

Statement of Consistency

For Development at Knockgriffin (Townland), Midlteen,
Co. Cork

on behalf of Havenfalls Limited

November 2022



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Havenfalls Limited	
Project Title	Water-Rock LRD	
Document Title	Statement of Consistency	
Document Comprises	Volumes	1
	Pages (Including Cover)	131
	Appendices	N/A
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Checked by	Tom Halley	
Office of Issue	Cork	
Document Information	Revision	A
	Status	Final
	Issue Date	November 2022

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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 Gittens Murray Architects, OSL Consulting Engineers, MHL Consulting Engineers and Derek Howlin Landscape Architects on behalf of Havenfalls Limited. to accompany a planning application for a Large-Scale Residential Development (LRD) application at Knockgriffin (Townland), Midleton, Co. Cork.

The proposed development consists of following:

A ten-year planning permission for the following Large-Scale Residential Development comprising the construction of 330 no. residential units (199 no. 3 and 4-bed dwelling houses and 131 no. 2 bed apartment units). 136 no. dwelling houses will have an option to include side ground floor windows. The 131 no. apartments are arranged in 11 no. two-storey buildings, 4 no. three-storey buildings and 1 no. four-storey neighbourhood centre building which includes a creche, retail unit, medical centre, pharmacy and café at ground floor level. All associated ancillary development works including footpaths, pedestrian and cycle lanes, car and bicycle parking, drainage, bin storage, lighting, landscaping and amenity areas at Knockgriffin (Townland), Midleton, Co. Cork.

Access to the site will be via a new vehicular access point on to the permitted Services Link Corridor to be delivered under the Local Infrastructure Housing Activation Fund.

A Natura Impact Statement is submitted to the Planning Authority with this application. The Natura Impact Statement will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Planning Authority.

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

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

- 2.1 *Project Ireland 2040: National Planning Framework (2018);*
- 2.2 *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 *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;*
- 2.5 *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;*

- 2.6 *2020 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;*
- 2.8 *Urban Development and Building Heights, 2018;*
- 2.9 *Childcare Facilities Guidelines, June 2001;*
- 2.10 *The Planning System and Flood Risk Management Guidelines, - Guidelines for Planning Authorities, November 2009, Department of the Environment, Community and Local government; and*
- 2.11 *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*

1.1 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Knockgriffin (Townland), Midleton, Co. Cork, with reference to the relevant national and local planning policy documents, as detailed in Section 1.1

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

1.1.1 Context

The proposed development is located within the townland of Knockgriffin within Water-Rock Urban Expansion Area (UEA) and development boundary for Midleton town which is identified as the largest town in East Cork in the Cork County Development Plan 2022. The subject site is situated to the west of the town adjoining Nordic Enterprise Park to the south. The site is approximately 580m from the R626 which feeds into the N25 to the south connecting the site to Cork City, Carrigwohill and Little Island. The total site area comprises 9.49 hectares and the site is relatively flat in nature and gently slopes from north to south. The site is bound to the east, west, north and south by agricultural land. Nordic Enterprise Park is located to the south with Willowbank Estate to the east and the now closed Water-Rock Golf Club to the north.

The site is within easy walking distance of a number of commercial and community facilities including local shops, churches and schools. A large number of residential units were recently permitted by Cork County Council (subject to appeal with An Bord Pleanála) to the west and south of the subject development site under Cork County Council Ref. 21/7265 and 21/7264. The native hedgerows

and trees which define the existing field boundaries and are part of the local green infrastructure network are retained where possible. The site will be accessed via the approved LIHAF services corridor link road.



Figure 1 Site Location at Knockgriffin, Midleton, Co. Cork. Site outlined in red

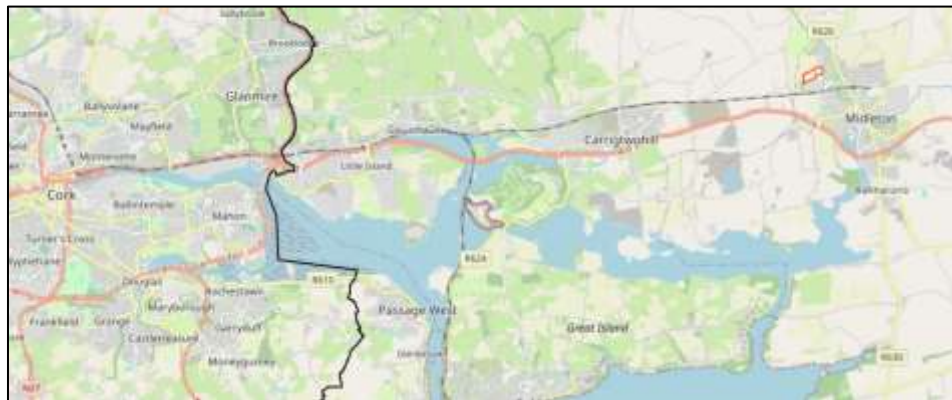


Figure 2 Site in context of Cork City and Midleton. Site outlined in red

1.1.2 Density and Housing Mix

The proposed development provides for a mix of unit types and sizes, as detailed in tables 1 & 2. The mix is consistent with the local planning policy objective to reflect the established pattern of development in the area, while achieving density levels consistent with national planning guidelines. The mix of unit types and sizes is also consistent with national planning policy guidelines to create a sustainable neighbourhood and balanced community, by facilitating a range of household types within the development.

The Cork County Development Plan 2022 states that the minimum density for the site should be Medium A Residential equating to 30-50 units per hectare.

Statement of Consistency: DENSITY

An overall residential density of 35.6 units per hectare has been achieved in accordance with Objective MD-R-11 and MD-R-12 of the Cork County Development Plan 2022 and Section 5.11 of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009.*

National Planning Guidelines states that Suburban / Greenfield sites in larger towns should provide densities of between 30-50 units per hectare. The proposed density of the site is 35.6 units per hectare, consistent with national planning guidelines and local planning policy objectives.

With regard to housing mix, the proposed layout comprises 330 no. residential dwelling units consisting of 199 bed 3 and 4 bed dwelling houses and 131 no. 2 bed apartments. The unit's range in size from 74.4 sqm to 141.3 sqm. The variety of units proposed focus on providing choice, affordability and quality housing in accordance with the relevant policies.

1.1.3 Layout

Connectivity

The proposed development is set around a wide network of streets, interlinked pedestrian pathways and open spaces. The site is served by a single vehicular access which is provided off the approved LIHAF services corridor link road. The proposed development will connect into the permitted pedestrian and cycle links on the permitted LIHAF services corridor link road and feed into the proposed development site. This will make the site a highly accessible location, both in terms of its walkability to services and facilities, and its proximate access to Middleton Railway Station and several bus routes/stops. It should be noted that there is car parking provided for residential units, the creche and neighbourhood centre as part of the proposed development. The development also allows for visitor car parking spaces with each home having adequate storage areas for bicycles. Several Bicycle stores are also provided throughout the site.

The planned pedestrian routes tie into the existing paths with a pedestrian path extending along the main vehicular access with other pedestrian routes along the south, middle and north between the open space areas. Care has been taken to position appropriate public open spaces to allow for the potential to achieve maximum permeability between the sites and this has also been achieved having regard to the applications recently lodged with Cork County Council for the adjoining lands. Road widths and surfaces vary to prioritise pedestrian movement through the development.

The site is shaped by the Central Spine Road off the LIHAF services Corridor link road which runs through the middle of the site. This primary local link road is in turn fed by a series of secondary local streets, which offer direct access to each residential cluster.



Figure 3 Proposed site in context of Central Spine Road

Inclusivity

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

With regard to the amenity spaces, each space has been developed to suit children of varying ages, teenagers, adults and seniors, where relevant. All areas, whether public, private or communal, is well defined and accessible to all, encouraging the use of the public realm by the community. All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

Distinctiveness

The settlement of Midleton has been formed through the incremental expansion of the area. The settlement was subject to significant residential growth in the early twenty first century. The development in the later twentieth century was low density, consisting mainly of detached and some semi-detached houses. The most recent expansion has largely consisted of new housing estates of a higher density than earlier developments. These contain a mix of mainly semi-detached and detached houses, with some terraced units. The proposed design and layout of the development will complement existing development within the area but be sufficiently individual to promote its own sense of place.

Parking

Car parking is provided on site with a total of 441 no. car parking spaces provided for the overall site. This is generally in accordance with Section 4 of the Design Guide for Residential Estate Development (2011) by Cork County Council. Table 12.6 a of Cork County Development Plan 2022 sets out the maximum standards

for car parking as 2 spaces per dwelling and 1.25 spaces per apartment, which with consideration to the 131 no. apartments proposed would suggest the provision of 164 no. spaces and 398 no. car parking spaces for the dwelling houses.

A total of 441 no. car parking spaces are provided for the development and this is considered adequate given the sites proximity to sustainable modes of transport including Midleton Train Station. Adequate car parking is also provided for the creche and neighbourhood centre having regard to the site's location in the Cork Gateway.

It is proposed to provide a total of 31 no. parking spaces for the neighbourhood Centre block for the apartments retail and commercial uses on site. A further 11 no. car parking spaces are provided for the creche and 15 no. visitor spaces on site. The remaining spaces on site are for the residential units.

The County Development Plan is based on maximum standards, so the proposed development is in accordance with Table 12.6 of the 2022 CDP.

Table 12.6: Car Parking Requirements for New Developments (Maximum per sq. m.)	
Development Type	Parking Provision Requirement
Offices	1 space per 17 sqm + 10% of staff parking for visitors
Retail (including retail services)	1 space per 20 sqm + 1 Lorry space per 750 sqm
Convenience retail	1 space per 20 sqm
Retail Warehouse	1 space per 25 sqm
Showrooms	1 space per 50 sqm
Industry (light and general)	1 space per 50 sqm
Warehouse	1 space per 100 sqm
Hotels & guesthouses (excl public areas)	1 Room + 1 space per 3 staff on duty + public space such as bars and restaurants as per the standards set out in this table
Public houses (incl hotel bars)	1 space per 8 (net sq m)
Restaurant, cafes & take-aways	1 space per 5 (net sq m)
Clinics & group medical practices (public health clinics)	3 per consulting room + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff
Nursing homes	1 per 1 patient bed + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff
Hospitals	1.5 spaces per 1 patient bed + 1 space per doctor/ Consultant +1 space per 3 nursing and ancillary staff
Churches, theaters cinemas & auditoriums	1 space per 4 seats
Cultural, community & recreational buildings	1 space per 25 sqm
Crèches	1 space per 3 staff + 1 space per 10 children
Schools	1 space per teaching staff + 1 space per 2 ancillary staff + additional 50% of staff provision for visitors at primary level and additional 30% at second level
Colleges of further education / universities	1 per classroom + 1 per 5 students
Commercial leisure: (amusement centres, play centres, etc.)	1 space per 50 sqm
Conference centres: public areas	1 space per 7sqm

Table 12.5: Car Parking Requirements for New Developments (Maximum per sq. m.)	
Development Type	Parking Provision Requirement
Other cultural / recreational & leisure uses	Dependent on nature and location of use.
Residential: Dwelling houses	2 spaces per dwelling unit
Residential: Apartments	1.25 spaces per apartment unit

Figure 4 Extract from Cork County Development Plan 2022– Car Parking Standards

High quality materials are used to define the areas of semi-private space, visually marking the transition from the public realm. All parking areas are overlooked. Adequate bicycle storage will also be provided within the curtilage of each unit.

A total of 441 no. parking spaces are provided throughout the scheme, including 6 no. spaces for the creche. We consider the level of parking provided to be appropriate in the context of the delivery of housing in Midleton.

Detailed Design

The proposed development is designed to complement the existing development in the surrounding area while also including some vernacular details. This is achieved by reflecting the form, detailing and material palette of existing buildings, often in a more contemporary manner, that will respect and enhance the local setting.

Statement of Consistency: LAYOUT

The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD pre-application. The proposed apartments have been designed having regard to and are consistent with *2020 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities*. Overall, a high-quality layout and design has been achieved, based on the provision of a mix of high-quality apartments in a quality neighbourhood area and through the creation of a sustainable extension to the settlement of Midleton which prioritises pedestrians.

The layout of the development is also informed by the MD-R-11 and MD-R-12 zoning for the lands in the Cork County Development Plan 2022

1.1.4 Landscape and Amenity

Public Realm

The proposed development is set around a network of streets, pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential clusters are located

near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including car parking and low planting/walls.

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

Generous rear gardens are also provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and have been orientated to maximise solar exposure. Front gardens with ample parking and landscaping will also prevent direct views into the dwellings from the street. All homes will have adequate storage areas and areas for sorting of recyclables.

Statement of Consistency: LANDSCAPE AND AMENITY

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. The proposed apartments have been designed having regard to and are consistent with the 2020 Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.1.5 Sustainability

Efficiency

With consideration to the gross site area, the actual developable area of the site, the zoning requirements and general design requirements, the design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained. Higher densities have been achieved

in the form of apartments and townhouse units which have been appropriately designed to provide a mix of unit type and sizes throughout the scheme.

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;
- 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;
- 2020 Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;
- Urban Development and Building Heights, 2018;
- Childcare Facilities Guidelines, June 2001;
- *The Planning System and Flood Risk Management Guidelines, - Guidelines for Planning Authorities*, November 2009, Department of the Environment, Community and Local government; and
- Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).

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.	<ul style="list-style-type: none"> ✓ The proposed development is located on a greenfield site 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 and landscaped areas. ✓ 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.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
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 town quarter and designated urban expansion area, where currently there is under-utilised land.
6	Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.	✓ The existing greenfield site is currently underutilised and used for agricultural use. The development of a Medium A 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; 	<p>✓ The proposed development is located on a greenfield site proximate to the employment hubs of Carrigtwohill, Little Island and Cork City.</p> <p>✓ The site's zoning facilitates and is appropriate for medium/high density development.</p> <p>✓ 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 and neighbourhood centre. Furthermore, the proposal caters for pedestrians and cyclists alike throughout the development to provide sustainable modes of transport.</p>

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth 	
8	To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Cork of an increase in population of approximately 50-60% (or 105,000 - 125,000 people) by 2040	<ul style="list-style-type: none"> ✓ The proposed development will provide a medium-high density residential development that will facilitate an increase in the population of Metropolitan Cork.
11	In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	<ul style="list-style-type: none"> ✓ The proposed development seeks permission for a residential density of 35.6 units/ha on a greenfield site in an urban expansion area. ✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.
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. The open spaces and enhanced pedestrian links 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.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
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 Midleton town development boundary in close proximity to the local services. ✓ The proposed development includes 2.43 hectares of open space areas. The development also includes a number of informal grassed areas and the Urban Expansion Area includes a linear park on the adjoining lands to the east to encourage future occupants to live active lifestyles. ✓ The site is also in close proximity of East Cork Golf Club and Midleton Hurling and Football Club.
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"> ✓ The proposed development is on a greenfield site that forms part of the Water-Rock Urban Expansion Masterplan area and will generate increased pedestrian activity. The result is safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour. ✓ The site is served by a single vehicular access point off the permitted services link corridor and is fed by a number of vehicular, pedestrian and cyclists access points. ✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian access points throughout the site which will connect to the existing and proposed pedestrian paths in the area. ✓ Cycle parking spaces are proposed throughout the site for future occupants and visitors.
28	Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for	<ul style="list-style-type: none"> ✓ The proposed development provides for a varied housing mix that will cater for a range of household sizes.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
	all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services	<ul style="list-style-type: none"> ✓ The Applicant will comply with their Part V obligations and deliver 33 no. social and affordable housing units. ✓ Communal open space is located throughout the development and is arranged to offer full connectivity between all the neighbourhood areas. ✓ The scheme incorporates a childcare facility and 4 no. commercial/retail units to cater for the development. ✓ The proposed development is Part M compliant and thus includes access for people with disabilities
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"> ✓ 1 no. 600sqm childcare facility is provided on site
32	Target the delivery of 550,000 additional households up to 2040	<ul style="list-style-type: none"> ✓ The proposed development will contribute 330 no. new households to help meet the 2040 target
33	Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location	<ul style="list-style-type: none"> ✓ The proposed development provides 330 no. units on a greenfield site within close proximity to Midleton town Centre. The scale of the development is supported by both existing and proposed improvements to the public transport infrastructure.

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"> ✓ A mix of unit types and sizes have been provided to accommodate changes to household size. ✓ The proposed development is designed with a Universal Design Approach i.e., so that they can be readily accessed and used by everyone, regardless of age, size ability or disability ✓ The proposed development is Part M compliant
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 is proposed on a vacant site and designed to maximise density and height, make the most efficient use of the land, public transport investment and utilisation, and increasing the proportion of people living in the area
52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital	<ul style="list-style-type: none"> ✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3. ✓ Irish Water has indicated that connections to the public water supply can be facilitated.
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.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	<ul style="list-style-type: none"> ✓ The proposed development incorporates adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<ul style="list-style-type: none"> ✓ The town's past is recognised in the proposed development. ✓ The proposed development has integrated existing natural features, such as the existing trees, into the proposed design.
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<ul style="list-style-type: none"> ✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.
64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	<ul style="list-style-type: none"> ✓ The proposed development will support sustainable modes of transport, by encouraging the movement of pedestrians and cyclists and enhancing connections to the town centre. This will serve to promote a modal shift in transport and a reduction in emissions. ✓ Cycle parking spaces are provided within the scheme. ✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.

Reference	Relevant Policy/ Principle / Guideline	Statement of Consistency
75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate	<ul style="list-style-type: none">✓ An Appropriate Assessment Screening, Natura Impact Statement and EIA Screening Report are included with the application material.✓ The CDP and Water-Rock Urban Design Framework 2020 was also subject to SEA during the course of their preparation.

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 and 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 Housing Delivery and Supporting Social Inclusion	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 9,500 newbuild Social Housing Homes to 2026.	✓ The proposed development will provide 10% social housing units in line with legislative requirements. The development will therefore contribute 33 no. units towards the delivery of social housing units as set within Pathway 2 of Housing for All
Pathway 1: Supporting Home Ownership and	Increase the output of private housing to meet demand at affordable prices	Key actions:	✓ The proposed development will provide 330 no. residential units (33 no. units social and affordable) and will therefore contribute towards the target.

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Increasing Affordability		Increased supply of new housing, up to an average of at least 33,000 per year to 2030	

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	✓ Compliance with each of the criteria is addressed in Section 2.4.
	Have designers carried out a site appraisal prior to preparing a layout.	✓ Yes – Detailed site investigation works, and a site appraisal have been carried out.
	Is the standard of design of a sufficiently high standard?	✓ Yes – The design complies with design guidelines requirements.
	Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place?	✓ Yes – The layout provides for a hierarchy of streets as well as various residential character areas with local level access roads and footpaths. The proposed development also provides a connection point to the west and south of the site to the adjoining proposed residential/mixed use developments.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
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 National School located to the northeast.
	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, 4 no. retail/commercial units, amenity spaces, pedestrian trails and play areas are provided for on-site. The site is also in close proximity to East Cork Golf Club and Midleton Hurling and Football Club.
	For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.	<p>✓ Yes – The site is located in close proximity of Midleton Train Station and the 241 (Cork -Midleton-Whitegate-Trabolgan) and 261 (Cork-Midleton-Ballinacurra) bus routes along the R907 and Cork Road.</p> <p>✓ These bus services are frequent and operate 7-days per week with the first bus leaving Midleton at 8:30am and the service continues to run at 15-20 min intervals throughout the day. Both services stop at bus stops located on R907 and the Cork Road which are both circa 1.2km from the site’s pedestrian access.</p>
Will the development:		

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	- Priorities public transport, cycling and walking.	✓ Yes – The environs will provide a good network of footpaths, cycleways and is in close proximity of existing and proposed bus routes. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.
	- Ensure accessibility for everyone	✓ Yes – The layout and unit design fully comply with the requirements of Part M of the Building Regulations and principles of Universal Design.
	- Encourage more efficient use of energy	✓ Yes – The layout encourages walking and cycling. Units are designed to achieve an energy rating of less than 45kw/m ² /yr to achieve the expected 2020 NZEB target rating.
	- Include right quality & quantity of public open space.	✓ Yes – There is a provision of 1.44 ha or 15% 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. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	- Promote social integration, provide for diverse range of household types, age groups and housing tenures.	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by Gittens Murray Architects.
	- Protect and where possible enhance the built and natural heritage.	✓ Yes – New planting will increase the biodiversity of the site and reinforce the existing conditions.
	- Provide for Sustainable Drainage Systems.	✓ Yes – SuDs principles is incorporated throughout the site.
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 35.6 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.
	Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking?	✓ Yes – There is no existing adjacent housing in close proximity of the apartments. Furthermore, the development responds positively to the permitted developments to the west and south. There is also a sufficient separation distance between each residential block.
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.	✓ Yes - all apartment homes have access to private open space and public open space, are well overlooked and well above minimum standards detailed in Appendix 1 of the 2020 Apartment Guidelines. Units are

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 7 The Home and Its Setting		designed to comply with the 2020 NZEB standard in terms of energy efficiency.
	Will orientation of dwellings and internal layout maximise levels of daylight and sunlight?	✓ Yes - all apartments and dwelling houses 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. All apartments are designed to prevent acoustic transfer.
	Do all houses have an area of private open space behind the building line?	✓ Private open space is provided to all apartments and dwelling houses. The communal residential amenities proposed are of a very high quality and well above minimum standards detailed in Appendix 1 of the 2020 Apartment Guidelines.
	Has the design been influenced by the principles of universal design?	✓ Yes – The design complies with Part M of the Building Regulations and principles of Universal Design.
	Has adequate provision been made for the storage and collection of waste materials?	✓ Yes – All apartments and houses have areas for the storage and sorting or recyclables. Adequate bin stores to serve the apartments are located within close proximity of all apartment blocks.

2.4 Urban Design Manual – A Best Practice Guide, 2009

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>1. Context: 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 the Water-Rock Urban Expansion Area and western environs of Midleton, one of the main towns within the Metropolitan Cork 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. ✓ The Landscape Masterplan has been developed to provide a structure which strengthens and supports the overall design concept with regard to Green Infrastructure. This approach will ensure that the scheme will act as an attractive and sustainable residential expansion while also positively contributing to the character and identity of Midleton. ✓ With regard to boundary conditions which include residential uses, considerable effort has been made to respond positively to this wherever possible.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<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. • 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"> ✓ The proposed development is set around a network of streets, interlinked pedestrian pathways and open spaces which provide excellent connections to the bus routes, local services and employment areas within the town. The site is shaped by the Central Spine Road off the LIHAF services Corridor link road which runs through the middle of the site. This primary local link road is in turn fed by a series of secondary local streets, which offer direct access to each residential cluster. These routes are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The centres of activity provided within the site, including the creche and neighbourhood centre are located in close proximity to the entrance to the development offering the community easy access to important local services. ✓ The proposed layout has provided opportunities for future connections to adjacent lands.
<p>3. Inclusivity:</p> <p>How easily can people use and access the development?</p>	<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. 	<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 and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deals with accessibility and inclusivity. ✓ Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, adults and seniors where relevant. These spaces are well defined and accessible to all. This will

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • 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. 	<p>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.</p> <p>✓ New buildings will present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</p>
<p>4. Variety:</p> <p>How does the development promote a good mix of activities?</p>	<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. • 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>✓ The development is primarily residential, in accordance with the zoning objective of the site. However, a creche has been provided as part of the proposed development to cater for the childcare needs of the future residents. This facility is located in a convenient location and is invaluable to future residents as well as existing residents in the area. Furthermore, a neighbourhood centre which includes a retail unit, medical centre, café and pharmacy is also proposed for the development site to contribute to the quality of life for residents.</p> <p>✓ The site is surrounded to the west and south by two newly permitted developments (subject to appeal with An Bord Pleanála). A potential Riverside Linear Park is located to the east as identified in the Water-Rock Urban Expansion Area Masterplan and Cork County Development Plan 2022.</p> <p>✓ A wide variety of house types have also been provided with a choice of 2, 3- and 4-bedroom townhouse, semi-detached and apartment variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Midleton and throughout Metropolitan Cork.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> ✓ The development includes a neighbourhood centre to complement the development.
<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. • Buildings, gardens and public spaces are laid out to exploit the best solar orientation. • The scheme brings a redundant building or derelict site back into productive use. ▪ Appropriate recycling facilities are provided. 	<ul style="list-style-type: none"> ✓ 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. ✓ Landscaped areas consist of pathways to link surrounding pedestrian routes, tree and hedge planting, public open spaces with high amenity and visual values, to facilitate both active & passive recreation, neighbourhood and local play areas with different types of play elements. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles are also be incorporated wherever possible. ✓ Adequate bin stores are provided throughout the site.
<p>6. Distinctiveness:</p> <p>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. 	<ul style="list-style-type: none"> ✓ The settlement of Middleton was formed through incremental expansion. The settlement was subject to significant residential growth in the later twentieth century. The most recent expansion occurred in the 21st century and largely consisted of higher density housing estates. These contain a mix of mainly semi-detached and detached houses, with some terraced units and apartment developments.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • 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. • The proposal successfully exploits views into and out of the site. ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<ul style="list-style-type: none"> ✓ The proposed design and layout of the development will create home zones which will complement each other but be sufficiently individual to promote their own sense of place. ✓ The buildings will use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is 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. ✓ Landscaped areas consist of pathways to link surrounding pedestrian routes, tree and hedge planting, public open spaces with high amenity and visual values, to facilitate both active & passive recreation, neighbourhood and local play areas with different types of play elements. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site.
<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 	<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. A connection is also facilitated to the permitted footpaths along the Services Link Corridor. All routes are scaled appropriately to enhance legibility. In general speed is controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</p> <ul style="list-style-type: none"> • 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 greens, and some semiprivate space to the back as communal courts. 	<ul style="list-style-type: none"> ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.
<p>8. Public Realm: How safe, secure and enjoyable are the public areas?</p>	<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. ▪ 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 for corners in order to provide passive surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability. ✓ 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.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>9. Adaptability:</p> <p>How will the buildings cope with change?</p>	<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 • 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 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. ✓ Homes on larger plots will also be designed to facilitate extension space if required; as the provision of surplus rear garden space would also allow for same should the owner require this in the future. ✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.
<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. 	<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 and also by providing generous separation distances between residential units. Windows are sited to prevent overlooking into adjacent private gardens. ✓ Generous rear gardens will also be provided throughout the development where possible, which meet the guidelines set out for minimum rear garden sizes and are oriented to maximise solar exposure. Apartment units will benefit from access to their own balcony. All homes will have adequate storage areas and areas for sorting of recyclables.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ✓ 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"> ✓ Landscaping will also prevent direct views into the units from the street and public areas.
<p>11. Parking:</p> <p>How will parking be secure and attractive?</p>	<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. 	<p>It is proposed to provide a total of 441 parking spaces within the development as follows:</p> <p>Houses with private parking spaces: 93 houses x 2 spaces = 186 parking spaces;</p> <p>Houses with private parking spaces: 106 houses x 1 space = 106 parking spaces;</p> <p>Town Centre Block: Apartments and Retail/Commercial = 31 parking spaces;</p> <p>Apartments/Maisonettes: 123 parking spaces</p> <p>Creche: 3 staff spaces and 8 drop off spaces = 11 parking spaces.</p> <p>Visitor Community Spaces: 15</p> <p>These parking facilities include disabled parking spaces distributed throughout the site with one allocated to the creche</p> <ul style="list-style-type: none"> ✓ Adequate vehicular and cycle parking will also be provided in the non-residential areas of the site, in line with the requirements of CDP

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>12. Detailed Design:</p> <p>How well thought through is the building and landscape design?</p>	<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 realm design and are treated accordingly. ▪ Care has been taken over the siting of flues, vents and bin stores. 	<ul style="list-style-type: none"> ✓ The proposed house design will respond to the local vernacular. As noted above, Midleton has been subject to modest 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. ✓ 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 facilitate easy maintenance. ✓ The design of the buildings and public spaces facilitates easy and regular maintenance. ✓ Open car parking areas have been carefully designed within the public realm design and overall layout. ✓ Great care has been taken over the siting of bin stores and other utilities.

2.5 Design Manual for Urban Roads and Streets, 2013

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

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

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Integrated Street Networks	<ul style="list-style-type: none"> ▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport? 	<ul style="list-style-type: none"> ✓ The 'centres of activity' within the proposed development is 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? 	<ul style="list-style-type: none"> ✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians. The major destinations within the site are located close to

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ 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.)? 	<p>the Central Spine Road. 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.</p> <p>✓ A wide network of footpaths is also provided, both along the main streets and independent to them (i.e. through open space areas) to prioritise sustainable methods of transport within the site. The proposal also includes a pedestrian/cycle route to the north of the site in accordance with MD-U-06 objective in the Cork County Development Plan 2022-2028.</p>
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? 	<p>✓ As above, the layout has been developed to maximise permeability for pedestrians. Independent paths have been provided away from the vehicular routes to follow desire lines between destinations (i.e. between play areas / open spaces) in order to improve circulation through the site.</p> <p>✓ Communal / neighbourhood spaces have been sized so as to allow permeability and maximise comfortable walking distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.</p>
Management	<ul style="list-style-type: none"> • Is the layout designed to self-regulate vehicle speeds and traffic congestion? 	<p>✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods have been incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details will also be utilised to reduce driver's perception of acceptable speeds.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Does the proposed layout minimise noise / air pollution wherever possible? 	<ul style="list-style-type: none"> ✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the home zones.
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.
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 Masterplan by Derek Howlin Landscape Architects 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? • Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? 	<ul style="list-style-type: none"> ✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Uncontrolled pedestrian crossings are provided in the form of shared surface areas / raised crossing and are located along the vehicular

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • 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? 	<p>streets. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety.</p> <p>✓ Cycling facilities, including parking, have been factored into the design with 364 no. bicycle spaces provided throughout the development.</p>
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? ▪ Have adequate parking / loading areas been provided? 	<p>✓ 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.</p> <p>✓ Corner radii have been reduced at junctions in conjunction with raised speed tables to reduce speeds and address the needs of pedestrians and cyclists crossing the junctions.</p> <p>✓ Adequate levels of parking is provided in appropriate areas to serve the respective dwelling units, neighbourhood centre and creche.</p>

2.6 Sustainable Urban Housing: Design Standards for New Apartments, 2020

The Sustainable Urban Housing: Design Standards for New Apartments 2020 (2020 Apartment Guidelines) updates previous guidelines issued by the Government in 2015 and 2018. The 2020 Apartment Guidelines are centred on the NPF's focus for compact growth and the recognition that to sustainably

meet the number of new homes required in Ireland up to 2040 will necessitate a significant and sustained increase in housing output and apartment type development in particular. The 2020 Apartment Guidelines set out design standards and requirements for communal facilities in apartments.

The relevant provision of the 2020 Guidelines are outlined below:

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Apartment Floor Area & Mix	<p>Section 3.4 states that the following minimum floor areas for apartments:</p> <ul style="list-style-type: none"> • 1-bed studio apartment = 37 sqm <ul style="list-style-type: none"> • 1-bed = 45 sqm • 2-bed = 73 sqm • 3-bed = 90 sqm <p>Section 3.12 also requires that in a scheme of 10 or more apartments, the majority of all apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types by a minimum of 10%.</p>	<ul style="list-style-type: none"> ✓ The layout provides for 131 no. apartment units in 2-bed configurations. ✓ All unit types exceed the minimum floor areas as detailed in the Apartment Guidelines. Please refer to Housing Quality Assessment prepared by Gittens Murray Architects for further details.
Dual Aspect Ratio	<p>Section 3.17 requires:</p> <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 it is necessary to ensure good street frontage and subject to high quality design,</p>	<ul style="list-style-type: none"> ✓ Units have been designed to have regard to dual aspect. 75% of units are dual aspect.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	usually on inner urban sites, near to city or town centres, including SDZ areas.	
Floor to Ceiling Height	<p>Section 3.14 requires that minimum ceiling heights accord with the Building Regulations (i.e. 2.4m). Ceiling heights at ground floor level should be greater, a minimum 2.7m.</p> <p>Section 3.25 allows for the relaxation in ceiling heights for building refurbishment schemes.</p>	✓ The ceiling height of all new build apartments are consistent with what is required in the guideline with ground floor ceiling height of all apartments at 2.7m.
Lift / Stair Cores	Section 3.21 requires that, subject to compliance with dual aspect ratios and the building regulations, up to 12 apartments per floor per individual stair/lift core may be provided in apartment schemes.	✓ All stair cores provided within the scheme will serve less than the maximum of 12 no. units.
Internal Storage	<p>Section 3.30 states that provision should be made for storage and utility (additional to kitchen/bedroom furniture), specifically for household utility functions such as clothes washing and the storage of bulky personal or household items.</p> <p>Section 3.33 states that secure storage can be provided at ground or basement level, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>	✓ 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.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Private Amenity Space	<p>Section 3.35 requires that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <p>A minimum depth of 1.5m is required for balconies.</p>	<p>✓ All apartments are provided with a generous open space area/private balcony. Please refer to Housing Quality Assessment prepared by Gittens Murray Architects for further details.</p>
Security Considerations	<p>Section 3.28 states that apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p>	<p>✓ All apartments front onto the surrounding public realm, affording the space with passive surveillance and increasing the sense of safety in the area. The apartments overlook the adjacent open spaces and a proposed woodland play zone. All entrance points are safe and secure. They are located at levels to ensure that pedestrian activity is maximised. The entrance points are clearly identifiable through careful detailing and material usage.</p>
Access and Services	<p>Section 4.1 requires apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations</p>	<p>✓ As stated previously, pedestrian accessibility is a primary consideration of the proposed development. The development has been designed to be universally accessible. All access points, whether directly from street level or with the inclusion of ramps, will all be Part M compliant. The public open spaces and pedestrian walkways are also accessible to ensure that all members of the public regardless of age or ability can access the spaces.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		✓ All internal spaces are designed to be Part M compliant and will be subject to the completion of a Disability Access Certificate (where relevant) following the grant of planning permission.
Communal Rooms	Section 4.5 states that communal rooms may be provided in apartment schemes, including meeting rooms or management/maintenance offices, as well as childcare and gym uses that may be open to non-residents.	✓ No meeting/maintenance spaces have been provided for the apartments. This is considered appropriate given the ample level of space provided within each apartment as well as the level of facilities/amenities that have been provided on site including a neighbourhood centre and creche. The site is also well located to other facilities and services in the area.
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 	✓ Appropriate facilities have been provided for each apartment block to facilitate the storage and collection of waste materials within the apartment block. These areas are sufficiently sized to allow for the provision of appropriate recycling and sorting facilities, are adequately ventilated and secure so as to minimise the risk of potential nuisance from vermin/flies. All areas are easily accessible both by occupants and bin collection vehicles

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>separate collection facilities for other recyclables such as glass and plastics;</p> <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 4.10 requires the provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The	✓ As stated previously the proposed scheme is adequately served by open space areas and amenity facilities. This will ensure that the needs of future residents are met. The design, orientation and location of

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.	these facilities will also ensure that the spaces benefit from adequate levels of sunlight.
Children's Play	Section 4.13 requires that the recreational needs of children must be considered as part of communal amenity space within apartment schemes.	✓ Play areas have been provided throughout the scheme and incorporated into the open space 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 4.18 states that the quantum of car parking provision for residential developments generally is a matter for individual planning authorities having regard to local circumstances (notably location and access to public transport).</p> <p>The Guidelines state that planning authorities may consider reduced parking in suburban / urban locations well served by public transport and must apply a maximum car parking standard.</p> <p>Where reduced parking is provided, a limited number of drop-off, service and visitor parking spaces should be provided, as well as alternatives, such as car sharing, cycle parking and secure storage.</p>	✓ The parking provision on site is in accordance with the parking requirements outlined in Table 12.6 of the CDP.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Bicycle Parking	<p>Section 4.15 states that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>	<p>✓ Adequate level of cycle spaces are provided per unit for the apartment units within the site, as per the requirements of Table 12.6 of the CDP. A total of 364 no. bicycle spaces are provided for residents and visitors. The bicycle spaces are provided are sheltered and in convenient locations.</p>
Childcare	<p>The guidelines state that one-bedroom and studio apartments should not generally be considered for calculating childcare provision requirements.</p>	<p>✓ 1 no. childcare facility is provided on site. The proposed crèche provides for c. 90 childcare spaces and is more than sufficient to cater for the proposed development.</p>

2.7 Urban Development and Building Heights 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>SPPR 1</p>	<p>In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in town / city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.</p>	<p>The proposal includes a number of apartment blocks. Apartment Block Types A are located in the southwest and northeast of the site and are 3 storeys in height. Each Block A apartment type will provide 15 no. 2 bed apartment units. Apartment Block Type B is located to the southwest of the site and is 3 stores in height. Apartment Block Type B will provide 12 no. apartments.</p> <p>11 no. 2 storey boffin units are also dispersed throughout the site. Each of these blocks will provide 4 no. apartment units.</p> <p>A further 14 no. apartments are provided within the neighbourhood centre.</p> <p>Sensitive design changes and height variations have been made to address any potential visual impact concerns and the proposed building types and heights vary throughout the development to ensure a visually engaging and high-quality residential environment.</p> <p>The overall net density of 35.6 units is considered to be consistent with national guidelines and will achieve a mix of housing types that will support a variety of different household needs.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		The proposed development maximises permeability and prioritises movement for pedestrians and cyclists and will enhance pedestrian connections to the Metropolitan Town of Midleton.
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	<p>The development promotes the delivery of new housing and apartment units as well as an onsite neighbourhood centre and creche with a sustainable social mix and a mix of unit types and sizes. A high-quality landscape design is proposed throughout the development establishing a strong sense of place connected with nature and provision of a variety of public/semi-private/private open space. The proposal provides the provision of 4 no. neighbourhood play areas, 3 no. local play areas, 1 no. ball court and a recreational / jogging route along the pedestrian and cycle greenway to the north. The proposal also offers a number of informal grassed areas which are of sufficient size/scale to facilitate a range of community and sporting uses (refer to details by Derek Howlin Landscape Consultants).</p> <p>Future occupants of the development as well as existing residents in the area will benefit from enhanced pedestrian connections to the town by the permitted Service Link Corridor.</p>
At the scale of the relevant city/town	The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.	The site is located in close proximity of Midleton Train Station and the 241 (Cork -Midleton-Whitegate-Trabolgan) and 261 (Cork-Midleton-Ballinacurra) bus routes along the R907 and Cork Road.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>These bus services are frequent and operate 7-days per week with the first bus leaving Midleton at 8:30am and the service continues to run at 15-20 min intervals throughout the day. Both services stop at bus stops located on R907 and the Cork Road which are both circa 1.2km from the site's pedestrian access.</p> <p>The proposal has been designed to respond to the topography. The proposal retains the natural topography by placing proposed residential units to suit topography. Sensitive design changes and height variations have been made to ensure a visually engaging and high-quality residential environment.</p> <p>The development allows for permeability through the site between home zones via a network of streets and footpaths and provides excellent pedestrian connectivity. The proposed development will also benefit from the permitted Service Link Corridor which includes a suitable cycle and footpath network extending from the application site to the town centre of Midleton and will enhance pedestrian connections.</p>
At the scale of district / neighbourhood / street	The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.	The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of <i>"the Planning System and Flood Risk Management – Guidelines for Planning Authorities"</i> (2009).</p> <p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p> <p>The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p>	<p>The proposed development is not monolithic and the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</p> <p>The proposed development is set around a network of streets, interlinked pathways and open spaces which ensures legibility through the site and the wider urban area. The proposed development will connect into the permitted Services Link Corridor and will enhance pedestrian and cycle connections to the town and support the future residential community and the existing community within the area.</p> <p>The proposed mix of residential house and apartment types will support a variety of different household needs. The broad range of housing typology & size will add to the variety of home choice within the immediate area and within the site itself, catering for different demographics and providing the opportunities for future residents to upgrade or down-size whilst maintaining their established roots within the local community.</p>
At the scale of the site / building	<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight ventilation and views and minimise overshadowing and loss of light.</p>	<p>The scale, massing and materials have been carefully designed to sensitively respond to the site and the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light. Building gardens and open</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's <i>'Site Layout Planning for Daylight and Sunlight'</i> (2nd edition) or BS 8206-2:2008 – <i>'Lighting for Buildings – Part 2: Code of Practice for Daylighting'</i>.</p> <p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to the local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	<p>spaces are laid out to exploit the best solar orientation. All buildings are oriented to best embrace the natural light the site offers, and apartments units designed for dual aspect. Gardens and public spaces across the site have access to morning, evening, and midday sun.</p>
<p>Specific Assessments</p>	<p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <p>Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include</p>	<p>Please refer to the cover letter by McCutcheon Halley Planning Consultants which lists the supporting assessments relevant to the subject proposal which are submitted with this application and which include an Appropriate Assessment Screening Report and Natura Impact</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</p> <p>In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.</p> <p>An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</p> <p>As assessment that the proposal maintains safe air navigation.</p> <p>An urban design statement including, as appropriate, impact on the historic built environments.</p> <p>Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</p>	Statement, Ecological Impact Assessment and Landscape Masterplan and report.
SPPR 3	It is a specific planning policy requirement that where:	Compliance with the <i>Urban Development and Building Heights, 2018</i> Guidelines, including SPPR 1 and 2 criteria is set out above

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(A) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be generally increased in appropriate</p>	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>(B) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	
SPPR 4	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:</p> <p>The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Sustainable Residential Development in Urban Areas (2007)" or any amending or replacement guidelines.</p> <p>A greater mix of building heights and typologies in planning for the future development of suburban locations; and</p> <p>Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not</p>	<p>The proposed net density of 35.6 units per hectare is in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009.</p> <p>Throughout the development the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</p> <p>The proposal will achieve a mix of housing types that will support a variety of different household needs.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	exclusively so in any one development of 100 units or more.	

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
<p>Chapter 3 Development Control & Related Standards</p>	<p>In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.</p>	<p>✓ 1 no. 600 sqm childcare facilities is provided on site. the creche proposed is greater than the anticipated requirement to serve the proposed development (please refer to Creche Assessment by McCutcheon Halley Planning Consultants for further details)</p>
<p>Appendix 1 General Standards</p>	<p>Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.</p>	<p>✓ 1 no. 600 sqm childcare facilities is provided on site.</p>

2.9 The Planning System and Flood Risk Management, 2009

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 5 Flooding & Development Management</p>	<p>Sequential approach should be applied to avoid development in areas at risk of flooding.</p>	<p>✓ Yes – there is minimal flood risk associated with the site. The site is outside the 1 in 1000-year flood plain according to the CFRAMs maps. As such the development is in Flood Zone C. Therefore, the development is appropriate. Please refer to Flood Risk Assessment by IE Consulting Engineers for further details.</p>

2.10 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. <p>Areas that have potential to flood.</p>	<ul style="list-style-type: none"> ✓ The proposed development is situated within close proximity to the existing population centre of Cork City and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES. ✓ A Natura Impact Statement is submitted with the application. ✓ There is minimal flood risk associated with the site. The site is outside the 1 in 1000-year flood plain according to the CFRAMs maps. As such the development is in Flood Zone C. Therefore, the development is appropriate. Please refer to Flood Risk Assessment by IE Consulting Engineers for further details
RPO 7	<p>Holistic approach to delivering infrastructure.</p> <p>Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following:</p>	<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. ✓ The area will be served by the permitted Services Link Corridor to be delivered under the Local Infrastructure Housing Activation Fund.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	Water services, digital, green infrastructure, transport and sustainable travel, community and social renewable energy, recreation, open space amenity, climate change, adaptation and future proofing infrastructure including Flood Risk management measures, environmental improvement, arts, culture and public realm	
RPO 8	<p>Compact Growth in Metropolitan Areas.</p> <p>The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, waling and cycling.</p> <p>The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade pf parks, streetscapes and public realm areas.</p>	<p>✓ The subject site is ideally placed for a higher 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. The proposed development site also forms part of the Water-Rock Urban Expansion Area.</p>
RPO 8	<p>Compact Growth in Metropolitan Areas</p> <p>To achieve compact growth, the RSES seeks to:</p> <p>a. Prioritise housing and employment development in locations within and contiguous to existing city footprints</p>	<p>✓ The proposed residential development is located within the defined settlement boundary of Midleton Environs and will form a natural extension of the existing residential area. The site is currently in close proximity to a number of bus routes and a train station.</p> <p>The proposal provides a number of public open spaces throughout the site consisting of the following:</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>where it can be served by public transport, walking and cycling.</p> <p>b. The identification of public realm and site regeneration initiatives which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas</p>	<ul style="list-style-type: none"> ✓ 4 no. Neighbourhood Play Areas; ✓ 3 no. Local Play Areas; ✓ 1 no. Ball Court; ✓ Pedestrian/Cycle path to the north in accordance with the MD0U-06 objectives; ✓ Central Spine Road in accordance with objective MD-U-03; and ✓ Pathways which link to surrounding pedestrian routes. <p>The development will provide the opportunity to enhance pedestrian and cycle connections by way of providing new footpaths and cycle ways to connect to the permitted Services Link Corridor from the application site.</p>

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;

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 to the wider area. As noted previously in this report, the Applicant proposes to provide a Central Spine Road and pedestrian/cycle route to the north in accordance with objective MD-U-03 and MD-U-06 of the Development Plan. ✓ The proposed connections will create an environment which will encourage movement of pedestrians and seek to reduce dependency on cars. The linkage from the site to the areas to the north south east and west of the development allow for several connection points to

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>encourage permeability through sites and which prioritises pedestrian movements.</p>
<p>Greenway Cycle Network</p> <p>Greenway networks comprise of traffic free or low-trafficked routes and typically comprise of re-purposed derelict railway lines, routes through parks or alongside rivers. Access to greenways can be supported through filtered permeability from residential or other built-up areas. Some key indicative areas for greenways* include:</p> <ul style="list-style-type: none"> A proposed east-west 'Lee to Sea' greenway incorporating the Lee Fields, city quays, the Marina and the Old Passage railway line; A Greenway linking City-Tivoli-Glanmire Little Island- Carrigtwohill and Midleton (Part of the EuroVelo 1 route) with a potential extension to Youghal via the old railway line; A route following the Tramore River including Douglas, Tramore Valley Park and Togher; Passage West to Carrigaline; Curraheen River Greenway; Old Bandon/Kinsale Railway incorporating the Chetwynd Viaduct (below); Blarney Greenway Route; A route between Carrigrohane Road and Tower; and Midleton-Ballinacurra- Whitegate 	<ul style="list-style-type: none"> ✓ The provision of a greenway to comprise a shared pedestrian/cycle pathway and primary ecological corridor, which forms part of an attractive, continuous, and safe route between the public parks and incidental green spaces throughout the Urban Expansion Area is proposed to the north in accordance with the MD-U-06 objective.

Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Additional greenways and/inter-urban routes to those outlined above, may be investigated subject to changes in the proposed population and employment distribution as part of the proposed periodical 5 year CMATS review.</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. 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 • Midleton – City Centre: 10-minute frequency 	<p>✓ The proposed development will support the proposed Midleton-City Centre rail and radial bus route.</p>

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>The proposed development of 330 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
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 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.</p>	<p>The proposed development supports the strategic aim for Cork County Metropolitan Area Towns by providing 330 no. residential units, 1 no. 600sqm creche along with a café, medical centre, pharmacy and convenience retail unit. The proposal also provides a number of amenities for residents and visitors of the site.</p>
Chapter 3:	PL 3-1: Building	a) To achieve / reinforce a better sense of place and distinctiveness strengthening local character.	The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation

Reference	Policy Objective	Policy Provision	Statement of Consistency
Settlements and Placemaking	Design, Movement and Quality of the Public Realm		of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		b) Create a design that is sensitive to the history and heritage context of a town / village setting and provides for protection of heritage features and non structural 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	As above.
		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..	As above.
		f) Promotes a shared use of space with a priority on pedestrian usage.	A network of interconnected footpaths and shared spaces have been provided throughout the development which will improve connectivity and encourage walking. These footpaths and shared spaces are overlooked by the dwellings, providing for an improved perception of safety

Reference	Policy Objective	Policy Provision	Statement of Consistency
			throughout the development. A pedestrian/cycle link is provided to the north of the site in accordance with the MD-U-06 objective. Furthermore, a pedestrian and cycle link is included along the Central Spine Road to the centre of the site in accordance with the MD-U-03 objective of the Plan.
		g) Provide multi-functional spaces suitable for all age cohorts in the community and capable of accommodating cultural events.	<p>The proposed open spaces and amenities are dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.</p> <p>The proposed development provides multi-functional spaces for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>
		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.	The existing hedgerows and trees along the site boundary will be retained and protected where appropriate. 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 by Derek Howlin Landscape Architects and is submitted with the LRD application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
			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 OSL Consulting Engineers for further information.
		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 and Middleton Train Station. The proposed development will also be accessible to existing and proposed bus routes in the area.
		l) Ensure universal design standards are achievable.	The proposed units have been designed in accordance with the principles of universal design.
		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.
		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	A public lighting proposal is submitted with the application. Please refer to same prepared by MHL Consulting Engineers.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		including paragraph 15.11.3 and Objectives BE 15-13(d) and (e)	
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 are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		b) Prioritise walking, cycling and public transport, and minimise the need to use cars.	A network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking, cycling and public transport use. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development. It is proposed to enhance the existing walking routes within the area by providing connections to the footpath network permitted by the LIHAF Services Corridor within the area. It is also proposed to provide a pedestrian/cycle link along the northern boundary of the site in accordance with the MD-U-06 objective for the area.

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>The proposed development will be well connected to the surrounding area, which will ensure permeability to the town centre of Middleton and ease of access to existing bus routes in the area, the train station and the town centre.</p>
		<p>c) Deliver a quality of life which residents and visitors are entitled to expect. In terms of amenity, safety and convenience. .</p>	<p>The proposed development incorporates approximately 1.44 hectares or 15.13% of active open space within the developable area. This active open space incorporates the provision of 4 no. neighbourhood play areas, 3 no. local play areas, 1 no. ball court and a pedestrian/cycle/jogging route to the north of the site.</p> <p>The proposed development includes a 90 child/ 600sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
		<p>d) Provide a good range of community and support facilities, where and when they are needed.</p>	<p>The proposed development incorporates approximately 1.44 hectares or 15.13% of active open space within the developable area. This active open space incorporates the provision of 4 no. neighbourhood play areas, 3 no. local play</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>areas, 1 no. ball court and a pedestrian/cycle/jogging route to the north of the site.</p> <p>The proposed development includes a 90 child/ 600sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
		e) Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm.	As above.
		f) Easy to access and navigate through the delivery of a clear urban structure including landmarks and vistas.	A network of easy to navigate interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.
		g) Promote the efficient use of land and energy and minimise greenhouse gas emissions.	The development provides an appropriate density of development with an emphasis on and good options for sustainable travel.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		h) Provide a mix of land uses (where relevant) to minimise transport demand.	A mix of uses (residential, childcare, commercial and retail) have been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.
		i) Promote social integration and provide accommodation for a diverse range of household types and age groups	<p>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. 10% Part V Social and Affordable Housing is provided and is distributed across the site. The Part V proposal has been agreed in principle with Cork County Council.</p> <p>As outlined in Appendix 2 of the Part V Proposal enclosed with the application material, the site was acquired by the applicants Havenfalls Limited on April 17th , 2020, and is within the 10% Part V requirements timeframe (i.e. after September 1st, 2015 and before July 31st, 2021).</p>
		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.	It is proposed to transfer 33 no. units to meet this Part V obligation. The manner in which the applicant proposes to do so is outlined in the Part V Report. This has been discussed and agreed in principle with Cork County Council.
Chapter 4: Housing	HOU 4-3: Housing for Older People	<p>a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more.</p> <p>b) Support the delivery of housing suitable for older people on infill, opportunity and regeneration sites within town and village centres.</p>	A mix of dwelling types and sizes suitable for all ages has been provided within the proposed development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
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 Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas	A mix of dwelling types and sizes has been provided within the proposed development.
		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 Gittens Murray Architects is provided as part of the planning application documents.

<p>Chapter 4: Housing</p>	<p>HOU 4-7 Housing Density on Residentially Zoned Land</p>	<p>High 50+</p> <ul style="list-style-type: none"> • Applicable to town centres of the larger towns with a population >1,500 throughout the county and in other areas identified in the Settlement Network normally in close proximity to existing or proposed high quality public transport corridors. • This will normally involve a mix of unit forms including terraced housing and/or apartment units. • May include the subdivision or larger dwellings proximate to existing or improved public transport corridors. • A minimum 10% open space provision will be required. • Subject to compliance with appropriate design / amenity standards and protecting the residential amenity of adjoining property and the heritage assets of the town centre. <p>Medium A – 30-50</p> <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. 	<p>N/A</p> <p>Given the position of services and existing site constraints (MD-U-03 Link Road), the proposed density of the site has been calculated by omitting these 'undevelopable areas</p>
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		<ul style="list-style-type: none"> • 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 within the core of such settlements, unless otherwise stated or where a higher density approach accords with the existing pattern of development. • 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. <p>Medium B – 20-35</p> <ul style="list-style-type: none"> • Normally applicable to lands in the suburban/greenfield lands of the smaller towns <5,000 population and key villages as part of sequential development. • In large towns with a population of >5,000 or planned to grow >5,000 population, may be applicable in a limited instance (outside 	<p>from the overall site area to give the net developable area. This is calculated as 9.29ha.</p> <p>Using the developable areas, the overall density has been calculated at 35.6 units per hectare. This density is consistent with Medium A density in the Cork County Development Plan and aligns with National guidance.</p> <p>N/A</p>
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		<p>Metropolitan Cork) for edge of centre sites and sensitive sites with difficult topography, heritage constraints to allow for a broader typology within the urban envelope.</p> <p>Medium C – 5-20</p> <ul style="list-style-type: none">• A limited number of sites at the edges of the smaller towns (<5,000 population) as an alternative to one off housing in the countryside.• The layout needs to include a strong urban edge, where appropriate• A lower standard of public open space provision will be considered where larger private gardens are provided.• Broad housing mix normally required including detached / serviced sites.• This category cannot exceed 20% of new housing requirements.	N/A
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Reference	Policy Objective	Policy Provision	Statement of Consistency
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).	Using the developable areas, the overall density has been calculated at 35.6 units per hectare. This density is consistent with Medium A density and aligns with National guidance. The density is achieved by incorporating 133 no. apartment units within the proposed development.
Chapter 6: Social and Community	SC 6-1: Social and Community Infrastructure Provision	<ul style="list-style-type: none"> 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 	The proposed development incorporates approximately 1.44 hectares or 15.13% of active open space within the developable area. This active open space incorporates the provision of 4 no. neighbourhood play areas, 3 no. local play areas, 1 no. ball court and a pedestrian/cycle/jogging route to the north of the site. The proposed development includes a 90 child/ 600sqm 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
		facilities and services to all members within the community.	These facilities 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.	As above.
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 Childcare Facilities Guidelines for Local Authorities 2001 and regard to the Universal Design Guidelines for Early Learning and Care Centres 2019.	The proposed development includes a 90 child / 600 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.
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.	A creche is proposed to the north of the site which is sufficient to cater for the needs of the development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 6: Social and Community</p>	<p>SC 6-6: Provision of Educational Facilities in Large Residential Developments</p>	<p>a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas.</p> <p>b) Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in school facilities, either in the form of new schools, or the expansion of existing schools, is provided.</p> <p>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 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</p>	<p>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.</p> <p>The Cork County Development Plan 2022 also notes that when the Water-Rock Urban Expansion Area is fully complete, 3 schools (2 primary and 1 post primary) will be accommodated in the area.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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>	
<p>Chapter 11: Water Services, Surface Water and Waste</p>	<p>WS 11-9: Wastewater Disposal</p>	<p>a) Require that development in all main settlements connect to public wastewater treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing</p>	<p>The proposed development will connect to the existing public wastewater treatment system in the area. This has been discussed with Irish Water who have confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Irish Water Network can be facilitated.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		plants, new developments will be unable to proceed until adequate wastewater infrastructure is provided..	
		b) In assessing proposals for development, it is a requirement that adequate assimilative capacity in the receiving waterbody be retained so as to allow for the overall growth of the settlement.	N/A
		c) Development proposals incorporating proposals for management of wastewater through use of integrated Constructed Wetlands should be designed to comply with national guidelines.	N/A
		d) Development in and around Wastewater Treatment Plants will not generally be permitted within 100m of a treatment works or 25m of a pumping station. This distance may be increased if significant environmental issues are likely to arise and will be judged on a site-by-site basis. The buffer area may be used to fulfil open space requirements.	N/A
Chapter 11: Water		a) Require that all new developments incorporate sustainable drainage systems (SuDS). Efforts	The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the

Reference	Policy Objective	Policy Provision	Statement of Consistency
Services, Surface Water and Waste	WS 11-16: Surface Water and SuDS	should be taken to limit the extent of hard surfacing and impermeable paving.	location and topography of the site (the Engineering Report by OSL Consulting Engineers deals with this in greater detail).
		b) Optimise and maximise the application of Sustainable Urban Drainage Systems (SuDS) to mitigate flood risk, enhance biodiversity, protect and enhance visual and recreational amenity, all in the most innovative and creative manner appropriate and in accordance with best practices. Proposals should demonstrate that due consideration has been given to nature-based solutions in the first instance in arriving at the preferred SuDS solution for any development.	As above.
		c) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.	<p>The proposed network will outfall to the new surface water drainage infrastructure to be constructed as part of the LIHAF funded road scheme being provided by Cork County Council. The LIHAF funded road scheme has been designed to take runoff from the development at a rate of 2l/sec/ha.</p> <p>Surface water from the site will be collected and attenuated on site, with a peak discharge rate of 2l/s/ha for the 1 in 100 Year rainfall event (including an allowance for climate change). As part of the development, several different SuDS</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>measures will be provided to minimise the impact on water quality and water quantity of the runoff and maximise the amenity and biodiversity opportunities within the site.</p> <p>Please refer to Engineering Report and associated drawings by OSL Consulting Engineers for further details.</p>
		<p>d) Where surface water from a development is discharging to a waterbody, appropriate pollution control measures (eg hydrocarbon interceptors, silt traps) should be implemented.</p>	
<p>Chapter 11: Water Services, Surface Water and Waste</p>	<p>WS 11-12: Surface Water Management</p>	<p>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.</p>	<p>Surface water will be managed appropriately on site.</p> <p>Please refer to Engineering Report and associated drawings by OSL Consulting Engineers for further details.</p>
<p>Chapter 11: Water Services, Surface Water and Waste</p>	<p>WS 6-2: Development in Flood Risk Areas</p>	<p>Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a</p>	<p>As noted in the attached Flood Risk Assessment (FRA) by IE Consulting, the location of the proposed property is within Flood Zone C. In accordance with the OPW's Guidelines for Planning Authorities, table 3.1 classifies that development has a "low to negligible probability of flooding" which is acceptable in a Zone C flood zone. The proposed</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>site-specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.</p> <p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective WS 6-1 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p> <p>Where the site specific flood risk assessment required under WS 6-1 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p>	<p>development has been subject to a justification test in accordance with national guidance and concludes that the development would not be at risk of flooding.</p> <p>The FRA concludes that the development as proposed is not expected to result in an adverse impact to the existing hydrological regime of the area or increase flood risk elsewhere and is therefore considered to be appropriate from a flood risk perspective.</p> <p>Please refer to FRA prepared by IE Consulting.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> ▪ The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans. ▪ The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: <ul style="list-style-type: none"> ○ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement; ○ Comprises significant previously developed and/or under-utilised lands; ○ Is within or adjoining the core of an established or designated urban settlement; ○ Will be essential in achieving compact and sustainable urban growth; and ○ There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement. 	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.	
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.	A network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development. It is proposed to enhance the existing walking routes within the area by providing connections to the footpath network permitted by the LIHAF Services Corridor. It is also proposed to provide a pedestrian/cycle link along the northern boundary of the site in accordance with the MD-U-06 objective for the area.
		b) All new developments are to be designed to latest DMURS standards, unless precluded by space or the constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility.	All routes are fully compliant with DMURS standards.
		c) Applications for all new development are to be accompanied by a statement of how enhanced	Please refer to section 2.5 above for compliance with DMURS.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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).	
		d) Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips.	It is proposed to retain and enhance the existing walking routes within the area by providing connections to the footpath network permitted under the LIAHF Services Corridor within the area.
	TM 12.2-2: Active Travel	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.	<p>The shared walk/cycle paths throughout the site will provide a local facility for cycling in the area, with the potential to connect to external walk/cycle routes within Middleton.</p> <p>It is proposed to provide a pedestrian/cycle link along the northern boundary of the site in accordance with the MD-U-06 objective for the area.</p> <p>It is also proposed to provide a Central Spine Road which provides both footpath and cycle lanes in accordance with the MD-U-03 objectives for the area.</p>

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.
Chapter 12: Transport and Mobility	TM 12-3: Rail Transport	Support and prioritise the following key Rail Transport initiatives: b) Secure the delivery of new stations to support planned population growth in: Carrigtwohill (Carrigtwohill West), Midleton (Water-Rock), Cobh (Ballynoe), and Monard;	The proposed development is located within close proximity of Midleton Train Station. A footpath connection will be available from the site to the Train Station via the permitted Services Link Corridor to be delivered under the Local Infrastructure Housing Activation Fund.
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. b) Demonstrate options for connection to existing and future transport facilities.	The proposed development facilitates a connection to the footpath network permitted via the Services Link Corridor to be delivered under the Local Infrastructure Housing Activation Fund. The footpath connection will provide connections to Midleton town where bus stops are available.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>c) Where appropriate, examine the potential for bus connectivity through the development.</p> <p>d) Determine where additional infrastructure e.g. lay-bys/bus stops may be required</p>	
		<p>TM12.5.2: Support and prioritise the following in relation to new development:</p> <p>a) Require that new developments are, as much as possible, well connected to their local bus networks;</p> <p>b) Secure the provision of appropriate bus infrastructure as an integral part of new development;</p> <p>c) Secure safe, attractive and convenient walking routes from all new development to the local bus network;</p>	As above.
<p>Chapter 12: Transport and Mobility</p>	<p>TM 12.8: Traffic / Mobility Management and Road Safety</p>	<p>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</p>	<p>A TTA and RSA prepared by MHL Consulting Engineers is submitted in support of the subject planning application.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Assessment (TTA) and Road Safety Audit will be required as part of the proposal. 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	The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as bus and rail. A Mobility Management Plan by MHL Consulting Engineers accompanies this application and encourages sustainable modes of transport.
		c) For developments of 50 employees or more, 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.	A Mobility Management Plan by MHL Consulting Engineers accompanies this application and encourages sustainable modes of transport.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users	1 no. vehicular access point is proposed. This has been designed to appropriate standards of visibility to ensure the safety of other road users and has full regard to the permitted Services Link Corridor to be delivered under the Local Infrastructure Housing Activation Fund.
		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; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).</p> <p>d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.</p>	<p>441 no. car parking spaces have been provided.</p> <p>Cycle parking has been provided in accordance with the requirements set out in Table 12.8 These parking areas have been provided at appropriate locations, i.e. at the creche.</p>
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		<p>e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.</p> <p>f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: • Respects the 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>	
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		<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		Ducting will be provided for all car parking spaces to facilitate Electric Vehicle charging spaces as required by residents.
		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 will be provided for all car parking spaces to facilitate Electric Vehicle charging spaces as required by residents.
Chapter 12: Transport and Mobility	Table 12.6: Car Parking Requirements for New	Creches	1 space per 3 staff + 1 space per 10 children	It is proposed to provide a total of 441 no. parking spaces within the development as follows:

Reference	Policy Objective	Policy Provision		Statement of Consistency
	Development (Maximum per sqm)	Residential	2 spaces per dwelling 1.25 spaces per apartment	<p>It is proposed to provide a total of 441 parking spaces within the development as follows:</p> <p>Houses with private parking spaces: 93 houses x 2 spaces = 186 parking spaces;</p> <p>Houses with private parking spaces: 106 houses x 1 space = 106 parking spaces;</p> <p>Town Centre Block: Apartments and Retail/Commercial = 31 parking spaces;</p> <p>Apartments/Maisonettes: 123 parking spaces</p> <p>Creche: 3 staff spaces and 8 drop off spaces = 11 parking spaces.</p> <p>Visitor Community Spaces: 15</p> <p>These parking facilities include disabled parking spaces distributed throughout the site with one allocated to the creche</p> <p>These parking facilities include disabled parking spaces distributed throughout the site with two allocated to the creche/neighbourhood centre. The proposals are generally</p>

Reference	Policy Objective	Policy Provision		Statement of Consistency
				<p>in accordance with the requirements of Table 12.6 of the CDP.</p> <p>The County Development Plan is based on maximum standards, so the proposed development is in accordance with this Section of the 2022 CDP.</p>
Chapter 12: Transport and Mobility	Table 12.6 – Cycle Parking Requirements for New Development (Minimum per sqm)	Creches	1 per 5 staff	<p>Cycle parking has been provided in accordance with the requirements of Table 12.8 of the CDP. 364 no. bike spaces have been provided for throughout the development site.</p> <p>The County Development Plan is based on minimum standards, so the proposed development is in accordance with this Section of the 2022 CDP.</p>
		Residential	1 per residential unit and 1 per bedroom for apartments.	
Chapter 14 Green Infrastructure and Environment	14-3: 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, urban fringe and the wider countryside to serve the needs of communities now and in the future and as a key		<p>A Green Infrastructure Strategy has been prepared for the site as part of the Landscape Proposal by Derek Howlin Landscape Architects.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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 green and blue</p>	<p>As above</p> <p>A Green Infrastructure Strategy has been prepared for the site as part of the Landscape Proposal by Derek Howlin Landscape Architects. Nature based solutions are included in the development.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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>	<p>N/A</p> <p>The proposed development includes 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>The proposed development achieves a net gain in green infrastructure for the proposed development.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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.</p> <p>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</p>	<p>N/A</p> <p>A walkway/jogging route/cycle route has been included as part of the proposed development in accordance with the MD-U-06 greenway objective.</p> <p>N/A</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>14-2: Green Infrastructure Objectives for Main Towns and Settlements</p>	<p>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).</p>	<p>Midleton Town and Water-Rock UEA has a good level of green and recreational infrastructure (active and passive)</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>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.</p> <p>c) Seek to create new and improved connections (physical/ecological corridors) between open spaces/ green infrastructure 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>The linear parks included in the UEA promote the corridor concept using the Ownacurra and other rivers/streams</p> <p>The Water-Rock UEA (which has guided the proposed LRD) will provide improved connectivity between open spaces/ green infrastructure.</p> <p>The CDP and Water-Rock Urban Design Framework 2020 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>Chapter 14: Green Infrastructure and Environment</p>	<p>14-3: Green Infrastructure and Development</p>	<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>The most significant element of green infrastructure on the site is the existing boundaries which have been retained and supplemented. The existing boundaries will be protected during both during construction and operation. The following will be applicable in relation to Green Infrastructure on site</p> <ul style="list-style-type: none"> ▪ 14 no. trees retained

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<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 Landscape Design Rationale. This Plan should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.</p> <p>c) Over the lifetime of the Plan the Council will consider the need to prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.</p>	<ul style="list-style-type: none"> ▪ 8 no. trees removed ▪ 674 trees proposed ▪ 585m hedgerow retained ▪ 349m hedgerow removed ▪ 435m hedgerow proposed. <p>This area will preserve and enhance the existing habitats and be managed in a sustainable way.</p>
<p>Chapter 14: Green Infrastructure</p>	<p>GI 14-4: Recreation and Amenity</p>	<p>a) support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and</p>	<p>The proposal provides the provision of 4 no. neighbourhood play areas, 3 no. local play areas, 1 no. ball court and a recreational / jogging route along the pedestrian and cycle greenway to the north. The proposal</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
and Environment		<p>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>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</p>	<p>also offers a number of informal grassed areas which are of sufficient size/scale to facilitate a range of community and sporting uses (refer to details by Derek Howlin Landscape Consultants).</p> <p>N/A</p> <p>As above.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		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>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</p>	The provision of public open space is consistent with the relevant planning policy documents.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Housing: Design Standards for New Apartments will apply.	
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, hedgerows and historic walls or other distinctive boundary treatments.</p>	<p>The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
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.	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.
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.	The site is not located along any scenic routes.
Chapter 14: Green Infrastructure	GI 14-14: Development on the Approached to	Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.	The proposed development will provide appropriate landscape screening at all site boundaries, in order to protect and enhance the character and setting of the area.

Reference	Policy Objective	Policy Provision	Statement of Consistency
and Environment	Towns and Villages		

<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> <ul style="list-style-type: none"> 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; b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments; c) Requiring the incorporation of primarily native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments; d) Fulfilling Appropriate Assessment and Environmental Impact Assessment obligations and carrying out Ecological Impact Assessment in relation to development and activities, as appropriate; e) Ensuring that an appropriate level of assessment is completed in relation to wetland habitats subject to proposals which would involve drainage or reclamation. This includes lakes and ponds, watercourses, springs and swamps, marshes, heath, 	
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		<p>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>b) Make use of Tree Preservation Orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value.</p> <p>c) Encourage the provision of trees for urban shading and cooling in developments in urban environments and as an integral part of the public realm.</p> <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>	There are no trees subject of Tree Preservation Orders on site.
Chapter 16: Built Heritage	HE 16-2: Protection of Archaeological	Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments and their setting included	An Archaeological Assessment by John Cronin & Associates is submitted with this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Sites and Monuments	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 Heritage policy document or any changes to the policy within the lifetime of the Plan.	

Reference	Policy Objective	Policy Provision	Statement of Consistency
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.

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 16: Built Heritage</p>	<p>HE 16-21: Design and Landscaping of New Buildings</p>	<p>a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape.</p> <p>b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout.</p> <p>c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes the added economic, amenity and environmental value of good design.</p> <p>d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows and historic boundaries in rural areas. Protection of historical/commemorative trees will also be provided for.</p>	<p>The proposed design of the 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 incorporate active measures in line with the requirements of Technical Guidance Document I. of the Building Regulations.</p> <p>A landscape masterplan by Derek Howlin Landscape Architects is submitted in support of the planning application in order to provide appropriate landscaping and screen planting</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 16: Built Heritage	HE 16-24: Naming of New Developments	Promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permissions for new developments.	It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork County Council through compliance.
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 generally 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 and protect the surrounding town greenbelt.
Chapter 18: Zoning and Land Use	ZU 18-4: land Use Zoning of Other Lands	Where lands have not been explicitly zoned, in the Plan the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an authorised use under the Planning Acts) or, if such use	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		is unauthorised, that of the most recent authorised use of the lands.	
Chapter 18 Zoning and Land Use	ZU 18-5 Transitional Zones	Have regard to development in adjoining zones, in particular more environmentally sensitive zones, in assessing development proposals for lands in the vicinity of zoning boundaries.	N/A
Chapter 18 Zoning and Land Use	ZU 18-11 Residential	Promote development mainly for housing, associated open space, community uses and, only where an acceptable standard of amenity can be maintained, a limited range of other uses that support the overall residential function of the area. Normally discourage the expansion or intensification of existing uses that are incompatible with residential amenity.	The proposed development includes a large quantum of open space to provide suitable residential amenity on site.

3.3 Cork County Development Plan 2022-2028 – Volume 4 - South Cork

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 330 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-02	Secure the delivery of the Water Rock Urban Expansion Area and supporting infrastructure through a progressive implementation programme.	The proposed development will make a significant contribution towards the Water Rock Urban Expansion Area and will fulfil the MD-U-06 and MD-U-03 objective.
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	The proposed development will ensure that water quality in the receiving water does not fall below legally required levels. Details of the water and waste water infrastructure for the development can be found in the application pack by OSL Consulting Enigneers.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		discharges to ensure that water quality in the receiving water does not fall below legally required levels.	
Chapter 3 East Cork Municipal District	MG-GO-04	The Green Infrastructure assets of Midleton include its river corridors, mature trees, wetlands, woodlands, hedgerows and the 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.	The proposed development complies 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 of the CDP. Please refer to ecological reports by MORCE Consulting Engineers and Landscape Masterplan by Derek Howlin Landscape Architects.
Chapter 3	MD-GO-05	In accordance with Objective WM 11-10 of Chapter 11 'Water Management', in Volume One of this Plan	The proposed development makes provision for Sustainable Urban Drainage Systems (SuDs) and provides adequate

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
East Cork Municipal District		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.	storm water infrastructure. Please refer to material by OSL Consulting Engineers for further information.
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 proposed development does not form part of an area susceptible to flooding. Regardless, a Flood Risk Assessment has been prepared by IE Consulting Engineers and is included with this application.
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 330 no. dwellings and will encourage the provision of sustainable new residential uses to strengthen the vitality of the town centre.
Chapter 3	MD-GO-08	Support and promote Midleton as a sustainable employment centre. All proposals for employment related development shall be required to prepare	The proposed development includes a neighbourhood centre on site. A mobility Management Plan has been

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
East Cork Municipal District		and submit a mobility management plan that maximises the use of public transport options/ passenger rail services	prepared for the development by MHL Consulting Engineers.
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 archaeological potential, plot size and scale while encouraging appropriate development in the town, including the development of regeneration areas and improving the public realm.	The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
Chapter 3 East Cork Municipal District	MD-GO-10	Provide the planned sustainable local road improvements including the new roads necessary to achieve the proposals contained in this plan.	The proposed development provides a Central Spine Road which provides both footpath and cycle lanes in accordance with the MD-U-03 objectives for the area.

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Chapter 3 East Cork Municipal District	MD-GO-11	Strengthen the town's flood defences by implementing the findings of the Midleton Flood Relief Scheme, in a sustainable manner.	N/A
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	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 and to the ongoing implementation of the Water-Rock Strategic Transport Study.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		Metropolitan Area Transport Study (CMATS) that relate to Midleton and to the ongoing implementation of the Water-Rock Strategic Transport Study	
Chapter 3 East Cork Municipal District	MD-GO-13	<p>Reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard from the City to Midleton Train Station, and potentially from Midleton to Youghal in the future.</p> <p>This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:</p> <ul style="list-style-type: none"> • New buildings not required for the operation of the railway; and • New vehicular and pedestrian accesses where these accesses are the sole or primary access to development. <p>New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.</p>	N/A

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		<p>Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area.</p> <p>There are no current plans to reopen the railway line from Midleton to Youghal. The MY Greenway is in construction and is due to be completed in 2023. The development of the Greenway will however serve to protect the integrity of the route corridor.</p>	
Chapter 3 East Cork Municipal District	MD-GO-14	Complete the development of the Midleton to Youghal Greenway and identify and seek to develop suitable walking and cycle links to Midleton town centre to maximise access to and use of the Greenway where feasible	N/A
Chapter 3 East Cork Municipal District	MD-GO-15	Protect river corridors having regard to the need to avoid disturbance to wintering birds and managing flood risk, and where possible, develop these as natural amenity corridors, connecting different parts of the town and linking up with established amenity areas. Development proposals should direct movement away from the estuary or incorporate screen planting or other suitable buffering to avoid	The proposed development has had full regard to the protection of river corridors and will avoid disturbance to wintering birds and managing flood risk.

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
		potential for disturbance to birds. It is also an objective to provide adequate buffer zones along watercourses to ensure riparian zones are not degraded and there is no bankside erosion. In this regard, developers shall take account of relevant guidance documents relating to watercourse buffer zones, in particular IFI (Inland Fisheries Ireland) guidelines 'Planning for Development Watercourses in the Urban Environment'.	
Chapter 3 East Cork Municipal District	MD-GO-16	Support the expansion of primary and post primary education facilities in the town in consultation with the Department of Education and Skills	The UEA (which the site is located within) supports the expansion of primary and post primary education facilities in the town.
Chapter 3 East Cork Municipal District	MD-U-03	Provision of a Loop Road designed and constructed in accordance with the DMURS guidance document for a Link Street, and to a standard which meets the approval of Cork County Council	The proposed development includes a section of the 'Loop Road' through the centre of the site which allows for pedestrian and cycle links along the extent of same and ties in to the permitted Services Link Corridor.
Chapter 3	MD-R-11 (Water-Rock UEA)	Medium A Density residential development to include a mix of house types and the provision of a greenway (MD-U-06) to comprise a shared	The proposed development provides for a high-density development and includes a greenway to the north in accordance with the provisions of the CDP. The

Policy Objective	Policy Objective	Policy Provision	Statement of Consistency
East Cork Municipal District		pedestrian/cycle pathway and primary ecological corridor. Provision shall also be made for a local neighbourhood centre to provide a primary local retail and services function. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6	development also includes a neighbourhood centre to include a creche, café, pharmacy, retail units and medical centre. The development has had full regard to the infrastructure proposal outlined in Tables 4.3.5 and 4.3.6.
Chapter 3 East Cork Municipal District	MD-R-12 (Water-Rock UEA)	Medium A Density residential development to include a mix of types and the provision of a greenway (MD-U-06) to comprise a shared pedestrian/cycle pathway and primary ecological corridor. Development on this site requires provision to be made for the delivery of the infrastructure described in Tables 4.3.5 and 4.3.6.	

4. Conclusion

This Statement of Consistency provides an assessment of the proposed developments consistency with the relevant planning policy documents at national and local levels, including in particular the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)*, the

Urban Design Manual – A Best Practice Guide and the *Design Manual for Urban Roads and Streets* at a national level, and the *2022 Cork County Development Plan* at a Local Planning Policy level. It is submitted that the proposed LRD development is consistent with each of these documents and will provide a positive and significant contribution to the housing supply in Midleton and the greater Metropolitan Cork area.