a house, these Guidelines provide an option under SPPR 2 to provide semi-private open space in lieu of private open space as part of a more flexible design approach. Semi-private spaces shall be for the exclusive use of the residents of a housing development and be directly accessible and integrated into the development. They should be secure and usable spaces with a range of suitable landscape features to meet the needs of intended residents.	✓ Private open space and communal open space are provided for the apartments located to the northwest of the scheme.
	<p>SPPR 3 - Public Open Space</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new residential development include areas of functional public open space that collectively equate to not less than 10% (minimum) of the net site area. Statutory development plans shall not include objective(s) in respect of minimum public open space requirements that exceed 10% save in the case of a historic setting as detailed in subsection (ii) below.</p>	✓ A total of 18% public open space is provided for on-site which is in line with the Cork County Development Plan.

	<p>(ii) In the case of a historic setting, a greater proportion of open space may need to be retained in order to protect the historic and / or landscape character of the site or area, including features of built or natural heritage importance. The open space requirement for historic sites should be determined on a case by-case basis in response to the characteristics of each individual site (i.e. as informed by a site analysis process). Blanket requirements within statutory plans that exceed 10% of the net site area shall be avoided.</p> <p>(iii) In some instances, it may be appropriate to off set (in part or whole) the public open space requirement arising under subsections (i) and (ii) and to seek a financial contribution towards the provision of new public open space or enhancement of existing public open space or amenities in the area, in lieu of provision within an application site. This would include cases where it is not feasible, due to site constraints or other factors, to locate the open space on site, or where it is considered that, having regard to existing provision in the area, the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public.</p> <p>open space or amenity. In these cases, financial contributions, or upgrade works to an equivalent</p>	
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	<p>value, may be considered acceptable in fulfilment of the public open space requirement.</p> <p>(iv) In all cases, the planning authority must be satisfied that the public open space will provide a high standard of amenity for all users.</p>								
<p>SPPR 4 - Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <p>(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 Table 3.1 and Table 3.2, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the</p> <p>planning authority, should be 1 no. space per dwelling.</p> <p>(ii) In accessible urban locations, defined in Chapter 3 Table 3.7, car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 1.5 no. spaces per dwelling.</p>	<p>The proposed car parking provision for the development has been informed by standard requirements set out in the 2022 Cork County Development Plan (CDP) and 2022 Apartment Guidelines, which strongly encourage reduced car parking provision in areas served by public transport (in this case the adjoining rail station).</p> <p>According to the CDP standards, the maximum car parking provision would be in the order of 531 no. spaces (519 no. residential and 8 for children + 4 staff for Creche). An extract from the CDP standards (Table 11.2) is shown in the figure below.</p> <table><tr><th>Development Type</th><th>Parking Provision Requirement</th></tr><tr><td>Other cultural / recreational & leisure uses</td><td>Dependent on nature and location of use.</td></tr><tr><td>Residential: Dwelling houses Residential: Apartments</td><td>2 spaces per dwelling unit 1.25 spaces per apartment unit</td></tr><tr><td>Crèches</td><td>1 space per 3 staff + 1 space per 10 children</td></tr></table>	Development Type	Parking Provision Requirement	Other cultural / recreational & leisure uses	Dependent on nature and location of use.	Residential: Dwelling houses Residential: Apartments	2 spaces per dwelling unit 1.25 spaces per apartment unit	Crèches	1 space per 3 staff + 1 space per 10 children
Development Type	Parking Provision Requirement								
Other cultural / recreational & leisure uses	Dependent on nature and location of use.								
Residential: Dwelling houses Residential: Apartments	2 spaces per dwelling unit 1.25 spaces per apartment unit								
Crèches	1 space per 3 staff + 1 space per 10 children								

	<p>(iii) In intermediate and peripheral locations, defined in Chapter 3 Table 3.7, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 2 no. spaces per dwelling.</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision.</p>	<p>The CDP states that A '<i>reduced car parking provision may be acceptable where the planning authority are satisfied that good public transport links are already available or planned and/or a Transport Mobility Plan for the development demonstrates that a high percentage of modal shift in favour of the sustainable modes will be achieved through the development</i>'.</p> <p>Therefore, it is considered that the application of the maximum CDP car parking provision would be excessive particularly given the beneficial location of the site which is located c.1km from the closest proposed access to the proposed development from Middleton a rail station and given the sustainable transport options available to future residents including walking and cycling in the immediate vicinity of the site.</p> <p>In line with national policy, it is proposed to provide car parking at a lower rate than the 'maximum' CDP standards. The lower rate is largely associated with the 1 and 2-bed houses, which were provided with a single parking bay as opposed to two and some 1 bed units are proposed car free. A total of 386 car parking spaces have been provided. The parking allocated to the LRD scheme is outlined further in the Mobility Management Plan (MMP) by Hegson Design Consultancy Ltd.</p> <p>The parking allocation outlined above will promote the use of alternative, active and sustainable transport modes such as walking, cycling, shared transport and mass transit such as buses and trains. It is also anticipated that an allocation lower than the maximum CDP standards, will assist in reducing dependency on private car and mitigate against traffic congestion and its inherent environmental, social and economic impacts.</p>
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	<p>SPPR 5 - Cycle Parking and Storage</p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p> <p>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking shall also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important also to make provision for cargo and electric bikes and for individual lockers.</p> <p>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be</p>	<p>✓ All dwelling units have adequate bicycle storage either within the rear garden space or within a dedicated cycle storage to the front of the dwellings or within a communal area for the proposed apartments. All apartments and duplex units have a dedicated secure shared cycle storage area.</p>
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	<p>designed so that cyclists feel personally safe; and in this regard secure cage or compound facilities, with electronic access for cyclists and CCTV, afford an increased level of security for residents. Effective security for cycle storage is also maximised by the provision of individual cycle lockers and it is best practice that planning authorities ensure that either secure cycle cage/compound or preferably locker facilities are provided.</p>	
	<p>Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage. The cycle storage facilities should be easily accessible. Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. It should be low maintenance and as far as possible easy and attractive to use by residents. Appropriate conditions in relation to the operation and maintenance of the cycle storage facilities should be attached to any grant of permission that includes communal cycle provision.</p>	<p>✓ As above – all dwelling units have adequate bicycle storage either within the rear garden space or within a dedicated cycle storage to the front of the dwellings or within a communal area for the proposed apartments. All apartments and duplex units have a dedicated secure shared cycle storage area.</p>

	For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.	✓ All dwelling units have adequate bin storage either within the rear garden space or within a dedicated bin storage to the front of the dwellings. All apartments and duplex units have a dedicated secure shared bin storage area. A Resource Waste Management Plan by BOK & Associates Engineer is submitted with this application.
Appendix D	Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?	✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport).
	Have opportunities to improve connections with and between established communities been identified and responded to and in particular strategic connections between homes, shops, employment opportunities, public transport, local services and amenities?	✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces both within and adjacent to the site that optimises connections with and between established communities

	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?	✓ Yes – The road layout is compliant with DMURS requirements.
	Has the quantum of parking been minimised (in accordance with SPPR4) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles?	✓ Yes – a reduced quantum of parking has been provided. All parking areas have been designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles.
	Is the mix and intensity of land uses appropriate to the site and its location and have different uses been distributed in a complementary manner to ensure that there is a range of local services and amenities and access to public transport all within a short walk or cycle of homes?	<p>✓ Yes – a mix of unit types and sizes, a creche, a community use and a number of open space areas have been provided all within a short walk or cycle of homes.</p> <p>✓ The creche and community use building has been located so as to be more easily accessible to the adjacent Blossom Hill residents and also benefit from being 'on the way' to and from the Midelton Train Station, local schools and the town centre.</p>
	Have a diverse and innovative range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented by innovative range of housing typologies that support greater housing choice?	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by BOK & Associates
	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity,	✓ Yes – the proposed development has responded to the natural features and landscape character of the site. Trees and hedgerows have been

	vistas and landmarks and the screening of protected structures, conservation areas and historic landscapes?	retained where possible and the layout reflects the topography of the site which is reflected in the street network and open space design.
	Have a complementary and interconnected range of open spaces and corridors been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	✓ Yes – The proposed development establishes a highly permeable and interconnected range of open spaces and corridors which create and conserve ecological links and promotes active travel and healthier lifestyles.
	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	✓ Yes – the proposed open space areas cater for and are universally accessible to all ages and abilities.
	Does the plan or development proposal include integrate nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?	✓ Yes – please refer to the engineering details by BOK & Associates.
	Does the layout, orientation and scale of development support the formation of a coherent and legible urban structure with particular regard to land uses, the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?	✓ Yes – The proposed development establishes a highly permeable and legible urban structure both within and adjacent to the site that optimises daylight/sunlight and connections with and between established communities.
	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise	✓ Yes – the buildings address all streets and open spaces to ensure passive surveillance. Public and private spaces are clearly defined by boundary and landscaping treatments. Please refer to the landscaping details by Forestbird Design.

	passive surveillance and provide an attractive and animated interface?	
	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant) and provide appropriate transitions with adjacent buildings and established communities?	✓ Yes – the proposed development responds to the local vernacular while representing it in a more contemporary manner.
	Has a coherent architectural and urban design strategy been presented that will ensure the development is distinctive, complements the urban structure and promotes a strong sense of identity?	✓ Yes – please refer to the Planning and Design Statement prepared by McCutcheon Halley Planning Consultants and BOK & Associates.
	Does the development integrate well within its context and will the safety and amenity of future residents and of residential and other sensitive occupiers of adjacent properties be safeguarded to a reasonable extent.	✓ Yes – Great care has been taken to ensure the the safety and amenity of future residents and of residential and other sensitive occupiers of adjacent properties be safeguarded to a reasonable extent.

2.5 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>1. Context:</p> <p>How does the development respond to its surroundings?</p>	<ul style="list-style-type: none"> The development seems to have evolved naturally as part of its surroundings. Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users. Form, architecture, and landscaping have been informed by the development's place and time. The development positively contributes to the character and identity of the neighbourhood. Appropriate responses are made to the nature of specific boundary conditions. 	<ul style="list-style-type: none"> ✓ The proposed development is located in Midleton which is a main town in the Cork metropolitan area. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context. ✓ The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments. ✓ 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. ✓ Careful consideration has been given to the materiality of the buildings to create an unmistakable identity for distinctive character areas and good quality open spaces encouraging social interaction. ✓ With regard to boundary conditions which include residential uses, considerable effort has been made to respond positively to this wherever possible.
<p>2. Connections:</p> <p>How well connected is the new neighbourhood?</p>	<ul style="list-style-type: none"> There are attractive routes in and out for pedestrians and cyclists. The development is located in or close to a mixed-use centre The development's layout makes it easy for a bus to serve the scheme 	<ul style="list-style-type: none"> ✓ Permeability and connections between the variety of public spaces will be incorporated throughout the site. The creche is accessed directly from the Broomfield Road which offers the community and surrounding area easy access to important local services. ✓ The proposed development is located 1.3km to the northeast of Midleton town centre.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> The layout links to existing movement routes and the places people will want to get to. Appropriate density, dependent on location, helps support efficient public transport. 	<ul style="list-style-type: none"> ✓ Connectivity is one of the central design principles of the proposed scheme. The layout links to the south east which connects to the adjacent areas. ✓ The density is 34.2 units per hectare. This is an appropriate density for the site as per the Cork County Development Plan.
3. Inclusivity: How easily can people use and access the development?	<ul style="list-style-type: none"> New homes meet the aspirations of a range of people and households. Design and layout enable easy access by all. There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly. 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. New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. 	<ul style="list-style-type: none"> ✓ 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 complies with Part M of the Building Regulations. ✓ Private and public 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. ✓ New buildings will present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.
4. Variety: How does the development promote a good mix of activities?	<ul style="list-style-type: none"> Activities generated by the development contribute to the quality of life in its locality. Uses that attract the most people are in the most accessible places. 	<ul style="list-style-type: none"> ✓ 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. ✓ The site is surrounded to the south by an existing residential development and a residential estate is under

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • Neighbouring uses and activities are compatible with each other. • Housing types and tenure add to the choice available in the area. • Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood. 	<p>construction to the east of the site. The water treatment plant is located to the west and boundary treatment such as hedgerows will be maintained on site and integrated into the scheme to offer a visual buffer and valuable contribution to the biodiversity.</p> <p>✓ A wide variety of house types have also been provided with a choice of 1-bed apartment units, 2-bed duplexes, 2, 3 and 4-bed townhouses and semi-detached dwellings. 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 Midleton. The development also provides for bespoke mews housing which has been integrated into the layout providing a communal space which will contribute towards multiple generation housing and fostering community within the development.</p>
<p>5. Efficiency:</p> <p>How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> • The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. • Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. 	<p>✓ 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.</p> <p>✓ The proposed development provides generous open spaces, and a street and footpath hierarchy which ensures passive supervision of the spaces and ease of movement through the site.</p> <p>✓ Landscaped areas consist of informal play areas, seating and viewing platforms, an active pitch, community orchard and retention of existing trees (where possible). These will provide both passive and active amenity opportunities for</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> The scheme brings a redundant building or derelict site back into productive use 	<p>the residential of the proposed development while also enhancing the biodiversity of the site. SuDs principles are also incorporated wherever possible. The terrace plays an important role in stormwater management by filtering and attenuation surface rainfall; minimising the impact on the stormwater sewer system.</p>
<p>6. Distinctiveness: How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. The scheme is a positive addition to the identity of the locality. The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. <ul style="list-style-type: none"> There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. The proposal successfully exploits views into and out of the site 	<ul style="list-style-type: none"> ✓ The proposed design and layout of the development will complement the existing residential development in Broomfield whilst promoting its 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 zones, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality. ✓ Consideration will be given to the use of place names that are synonymous with Midleton. ✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently individual to promote its own sense of place. ✓ The proposed layout provides for and ensures connectivity to the existing residential development to the south. A connection is also facilitated to the proposed footpath

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<p>network to the western boundary of the site along Broomfield Road.</p> <ul style="list-style-type: none"> ✓ In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables. ✓ 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.
<p>7. Layout:</p> <p>How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> • Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. • The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. • 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. • Traffic speeds are controlled by design and layout rather than by speed humps. ▪ Block layout places some public spaces in front of building lines as squares or 	<ul style="list-style-type: none"> ✓ The proposed layout responds to the site by exploiting existing features, orientation, views and topography where possible to maximise the potential of the site. ✓ The proposed layout provides for and ensures connectivity. In general, speed is controlled on the vehicular routes through passive measures. ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Speed tables and crossing points within the site are placed at regular intervals to ensure pedestrians are prioritised. ✓ The design speed for the site is 30pkh and appropriate speed restrictions signs will be set out at the site entrance. ✓ Shared Surface Streets have been included to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian permeability throughout the site.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	greens, and some semiprivate space to the back as communal courts.	
8. Public Realm: How safe, secure and enjoyable are the public areas?	<ul style="list-style-type: none"> • All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use. • The public realm is considered as a usable integrated element in the design of the development. • Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood. • There is a clear definition between public, semi private, and private space. <ul style="list-style-type: none"> ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<ul style="list-style-type: none"> ✓ The scheme is designed to balance the private and public open amenity needs of the community. ✓ The open spaces and play areas have been designed to be overlooked where possible. Specific house types have been developed 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. ✓ 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. ✓ The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas. The open spaces vary with a mix of soft and hard landscaping to further enhance the variety of spaces and the inclusivity for all residents throughout the year
9. Adaptability: How will the buildings cope with change?	<ul style="list-style-type: none"> • Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. • The homes are energy-efficient and equipped for challenges anticipated from a changing climate 	<ul style="list-style-type: none"> ✓ The varying house types are designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future. ✓ The majority of dwellings are designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families to change where necessary.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> Homes can be extended without ruining the character of the types, layout and outdoor space. 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. Space in the roof or garage can be easily converted into living accommodation. 	<ul style="list-style-type: none"> ✓ 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).
<p>10. Privacy and Amenity:</p> <p>How does the scheme provide a decent standard of amenity?</p>	<ul style="list-style-type: none"> Each home has access to an area of useable private outdoor space. The design maximises the number of homes enjoying dual aspect. Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units. The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables. 	<ul style="list-style-type: none"> ✓ 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. ✓ All homes have been sited to prevent overlooking into adjacent private gardens. ✓ Each unit will also have access to a private amenity space in the form of gardens for the houses and the duplex units. The houses have a private back garden and the majority are placed back to back with a distance greater than 11m (22m overall) to guarantee privacy ✓ All homes will have adequate storage areas and areas for sorting of recyclables.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
11. Parking: How will parking be secure and attractive?	<ul style="list-style-type: none"> • Appropriate car parking is on-street or within easy reach of the home's front door. • Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. • Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. • Materials used for parking areas are of similar quality to the rest of the development. • Adequate secure facilities are provided for bicycle storage. 	<ul style="list-style-type: none"> ✓ It is proposed to provide a total of 354 parking spaces within the development for the residential units as follows: ✓ The proposed development will provide the following car parking with 2 no. parking spaces for the 3 and 4 bed units and 1 parking space for the 2 bed and on street parking is provided for the 1 bed units where some apartments are proposed to be car free. There will be a total of 15 no. resident only spaces where spaces are not within the curtilage of the dwelling. ✓ These parking facilities include disabled parking spaces. Provision is also made for EV parking. ✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP.
12. Detailed Design: How well thought through is the building and landscape design?	<ul style="list-style-type: none"> • The materials and external design make a positive contribution to the locality. • The landscape design facilitates the use of the public spaces from the outset. • Design of the buildings and public space will facilitate easy and regular maintenance. • Open car parking areas are considered as an integral element within the public 	<ul style="list-style-type: none"> ✓ Midleton has been subject to some residential development in previous years and development such as the subject scheme presents significant challenges to create a complimentary identity to that of 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.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>realm design and are treated accordingly.</p> <ul style="list-style-type: none">▪ Care has been taken over the siting of flues, vents and bin stores.	<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 is durable and facilitates easy maintenance.</p>

2.6 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
Integrated Street Networks	<ul style="list-style-type: none">▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport?	✓ The 'centres of activity' within the proposed development are the childcare facility, the Open Space Areas 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. All centres are also linked to the comprehensive network of footpaths in order to prioritise pedestrian movement.
Movement and Place	<ul style="list-style-type: none">• Does the development create a legible street hierarchy that is appropriate to its context?✓ 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.)?	✓ The proposed layout creates a scheme that is easy to navigate for drivers, cyclists and pedestrians, as well as prioritising connectivity for pedestrians and cyclists. The major destinations within the site are located close to the main entrances. 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
		<ul style="list-style-type: none"> ✓ A wide network of footpaths are also provided, as well as a footpath along the western boundary adjoining the Broomfield Road to prioritise sustainable methods of transport within the site.
Permeability and Legibility	<ul style="list-style-type: none"> • Has the street layout been well considered to maximise permeability for pedestrians and cyclists? • Are the streets legible with maximum connection opportunities? ▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<ul style="list-style-type: none"> ✓ The design and 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. ✓ Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.
Management	<ul style="list-style-type: none"> • Is the layout designed to self-regulate vehicle speeds and traffic congestion? ▪ Does the proposed layout minimise noise / air pollution wherever possible? 	<ul style="list-style-type: none"> ✓ Where possible, passive methods are incorporated to regulate traffic and speed including landscaping, pedestrian priority zones which include speed tables and designated crossing points. Design details such as gentle curvature of the streets are utilised to reduce driver's perception of acceptable speeds. ✓ 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 shared surface areas.
Movement, Place and Speed	<ul style="list-style-type: none"> • Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? ▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<ul style="list-style-type: none"> ✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative. 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. ✓ A wide network of footpaths and cycle routes are also provided to prioritise sustainable methods of transport within site.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Streetscape	<ul style="list-style-type: none"> Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? Have street trees and areas of planting been provided where appropriate? Have active street edges been provided where appropriate? Is a palette of high quality surface materials and finishes provided? 	<ul style="list-style-type: none"> ✓ 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 Report by Forest bird Design has been prepared and submitted as part of this submission which creates a strong landscape structure within the future streets. ✓ Material finishes include a palette of high quality, easily maintainable and durable materials.
Pedestrian and Cyclist Environment	<ul style="list-style-type: none"> Are footways of appropriate width provided so as to ensure pedestrian safety? Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? Have cycle facilities been factored into the design? 	<ul style="list-style-type: none"> ✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Cycling facilities, including parking, have been factored into the design. ✓ Shared Surface Streets have been introduced in locations in order to prioritise pedestrian access within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian access around the site.
Carriageway Conditions	<ul style="list-style-type: none"> Are vehicular carriageways sized appropriately for their function / location? Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? 	<ul style="list-style-type: none"> ✓ Vehicular carriageways have been sized appropriately designed 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 conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists. ✓ Adequate levels of parking is provided in appropriate areas to serve the respective dwelling units, creche and community use.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none">▪ Have adequate parking / loading areas been provided?	

2.7 Sustainable Urban Housing: Design Standards for New Apartments, 2022

The Sustainable Urban Housing: Design Standards for New Apartments 2022 (2022 Apartment Guidelines) updates previous guidelines issued by the Government in 2015, 2018 and 2020. The 2022 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 relevant provision of the 2022 Guidelines are outlined below:

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix	Specific Planning Policy Requirement 3 states that the following minimum floor areas for apartments: <ul style="list-style-type: none">1-bed studio apartment = 37 sqm<ul style="list-style-type: none">1-bed = 45 sqm2-bed = 73 sqm3-bed = 90 sqm	<ul style="list-style-type: none">✓ All apartment units exceed the minimum floor area requirements as set out by the guidelines.✓ Refer to HQA by BOK and Associates Architects.
Dual Aspect Ratio	Section 3.17 requires: <ul style="list-style-type: none">Minimum 50% dual aspect apartments in urban locations. <p>This may be reduced to a minimum 33% in certain circumstances where schemes are located in intermediate locations, ie on sites near to town centres, where it is necessary to ensure good street frontage and subject to high quality design.</p>	<ul style="list-style-type: none">✓ All apartment units have dual aspect.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Floor to Ceiling Height	<p>Section 3.21 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>	✓ Ground floor ceiling heights exceed the minimum requirements within the Building Regulations and are considered appropriate given the scale of design of the maisonette units.
Internal Storage	<p>Section 3.31 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>However, as a rule, no individual storage room within an apartment should exceed 3.5 square metres.</p>	✓ Each apartment unit is 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.
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.</p>	✓ All apartment units are provided with a generous private open space area in the form of balconies and patios.
Security Considerations	<p>Section 3.40 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be</p>	✓ All apartments are own door units fronting onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. All entrance points are safe and secure.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	clearly indicated, well lit, and overlooked by adjoining dwellings.	
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"> ✓ All apartments are designed with Part M ambulant compliant stairs to minimise sustained physical effort while accessing the units. ✓ Each apartment with own door access has defined entrances to provide clearly established ingress points.
Refuse Storage	<p>Section 4.8 requires that provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p> <p>Section 4.9 outlines the following general design considerations:</p> <ul style="list-style-type: none"> • Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste; • In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics; 	<ul style="list-style-type: none"> ✓ Appropriate facilities have been provided for each apartment unit to facilitate the storage and collection of waste materials. ✓ All areas are easily accessible both by occupants and bin collection vehicles.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies; 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; Waste storage areas should not present any safety risks to users and should be well-lit; Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public. Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles; The capacity for washing down waste storage areas, with wastewater discharging to the sewer. 	
Communal Amenity Facilities	Section 4.11 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 communal 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.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
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 areas with many located within close proximity to the proposed apartment units. These play areas benefit from the passive surveillance from surrounding residential areas.
Car Parking	<p>Section 4.20 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 parking space for the 2 bed duplex apartments and on street parking is provided for the 1 bed units where some apartments are proposed to be car free. There will be a total of 15 no. resident only spaces where spaces are not within the main curtilage of the dwelling;</p> <p>✓ The site is located 650m from Midleton Rail Station;</p> <p>✓ Where the apartments are car free, there are 2 no. drop off spaces provided as well as communal bike storage;</p> <p>✓ These parking facilities include disabled parking spaces. Provision is also made for EV parking spaces.</p> <p>✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP.</p>
Bicycle Parking	<p>Section 4.16 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</p>	✓ Adequate levels of cycle parking will also be provided per unit for the apartments within the curtilage of the property.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	proximity to access points to apartments and routes to the external road/ street network.	
Childcare	Section 4.7 of the guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.	✓ 1 no. childcare facility is provided on site. The proposed crèche provides for 88 childcare spaces and is more than sufficient to cater for the proposed development.

2.8 Childcare Facilities Guidelines, 2001

The Childcare Facilities, Guidelines for Planning Authorities 2001 published by the Department of Environment require the provision of a creche be assessed where in excess of 75 dwellings are being proposed.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 3 Development Control & Related Standards	In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.	✓ 1 no. childcare facility is provided on site. The creche proposed is greater than the anticipated requirement (Please refer to Creche Assessment by McCutcheon Halley Planning Consultants for further details) with a capacity of 88 places.
Appendix 1 General Standards	Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.	✓ 1 no. childcare facilities is provided on site.

2.9 Southern Regional Assembly: Regional Spatial and Economic Strategy, 2020

The Regional Spatial and Economic Strategy (RSES) for the Southern Region came into effect on 31st 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
RPO 4	<p>Increased population growth should be planned having regard to environmental criteria including:</p> <ul style="list-style-type: none"> The assimilative capacity of the receiving environment. The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests. 	<ul style="list-style-type: none"> ✓ The proposed development is situated the Cork Metropolitan Area with the proposed increase in population being in accordance with the objectives of the National Planning Framework as reflected in the RSES. ✓ A Stage 1 AA screening report by Malone O Regan Environmental is submitted with the application.
RPO 9	<ul style="list-style-type: none"> Holistic approach to delivering infrastructure. Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following: <ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> ✓ 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.

Reference	Relevant Policy/Principle/Guideline	Statement of Consistency
	Risk management measures, environmental improvement, arts, culture and public realm.	
RPO 10	<ul style="list-style-type: none"> • Compact Growth in Metropolitan Areas. • 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. • 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. 	✓ The subject site is ideally placed for a Medium A density development as it is located in Midleton development boundary, in close proximity to Cork City and will benefit directly from existing and planned infrastructure in the area.

2.9 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 5 Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ Please refer to the Flood Risk Assessment prepared by Brian O' Kennedy & Associates.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ A detailed Flood Risk Assessment Report by Brian O' Kennedy & Associates has been submitted with the application.
	Development in flood risk areas should be subject to the Justification test.	✓ A detailed Flood Risk Assessment Report by Brian O' Kennedy & Associates has been submitted with the application.

3. Local Planning Policy

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

- Cork Metropolitan Area Transport Strategy (CMATS) 2040
- Cork County Development Plan 2022 Volume 1; and
- Cork County Development Plan 2022 Volume 4.

3.1 Cork Metropolitan Area Transport Strategy (CMATS) 2040

The Cork Metropolitan Area Transport Strategy (CMATS) 2040, which was published in February 2020, was included as an objective in Cork MASP Policy (Objective 7) of the RSES and identified as one of the Guiding Principles of the Cork MASP. CMATS represents a coordinated land use and transport strategy for the Cork Metropolitan Area. It sets out a framework for the planning and delivery of transport infrastructure and services to support the Cork Metropolitan Area development in the period up to 2040.

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Key outcomes for walking in the Strategy include:</p> <ul style="list-style-type: none">• An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);• Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;• Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;• Facilitate walking's role as part of linked trips, particularly with rail and bus journey; and	<ul style="list-style-type: none">✓ The proposal has been designed to prioritise the safe movement of pedestrians within the site and enhances pedestrian connectivity to the wider area.✓ Permeability and connections between the variety of public spaces will be incorporated throughout the site as well as adjoining residential estates.✓ The proposed development is located 1.3km to the north of Midleton town centre.✓ Connectivity is one of the central design principles of the proposed scheme. The current layout is therefore crossed by several connections and links which connect to the adjacent areas.

Relevant Policy / Principle / Guideline	Statement of Consistency
<ul style="list-style-type: none"> Promote a far higher standard of urban design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car. 	<p>✓ The proposed connections will create an environment which will encourage movement of pedestrians and seek to reduce dependency on cars.</p>
<p>The provision of LRT system will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040, The LRT system is a key enabler in CMATS. The LRT is required to:</p> <ul style="list-style-type: none"> Unlock strategic development areas in its catchment areas including the Cork City Docks, Curraheen, Ballincollig and Mahon; Maximise the development of potential windfall sites; Provide de greater certainty for future Planning and Development, to pursue higher densities required to meet NPF population and employment targets for Cork City; Enable car-free and low car development within its catchment in line with recent changes to government policy outlined in the NPF and Sustainable Apartment guidelines; Reduce reliance on the N40 in particular, for short trips within the Metropolitan Area. 	<p>✓ The LRT system does not extend to the subject site.</p>
<p>Supporting Radial Bus Services</p> <p>In order to ensure comprehensive network coverage, additional supporting radial bus services will be developed. These supporting services typically have lower frequencies than the Core Radial Bus Network but cater for a wider catchment across the Metropolitan Area.</p>	<p>✓ The subject site is located 1.3km north of Midleton Town Centre. The site is therefore within close proximity of the proposed high frequency bus route between Midleton and Cork City Centre.</p>

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>The radial bus services will provide further opportunities for interchange to Suburban Rail, Light Rail and other bus services on the Core Bus Network. The proposed radial bus routes, and indicative frequencies, are as follows:</p> <ul style="list-style-type: none"> • Glanmire – City Centre: 20-minute frequency; • Cork Airport – Kent Station: 20-minute frequency; • Pouladuff – City Centre: 30-minute frequency; • Apple campus – City Centre: 30-minute frequency; • Ringaskiddy – Passage West – City Centre: 20-minute frequency; • Ringaskiddy – Carrigaline – City Centre: 20 min minute frequency; and • Middleton – City Centre: 10-minute frequency 	

3.2 Cork County Development Plan 2022-2028 – Volume 1 Main Policy Material

The 2022 Cork County Development Plan was adopted in June 2022. We include the objectives of the CDP relative to the subject site

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 2:	CS 2-3: County Metropolitan Strategic Planning Area	<p>a) Recognise the importance of the role to be played by the Cork Metropolitan Area in the development of the Cork 'MASP' as identified in the RSES for the Southern Region, in tandem with the development of Cork City, to promote its development as an integrated planning unit to function as a single market area for homes and jobs where there is equality of access for all, through an integrated transport system, to the educational and cultural facilities worthy of a modern and vibrant European City</p> <p>d) Within the Cork Metropolitan Area, and most notably along the existing rail corridor, plan for development to provide the homes and jobs that are necessary to serve the long term planned population prioritised in the following locations, Midleton, Carrigtwohill, Cobh and Little Island.</p> <p>j) Maximise new development, for both jobs and housing, in the Metropolitan Towns served by the North and East Cork Rail Corridor (including the proposed new settlement at Monard) and to enhance the</p>	<p>✓ The proposed development of 272 no. dwelling units will contribute to the homes required to cater for the future population growth of Cork and will enable the town of Midleton to achieve a critical mass of population to maximise their potential to attract new investment in employment, services and public transport.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		capacity of these towns to provide services and facilities to meet the needs of their population;	
Chapter 2: Core Strategy	CS-2-7 Network of Settlements - Higher Order Settlements	<p>Strategic Aim for Cork County Metropolitan Area Towns: Growth in population and employment so that the Cork Metropolitan Area (CMA) can compete effectively for investment and jobs in line with the key enablers identified in the RSES for the Southern Region and the Cork MASP.</p> <p>Consolidate employment at existing employment locations with improved supporting infrastructure, and in particular public transport improvements including those identified in the CMATS (2020).</p> <p>Continue with the strategic rebalancing of the city and county through the development of the UEAs along the East Cork Corridor and the Monard SDZ.</p> <p>Critical population growth, service and employment centres within the Cork Metropolitan Area, providing high levels of community facilities and amenities with</p>	<p>✓ The proposed development supports the strategic aim for Cork County Metropolitan Area Towns by providing 272 no. residential units and 1 no. 88 child place creche and a community use.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus.	
Chapter 3: Settlements and Placemaking	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 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 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	✓ Great care has been taken in order to retain as much existing natural features as possible in order to preserve the natural heritage of the site.
		e) 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..	✓ Careful consideration has been given to the materiality of the buildings to create an unmistakable identity for distinctive character areas and good quality open spaces encouraging social interaction. Density and scale, open space

Reference	Policy Objective	Policy Provision	Statement of Consistency
			landscaping and building material choice all contribute to creating distinct character areas
		f) Promotes a shared use of space with a priority on pedestrian usage.	✓ Shared Surface Streets have been introduced in locations in order to prioritise pedestrian usage within the development. These and the pedestrian paths running through the scheme will put an emphasis on pedestrian permeability throughout the site.
		g) Provide multi-functional spaces suitable for all age cohorts in the community and capable of accommodating cultural events.	✓ Design proposals provide a variety of multifunctional breakout areas for all age groups which are well connected and benefit from passive surveillance.
		h) 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.	<p>✓ All the existing hedgerows and trees along the site boundaries will be retained and protected where possible – particularly to the east of the site. All trees to be maintained will be protected appropriately during construction and operation. A Green Infrastructure Statement has been prepared as part of the Landscape Design Rationale by Forest Bird Design and is submitted with the LRD application.</p> <p>✓ The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site. Please refer to engineering material by BOK & Associates Engineers.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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 will be well connected to the surrounding area, which will ensure permeability to the centre of Middleton.
		l) Ensure universal design standards are achievable.	✓ Care has been taken in the design of the proposed development to address each Principle of Universal Design. Each Principle has been addressed as part of the Universal Design Statement and references the Technical Guidance Documents Part M regarding Access and Use
		m) Ensure that the aged community and the needs of all ages are facilitated. e.g., through the provision of seating areas and public toilet facilities.	✓ The proposed development provides amenity facilities for all age groups with seating provided for older residents.
		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. Lighting should be designed to minimise negative effects on wildlife. See also Chapter 15 Biodiversity and Environment including paragraph 15.11.3 and Objectives BE 15-13(d) and (e)	✓ A public lighting proposal is submitted with the application. Please refer to same prepared by Enerveo.

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 3: Settlements and Placemaking	PL 3-3: Delivering Quality and 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 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.	✓ The permeability of the development has been carefully considered both within, by ensuring the internal footpaths link the different areas and make the site accessible to all, and externally, by connecting to the existing and permitted developments in a number of locations as well as providing a footpath along the western boundary of the site.
		c) Deliver a quality of life which residents and visitors are entitled to expect. In terms of amenity, safety and convenience. .	✓ The proposed development incorporates 18% of useable active open space within the developable area. This active open space incorporates the provision of 9 no. of Open Space Areas dispersed throughout the scheme and each with a specific amenity purposed. The spaces provide for local play areas/small playground, community orchard and open spaces with natural play elements. The provision of such spaces caters for a range of age groups. Further details are provided in the Landscape Design Rationale Report prepared by Forest Bird Design.

Reference	Policy Objective	Policy Provision	Statement of Consistency
			The proposed development includes an 88-place capacity child creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006. These facilities will be available to the entire community, both existing and future.
		d) Provide a good range of community and support facilities, where and when they are needed.	✓ The proposed development incorporates approximately 18% of useable active open space within the developable area. See above. The proposed development includes an 88-space capacity child creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006. These facilities will be available to the entire community, both existing and future.
		e) Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm.	✓ The development is structured to enable the creation of neighbourhoods featuring distinct architectural languages. Each of these character areas are grouped around a central space creating a recognisable sense of place by using a mix of landmark housing typologies and blend of materials unique to that location
		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 from the development. These

Reference	Policy Objective	Policy Provision	Statement of Consistency
			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.	✓ The development provides an appropriate density of development with regard to the topography with an emphasis on and good options for sustainable travel.
		h) Provide a mix of land uses (where relevant) to minimise transport demand.	✓ A mix of uses (residential, childcare and community) 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. This mix has been discussed and agreed in principle with Cork County Council.
		j) Enhance and protect the built and natural heritage	✓ The proposed development will enhance and protect the built and natural heritage of Midleton.

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 4: Housing	HOU 4-2: 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.	✓ 27 no. Part V units are proposed to meet the 10% requirement. Further details of this are contained in the Planning and Design Statement prepared by McCutcheon Halley Planning Consultants.
Chapter 4: Housing	HOU 4-3: Housing for Older People	a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more.	✓ 34 no. 1 bed apartment units have been incorporated into the scheme in order to satisfy the Universal Design Guidelines for Homes in Ireland. These units have been designed to cater for a range of end users of any age, size, ability or disability. ✓ Care has been taken in the design of the proposed development to address each Principle of Universal Design. Each Principle has been addressed as part of the Universal Design Statement and references the Technical Guidance Documents Part M regarding Access and Use.
		b) Support the delivery of housing suitable for older people on infill, opportunity and regeneration sites within town and village centres.	
Chapter 4: Housing	Hou 4-6: 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
		Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas	
		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.	✓ A Housing Quality Assessment and Schedule of Accommodation by BOK & Associates Architects are provided as part of the planning application documents.
Chapter 4: Housing	HOU 4-7 Housing Density on Residentially Zoned Land	Medium A – 30-50 <ul style="list-style-type: none"> • Applicable to suburban / greenfield lands of the larger settlements with a population >5,000 and those planned to grow >5,000 population. • In towns with an existing / planned high quality public transport service. • 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. • This category would be the highest density category applicable to the smaller settlements (<5,000 in population), and would generally apply to central sites 	✓ The proposed development will provide a Medium A density residential development that will facilitate an increase in the population of Metropolitan Cork.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>within the core of such settlements, unless otherwise stated or where a higher density approach accords with the existing pattern of development.</p> <ul style="list-style-type: none"> • 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. 	
Chapter 4: Housing	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).	<ul style="list-style-type: none"> ✓ Using the developable areas, the overall density has been calculated at 34.21 units per hectare. This density is consistent with Medium A density and aligns with National guidance. ✓ The proposed development site is considered suitable for increased density/scale given its strong connectivity and accessible location to Midleton town centre. The current proposal will be accompanied by extensive supporting material including a Landscape and Visual Impact Assessment. The proposed heights have been carefully located so as not to have an adverse impact on adjoining properties.

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 6: Social and Community	SC 6-1: Social and Community Infrastructure Provision	a) Support the provision of social and community facilities which meet the current and future needs of the entire population, and which should grow in tandem with development in communities. 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.	<ul style="list-style-type: none"> ✓ The proposed development incorporates approximately 18% of useable active open space within the developable area. ✓ The proposed development includes an 88-child place creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006. ✓ The use of a community facility will be available to the entire community, both existing and future.
Chapter 6: Social and Community	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.	<ul style="list-style-type: none"> ✓ Design proposals provide a variety of multifunctional breakout areas for all age groups which are well connected and benefit from passive surveillance
Chapter 6: Social and Community	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	<ul style="list-style-type: none"> ✓ The proposed development includes an 88 child place 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
		Childcare Facilities Guidelines for Local Authorities 2001 and regard to the Universal Design Guidelines for Early Learning and Care Centres 2019.	
Chapter 6: Social and Community	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.	✓ As above.
Chapter 6: Social and Community	SC 6-6: Provision of Educational Facilities in Large Residential Developments	a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas. 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. c) Work closely with the Department of Education & Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable	✓ As the site is within close proximity to Midleton town centre, 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. ✓ The Cork County Development Plan 2022 also notes that when the Waterrock Urban Expansion Area is fully complete, 3 schools (2 primary and 1 post primary) will be accommodated in the area, and these should be considered as viable options for future demand arising from the proposed development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education & Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area.</p> <p>d) Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County.</p> <p>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.</p> <p>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.</p>	
Chapter 6	SC 6-9	Support the implementation of the Cork Age Friendly County Programme and the Age Friendly	✓ 34 no. 1 bed apartment units have been incorporated in the scheme in order to satisfy the

Reference	Policy Objective	Policy Provision	Statement of Consistency
Housing	Cork an Age Friendly County	Principles and Guidelines for the Planning Authority 2021 and recognise the demographic challenges that face the county and ensure the provision of suitable facilities and services in the future for all ages and abilities.	Universal Design Guidelines for Homes in Ireland. These units have been designed to cater for a range of end users of any age, size, ability or disability. ✓ Care has been taken in the design of the proposed development to address each Principle of Universal Design. Each Principle has been addressed as part of the Universal Design Statement and references the Technical Guidance Documents Part M regarding Access and Use.
Chapter 6 Housing	SC 6-10 Services and Infrastructure For Older Persons Strategy	✓ Support the implementation of the Services and Infrastructure for Older Persons Strategy 2014 as a step towards planning for ageing.	✓ As above
Chapter 6 Housing	SC 6-11 Accommodation for Older Persons	Support the provision of residential care, assisted living, group/community housing and other forms of accommodation for older persons.	✓ As above
Chapter 6 Housing	SC 6-12 Age Friendly Policies	To implement Age Friendly policies in the refurbishment/adaptation of existing housing stock, and to consider the needs of the older generation in terms of design and lifelong living.	✓ As above
Chapter 11: Water Services, Surface Water	WM 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	✓ The proposed development will connect directly to the existing Uisce Eireann local wastewater system. Uisce Eireann have provided a Confirmation of

Reference	Policy Objective	Policy Provision	Statement of Consistency
and Wastewater		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.	Feasibility letter for the connection nothing that the connection is feasible subject to upgrades.
		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.	✓ The system connects to the Midleton WWTP which has a wastewater discharge authorisation (WWTP authorisation # D0056). The wastewater treatment capacity register for the plant indicates that the plant has no spare capacity at present but that the upgrade works currently underway will cater for settlement growth while retaining assimilative capacity in the receiving waterbody.
		c) Development proposals incorporating proposals for management of wastewater through use of integrated Constructed Wetlands should be designed to comply with national guidelines.	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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.	✓ There is no nearby WWTP or pumping stations. The proposed development is 2km from the Middleton WWTP.
Chapter 11: Water Services, Surface Water and Wastewater	WM 11-10: 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.	✓ Full SuDS measures have been considered and incorporated into the proposed development. These are detailed in the Drainage Impact Assessment contained within the Engineering Infrastructure report accompanying the application. Proposed SuDS measures include drained swales, infiltration trenches and permeable paving. Substantial areas of impermeable paving are being substituted with permeable paving. Full design for these measures is contained in the Engineering report prepared by BOK & Associates.
		b) Encourage the application of a Water Sensitive Urban Design approach in the design of new development or other urban interventions. Opportunities to contribute to, protect or re-enforce existing green	✓ Existing green infrastructure is minimal on site – refer to Landscape Development Package: drawing L-203 'Existing Vegetation' by Forestbird Design. It is proposed to create a biodiversity corridor / amenity spine linking the various green areas through the site. The northern and central portion of this green

Reference	Policy Objective	Policy Provision	Statement of Consistency
		infrastructure corridors or assets should be maximised.	infrastructure incorporate SuDS in the form of drainage swales to provide a net gain in green infrastructure for the overall development. Refer to drawings L-200 & L-201 'Landscape Strategy Parts 1 & 2' for further details.
		c) 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.	✓ Full SuDS design for the development has been assessed. SuDS measures to maximise above-ground solutions have been proposed including swales and infiltration trenches. Permeable paving has been maximised to take advantage of the good infiltration rates in the sub-soils. See the Drainage Impact Assessment document contained within the Engineering Infrastructure report accompanying the application. This incorporates Cork County Councils Surface Water Management Advice Note No 1 (Dec 2022) principles
		d) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.	✓ Storm water infrastructure has been designed for the full extent of the subject zoned lands taking account of topography and geology. Storm water retention has been maximised such that run off is less than the greenfield run-off rate.
		e) Where surface water from a development is discharging to a waterbody, appropriate pollution control measures (e.g, hydrocarbon interceptors, silt traps) should be implemented.	✓ A significant volume of the surface water will discharge via swales, filtration drains and permeable paving. This interception will facilitate the retention of pollutants in surface vegetation, soils or other material layers where a portion will be

Reference	Policy Objective	Policy Provision	Statement of Consistency
			degraded. All other surface water will discharge to a piped system via road gullies which are each fitted with silt traps.
Chapter 11: Water Services, Surface Water and Wastewater	WM 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.	<ul style="list-style-type: none"> ✓ Surface water will be managed appropriately on site. ✓ Please refer to Engineering Report and associated drawings by BOK & Associates Engineers for further details.
Chapter 11: Water Services, Surface Water and Wastewater	WM 11-15; Flood Risk Assessments	<p>To require flood risk assessments to be undertaken for all new developments within the County in accordance with The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and the requirements of DECLG Circular P12/2014 and the EU Floods Directive.</p> <ul style="list-style-type: none"> ▪ For sites within Flood Zone A or B, a site specific Flood Risk Assessment will be required. ▪ For sites within Flood Zone C, an examination of all potential sources of flooding, and consideration of climate change (flood risk screening assessment), will be required. In 	N/A – Site is not within a flood zone, refer to Flood Risk Assessment by BOK & Associates

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>limited circumstances where the 'Flood Risk Screening assessment' identifies potential sources of flood risk, a site specific flood risk assessment may also be required.</p> <ul style="list-style-type: none"> All proposed development must consider the impact of surface water flood risks on drainage design through a Drainage Impact Assessment. The drainage design should ensure no increase in flood risk to the site, or the downstream catchment. 	
Chapter 12: Transport and Mobility	TM 12.2-1: 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.	✓ We regard the Design Manual for Urban Roads and Streets (DMURS) as an important guide to create interesting, diversified streets with a more intimate character, with the addition of shared surfaces that make them safer and more valuable civic spaces usable for communal activities.
		b) All new developments are to be designed to latest DMURS standards, unless precluded by	✓ A series of shared surfaces have also been incorporated into the western and eastern section of

Reference	Policy Objective	Policy Provision	Statement of Consistency
		space or the constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility.	the site. We regard the Design Manual for Urban Roads and Streets (DMURS) as an important guide to create interesting, diversified streets with a more intimate character, with the addition of shared surfaces that make them safer and more valuable civic spaces usable for communal activities.
		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).	✓ A DMURS Statement by Hegsons Design Consultancy is submitted with this application.
		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.	✓ The Site is accessed from the existing Broomfield Road and pedestrian connectivity has been provided to the existing southern developments (Blossom Hill); The crèche is located at the southern entrance.
		f) Deliver settlements that offer a broad range of services as well as diverse and higher density residential development to support walking and cycling.	✓ Using the developable areas, the overall density has been calculated at 34.2 units per hectare. This density is considered appropriate in this location, and for the type of scheme having regard to the Sustainable Residential Development in Urban Areas (2009)

Reference	Policy Objective	Policy Provision	Statement of Consistency
			✓ The proposed development includes the provision of an 88 place capacity creche which will serve the needs of the projected population as well as existing population in Broomfield.
		g) Support the function of the Cork Metropolitan Area Transport Strategy to achieve higher rates of modal shift to sustainable transport.	✓ The proposed development places an emphasis on walking and cycling 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 and bike.
	TM 12.2-2: Active Travel	b) Support the delivery of the cycle network set out in the Metropolitan Area Cycle Network Plan subject to SEA and AA where required.	✓ The provision for bicycle parking spaces are provided in the scheme to support the use of active and sustainable travel.
		c) Support delivery of cycle routes, Greenway and Blueway corridor projects subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018.	✓ As above
		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 walking and cycle routes particularly in the approach to schools.	✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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 and cycling 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 and bike. Appropriate signage will be in place as part of the development.
		g) Promote sustainable pedestrian and cyclist greenway initiatives, maximising the potential for inter connections between greenways, and connections from residential and employment areas to greenways, subject to robust site selection processes and environmental assessment processes.	✓ As above, the scheme will encourage cycling and pedestrian and improve connections to existing residential development to the south which will enhance permeability.
		h) Seek to improve connectivity within the County and region for walking routes and commuter cycling routes and recreational amenity functions.	✓ As above.
Chapter 12: Transport and Mobility	TM 12.5-1: 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: a) Assessment of how the proposal will ensure effective links to potential future bus transport.	✓ The site is located 1.2km south of Midleton Town Centre. A Mobility Management Plan has been submitted as part of this application which outlines the bus improvements planned as part of CMATS and outlines the public transport initiatives.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		b) Demonstrate options for connection to existing and future transport facilities. c) Where appropriate, examine the potential for bus connectivity through the development. d) Determine where additional infrastructure e.g. lay-bys/bus stops may be required	
	TM12.5.2: Bus Transport	Support and prioritise the following in relation to new development: 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;	✓ The site benefits from connections to public transport, including the 260 (Cork-Midleton-Ardmore), the 40 (Cork – Waterford), 240 (Cork – Ballycotton), 261 (Cork – Ballincurra) and 260 (Cork-Ardmore) bus routes.
Chapter 12: Transport and Mobility	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.	✓ The site has been designed to promote walking and cycling movements through the scheme and to connect to Midleton Town Centre and Midleton Rail Station. ✓ A traffic and transport assessment (TTA) and Road Safety Audit form part of this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Where a Local Transport Plan exists, it will inform any TTA.	
		b) Support demand management measures to reduce car travel and promote best practice mobility management and travel planning via sustainable transport modes	✓ A Mobility Management Plan by Hegsons Design Consultancy accompanies this application and encourages sustainable modes of transport.
		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. Where a Local Transport Plan exists, it will inform any Mobility Management Plan.	✓ As above
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users	✓ The proposed public roadways have been designed to the highest standard.
		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.

<p>Chapter 12: Transport and Mobility</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;</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</p>	<p>✓ It is proposed to provide a total of 386 car parking spaces within the development. In terms of cycle parking, access to the rear gardens is provided to the proposed houses. The mid-terrace houses and duplexes cycle parking will be provided within the curtilage of each unit by the provision of a bike store for 2 no. bikes. A total of 8 no. cycle parking spaces will be provided for the creche and community building. Throughout the scheme, a total of 432 bike spaces will be provided as shown in the parking schedule provided by BOK & Associates Architects.</p>
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		<p>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 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
Chapter 12: Transport and Mobility	TM 12-12: EV Charging	a) Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements		✓ Provision is made for EV parking spaces. Where houses are provided with private off street parking, the houses will include ducting to allow home owners to instal EV charging points as required.
		c) 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
		d) All residential development should be constructed to be capable of accommodating future charging points as required within the curtilage of the dwelling where possible		✓ Ducting is to be provided to enable future charging points.
Chapter 12: Transport and Mobility	Table 12.6: Car Parking Requirements for New Development (Maximum per sqm)	Creches	1 space per 3 staff + 1 space per 10 children	✓ It is proposed to provide a total of 386 parking spaces within the development. These parking facilities include disabled parking spaces. Provision is also made for EV parking spaces.
		Community Use	1 space per 25sqm	✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP.

Reference	Policy Objective	Policy Provision		Statement of Consistency
		Residential	2 spaces per dwelling 1.25 spaces per apartment	
Chapter 12: Transport and Mobility	Table 12.8 – Cycle Parking Requirements for New Development (Minimum per sqm)	Creches	1 long-stay per 5 staff and 1 short-stay per 10 children	✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP.
		Residential	1 long-stay per housing unit and 1 short-stay for every 5 housing units and 1 long-stay per bedroom for apartments and 1 short stay for every 2 apartment units.	
		Community use	1 long stay parking space per 5 staff and 1 short stay per 100m2 GFA	✓ Adequate cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP.
Chapter 14 Green Infrastructure	GI 14-1: Green and Blue Infrastructure Objectives	a) Create an integrated and coherent green infrastructure for the County by encouraging the retention and strengthening of substantial networks of green space in urban,		✓ A Green Infrastructure Strategy has been prepared for the site as part of the

Reference	Policy Objective	Policy Provision	Statement of Consistency
and Environment		<p>urban fringe and the wider countryside to serve the needs of communities now and in the future and as a key contributor to climate mitigation and climate adaptation.</p> <p>b) Develop the green infrastructure network (including green corridors) to ensure the conservation and enhancement of biodiversity, including the protection of Natura 2000 European Sites, the provision of accessible parks, open spaces and recreational facilities (particularly within settlements), the sustainable management of water, the maintenance of landscape character and the protection and enhancement of architectural and archaeological heritage.</p> <p>c) Capitalise on and highlight the multifunctional benefits/opportunities (ecosystem services) that green and blue infrastructure can present. Seek to advance the use of nature based solutions as an alternative to traditional infrastructure. Seek to advance an ecosystem services approach and ecosystem services valuation as a decision-making tool in plans and projects.</p> <p>d) Recognise rivers and streams (and their wider riparian corridors) as one of the natural foundations for multi-functional</p>	<p>Landscape Design Rationale by Forest bird Design Landscape Architects.</p> <p>✓ As above</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>green and blue infrastructure corridors. Seek to strengthen ecological linkages which watercourses have with other water dependent habitats as well as with hedges/treelines, woodland and scrub in the wider landscape.</p> <p>e) Ensure that all settlements have an adequate level of quality green and recreational infrastructure (active and passive) taking into account existing deficits, planned population growth as well as the need to serve their surrounding hinterlands.</p> <p>f) Achieve a net gain in green infrastructure through the protection and enhancement of existing assets and through the provision of new green infrastructure as an integral part of the planning process. Encourage the provision of different green infrastructure elements, such as trees in urban areas and green roofs in town centres, so that a net gain in green infrastructure is achieved over the lifetime of this Development Plan.</p> <p>g) Seek to increase investment in green infrastructure provision and maintenance by accessing relevant EU funding mechanisms and national funding opportunities including tourism related funding.</p>	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> h) Integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting biodiversity and other landscape resources. i) Support initiatives and programmes which seek to strengthen the green and blue infrastructure and work with communities and other stakeholders in furthering the green and blue infrastructure concept 	
Chapter 14: Green Infrastructure and Environment	14-2: Green Infrastructure Objectives for Main Towns and Settlements	<ul style="list-style-type: none"> a) Ensure that all main towns have an adequate level of quality green and recreational infrastructure (active and passive) taking account of existing deficits, planned population growth as well as the need to serve their surrounding hinterlands. To ensure where possible that this green and blue infrastructure maximises its multifunctional capacity (ecosystem services). b) Promote the corridor concept, in particular using rivers and streams as one of the natural foundations for multi-functional green and blue infrastructure corridors. c) Seek to create new and improved connections (physical/ecological corridors) between open spaces/ green infrastructure 	<ul style="list-style-type: none"> ✓ Interspersed open spaces, ranging from gardens to public open spaces, encourage an invaluable sense of community. Safe environments to play and interact are created by orientating houses to allow passive surveillance, creating a sense of community and ownership. Good quality paving with inviting urban furniture transforms play areas and green pockets into socially interactive hubs, creating active and vibrant neighbourhoods ✓ The landscape strategy for the site is based on the accommodation of space within the development area to facilitate a comprehensive tree planting programme that ties into the existing open space

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>and other important destinations as part of the enhancement of the overall network.</p> <p>d) Where other statutory plans/masterplans are being prepared it will be a requirement that they include detailed and integrated green and blue infrastructure proposals with a particular focus on nature based solutions to significant infrastructure and climate change challenges</p>	<p>already provided. The tree planting will provide green infrastructure and a natural framework to soften the built environment. The tree planting will occur along streets, back gardens and open space areas</p>
Chapter 14: Green Infrastructure and Environment	14-3: Green Infrastructure and Development	<p>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.</p> <p>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</p>	<p>✓ A Green Infrastructure Strategy has been prepared for the site as part of the Landscape Proposal by Forest Bird Design, refer to Drawing L202</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Landscape Design Rationale. This Plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.	
Chapter 14: Green Infrastructure and Environment	GI 14-4: Recreation and Amenity	<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) 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>✓ The creation of well-designed, high quality and coherent open spaces is essential for the delivery of a sustainable residential development. The proposed scheme is therefore designed to create a series of public open spaces linked together with pedestrian friendly routes. Pedestrian connectivity between areas are formalised with footpaths and enhanced with pocket green areas, planting, trees and seating; and through shared surface.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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.	
Chapter 14: Green Infrastructure and Environment	GI 14-6: Public/private open space provision	<p>a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in Cork County Councils Interim Recreation & Amenity Policy (2019) and any successor policy, the "Guidelines on Sustainable Residential Development in Urban Areas" and "Making Places : a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2".</p> <p>b) 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>✓ The provision of public open space is consistent with the relevant planning policy documents. The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism.</p> <p>✓ The creation of well-designed, high quality and coherent open spaces is essential for the delivery of a sustainable residential development. The proposed scheme is therefore designed to create a series of public open spaces linked together with pedestrian friendly routes. Pedestrian connectivity between areas clearly delineated with footpaths and enhanced with pocket green areas, planting, trees and seating; and through shared surfaces.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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>These open spaces collectively function as node points to the development and will contribute positively to the quality of life of the future residents.</p> <p>✓ Private rear gardens have been allocated for all units on site. The houses have a private back garden, and the majority are placed back to back with a minimum distance of 11m (22m overall) to guarantee privacy.</p>
Chapter 14: Green Infrastructure and Environment	GI 14-9: 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 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>e) Discourage proposals necessitating the removal of extensive amounts of trees,</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> <p>✓ A landscape and visual impact assessment (LVIA) forms part of this application to ensure the development does not have an adverse impact to the surrounding area.</p> <p>✓ All homes will be constructed to prevent acoustic transfer and have been sited to prevent overlooking into adjacent private gardens.</p> <p>✓ Existing vegetation is retained where possible and protected with new planting.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		hedgerows and historic walls or other distinctive boundary treatments.	
Chapter 14: Green Infrastructure and Environment	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.	✓ As Above
Chapter 14: Green Infrastructure and Environment	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.	✓ As above.
Chapter 14: Green Infrastructure and Environment	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	✓ As above.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Map Browser and are listed in Volume 2 Heritage and Amenity Chapter 5 Scenic Routes of this Plan.	
Chapter 14: Green Infrastructure and Environment	GI 14-14: Development on Scenic Routes	<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>	✓ As above
Chapter 14: Green Infrastructure and environment	GI 14-15: Development on the Approaches 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 much needed housing in the area and as such is an appropriate form of development in the setting and context.

<p>Chapter 15: Biodiversity and environment</p>	<p>BE 15-6: Biodiversity and New Development</p>	<p>Provide for the protection and enhancement of biodiversity in the development management process and when licensing or permitting other activities by;</p> <p>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;</p> <p>b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments;</p> <p>c) Requiring the incorporation of primarily native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments;</p> <p>d) Fulfilling Appropriate Assessment and Environmental Impact Assessment obligations and carrying out Ecological Impact Assessment in relation to development and activities, as appropriate;</p> <p>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</p>	<ul style="list-style-type: none"> ✓ The biodiversity potential of the site will be enhanced by the following measure: <ul style="list-style-type: none"> ▪ Retain existing trees; ▪ Retain existing scrub hedge which provides an existing north-south link; ▪ Create habitat pockets designed to increase pollinator offering and habitat biodiversity including meadows and SUDS features. ✓ The emphasis will be on the use of native tree species while ensuring that selected trees are suitable for each location in respect of ultimate size and crown spread. Otherwise, the selection of any non-native trees, shrubs and groundwater species will aim to maximise their contribution towards biodiversity on the site. ✓ A Stage 1 Appropriate Assessment and Ecological Impact Assessment has been prepared by Malone O'Regan Environmental as part of this application.
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		<p>swamps, marshes, heath, peatlands, some woodlands as well as some coastal and marine habitats.</p> <p>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 biodiversity - supporting the principle of biodiversity net gain</p>	
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Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 15: Biodiversity and environment	BE 15-8: Trees and Woodlands	<p>a) Protect trees the subject of Tree Preservation Orders;</p> <p>d) 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.</p> <p>e) Where appropriate, to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders</p>	<ul style="list-style-type: none"> ✓ There are no trees subject of Tree Preservation Orders on site. ✓ The proposed development seeks to retain all trees where possible. Further details regarding Tree Classifications and constraints are provided by Forest Bird Design as part of this application.
Chapter 16: Built Heritage	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 www.archaeology.ie) 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	<ul style="list-style-type: none"> ✓ An Archaeological Assessment by John Cronin & Associates is submitted with this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Heritage policy document or any changes to the policy within the lifetime of the Plan.	
Chapter 16: Built Heritage	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 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.	✓ An Archaeological Assessment by John Cronin & Associates is submitted with this application.
Chapter 16: Built Heritage	HE 16-21: Design and Landscaping of New Buildings	<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>✓ The proposed design of the buildings is 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</p>

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		<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>incorporate active measures in line with the requirements of Technical Guidance Document I. of the Building Regulations.</p> <p>✓ The emphasis will be on the use of native tree species while ensuring that selected trees are suitable for each location in respect of ultimate size and crown spread. Otherwise, the selection of any non-native trees, shrubs and groundwater species will aim to maximise their contribution towards biodiversity on the site.</p>
Chapter 18: Zoning and Land Use	ZU18-2: 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 consistent with the general land use objectives of the CDP.
Chapter 18: Zoning and Land Use	ZU 18-3: 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 Midleton, which will support the sustainable expansion of the town.
Chapter 18	ZU 18-9	The scale of new residential and mixed residential developments within the Existing	✓ The proposed development will provide much needed housing for the area. The development

Reference	Policy Objective	Policy Provision	Statement of Consistency
Zoning and Land Use	Existing Residential/Mixed Residential and Other Uses	Residential/Mixed Residential and Other Uses within the settlement network should normally respect the pattern and grain of existing urban development in the surrounding area. Overall increased densities are encouraged within the settlement network and in particular, within high quality public transport corridors, sites adjoining Town Centres Zonings and in Special Policy Areas identified in the Development Plan unless otherwise specified, subject to compliance with appropriate design/amenity standards and protecting the residential amenity of the area. Other uses/non-residential uses should protect and/or improve residential amenity and uses that do not support, or threatens the vitality or integrity of, the primary use of these existing residential/mixed residential and other uses areas will not be encouraged.	<p>makes provision for 272 no. units which have been designed in a way which takes account of the existing residential units in the area.</p> <ul style="list-style-type: none"> ✓ The density is 34.2 units per hectare. This is an appropriate density for the site and represents Medium A density as per the Cork County Development Plan ✓ The proposed development also makes provision for 1 no. creche. This is considered appropriate for the zoning objectives of the site.

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Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
Chapter 3 East Cork Municipal District	MD-GO-01	Plan for development to enable Midleton to achieve its target population of 19,423. Provide a balance between the provision of housing and employment uses in the town, to support Midleton's development as an integrated live/work destination.	✓ The subject development will provide 272 no. dwelling units in the short to medium term to serve the planned growth of the settlement to 19,423 persons.
Chapter 3 East Cork Municipal District	MD-GO-03	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 Great Island Channel Cork Harbour Special Area of Conservation, and Cork Harbour Special Protection Area, must be provided and be operational in advance of the commencement of any discharges from the development. Wastewater infrastructure must be capable of treating discharges to ensure that water quality in the receiving water does not fall below legally required levels.	✓ The proposed development will ensure that water quality in the receiving water does not fall below legally required levels. Details of the water and wastewater infrastructure for the development can be found in the application pack by BOK & Associate Engineers.
Chapter 3	MG-GO-04	The Green Infrastructure assets of Midleton include its river corridors, mature trees, wetlands, woodlands, hedgerows and the	✓ The proposed development complies with the requirements of nature conservation directives and with environmental, biodiversity and landscape

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East Cork Municipal District		estuarine habitats associated with the Owenacurra River. The estuary forms part of the Great Island Channel SAC and the Cork Harbour SPA. This area supports important wetland habitats and is also an important over wintering site for significant numbers of a range of wetland bird species. 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.	protection policies as set out in Volume One Main Policy Material and Volume Two Heritage and Amenity of the CDP. Please refer to ecological reports by Malone O Regan Environmental.
Chapter 3 East Cork Municipal District	MD-GO-05	In accordance with Objective WM 11-10 of Chapter 11 'Water Management', in 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 development makes provision for Sustainable Urban Drainage Systems (SuDs) and provides adequate storm water infrastructure. Please refer to material by BOK & Associates Engineers for further information.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
Chapter 3 East Cork Municipal District	MD-GO-06	All proposals for development within the areas identified as being at risk of flooding will need to comply with Flood Risk Objectives in Volume One, Chapter 11 'Water Management	✓ The site is not contained within a Flood Zone – Please refer to Flood Risk Assessment prepared by BOK & Associates
Chapter 3 East Cork Municipal District	MD-GO-07	Support and promote Midleton Town Centre as the primary and most appropriate location for the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of sustainable new residential uses to strengthen the vitality of the town centre	✓ The proposed development will provide 272 no. dwellings and will encourage the provision of sustainable new residential uses to strengthen the vitality of the town centre.
Chapter 3 East Cork Municipal District	MD-GO-08	Support and promote Midleton as a sustainable employment centre. All proposals for employment related development shall be required to prepare and submit a mobility management plan that maximises the use of public transport options/ passenger rail services	✓ As above.
Chapter 3 East Cork Municipal District	MD-GO-09	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, historic laneways, zones of	✓ The proposed design of the dwelling units and creche 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.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and improving the public realm.	
Chapter 3 East Cork Municipal District	MD-GO-12	Support the priority principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 in a sustainable manner. In particular, it is an aim of this Plan to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists, based on the measures identified in the Midleton and Carrigtwohill Transportation Study. In achieving this objective, special attention should be paid to the layout of development to ensure that appropriate measures are taken to establish a walking and cycling friendly environment in accordance with the Cork Cycle Network Plan (2017). This plan also supports the principles and objectives of the Cork Metropolitan Area Transport Study (CMATS) that relate to Midleton and to the ongoing	✓ The proposed development supports the priority principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 in a sustainable manner and has had regard to the Cork Cycle Network Plan (2017), Cork Metropolitan Area Transport Study (CMATS) that relate to Midleton.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		implementation of the Water-Rock Strategic Transport Study	
Chapter 3 East Cork Municipal District	MD-R-26	<p>Medium A Density Residential Development to include a mix of house types and subject to the following:</p> <ul style="list-style-type: none"> • traffic impact assessment and road safety audit, and as sociated proposals for road upgrades / improvements to accommodate the increased traffic volumes on the road network, locally and in the wider Midleton context, including access to local services and amenities, the Northern Relief Road and the N25 (junction capacity etc.). • Proposals shall include provision for pedestrian and cyclist connectivity to the train station, town centre and to other developments to the south and west (to Mill road and the school). • the availability of water services. • The design, layout and finishes of the scheme shall seek to minimise visual impact given the elevated nature of 	<ul style="list-style-type: none"> ✓ The proposed development of 272 no. units, creche and community use is fully compliance with this zoning objective. A TTA and RSA form part of this application. ✓ The application proposes road upgrades and the provision of a new footpath along the eastern side of Broomfield Road as well as new pedestrian connections to existing residential estates to Blossom Hill which is consistent with the zoning objective. ✓ An LVIA forms part of this application.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		the site and shall include a detailed landscaping proposal.	