



## Statement of Consistency

Proposed Strategic Housing Development - 'The Meadows', Bessborough, Ballinure, Blackrock, Cork.

Client Estuary View Enterprises 2020 Limited

March 2022

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Connecting places.

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# Introduction

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## Purpose of Statement

This statement of consistency has been prepared in accordance with the provisions of Section 5(2) of the Planning and Development Acts and accompanies a Strategic Housing Development (SHD) application. The SHD legislation specifies that all SHD applications must be accompanied by a statement which demonstrates that they are consistent with the relevant National, Regional and Local policies as pertaining to the proposed development.

The proposed development site, c. 2.29 ha in area, is located on a predominantly greenfield site to the north-east of Bessborough House, on lands that were historically farmland within the demesne of the Bessborough Estate, previously in institutional use. The site is adjacent to Mahon District Centre and the Passage West Greenway to the east, with a local access road running along the western boundary and the Alzheimer Society of Ireland's Daycare Centre and a HSE support unit located to the north. It is approximately 5km from Cork City Centre.

The development will provide for the construction of a residential development of 280 no. residential apartment units with supporting tenant amenity facilities, café, crèche, and all ancillary site development works. The proposed development includes 280 no. apartments to be provided as follows: Block A (6 no. studio apartments, 14 no. 1-bedroom, 34 no. 2-bedroom & 1 no. 3-bedroom over 1-6 storeys), Block B (37 no. 1-bedroom & 49 no. 2-bedroom over 6-10 storeys), Block C (31 no. 1-bedroom, 36 no. 2-bedroom & 6 no. 3-bedroom over 5-9 storeys) and Block D (30 no. 1-bedroom, 31 no. 2-bedroom & 5 no. 3-bedroom over 6-7 storeys).

The proposal includes a new pedestrian/cycle bridge over the adjoining Passage West Greenway to the east, connecting into the existing down ramp from Mahon providing direct access to the greenway and wider areas.

The proposed development provides for outdoor amenity areas, landscaping, under-podium and street car parking, bicycle parking, bin stores, 2 no. substations one of which is single storey free standing, a single storey carpark access building, public lighting, roof mounted solar panels, wastewater infrastructure including new inlet sewer to the Bessborough Wastewater Pumping Station to the west, surface water attenuation, water utility services and all ancillary site development works. Vehicular access to the proposed development will be provided via the existing access road off the Bessboro Road.

Part of the proposed development is situated within the curtilage of Bessborough House which is a Protected Structure (Reference: RPS 490).

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.

The statement of consistency has been compiled in a hierarchy according to National, and Local Policy. In accordance with the Board's Guidance for Prospective Applicants

this statement is intended to be clear and concise in its demonstration that the proposed development is consistent with these policies. A summary of the relevant policy from each publication has been provided in tabular format with associated comments on how the proposed scheme is consistent with same.

# National Policy

## Rebuilding Ireland Action Plan for Housing and Homelessness

The action plan for housing and homelessness is based around 5 pillars, including the aim of building more homes as well as improving the rental sector. The plan includes a number of Action points relating to the 5 key pillars.

Policy	Consistency of scheme
<p>Pillar 3 – Build More Homes aims to support the building of new homes and outlines the Government objective “to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs”. This Plan sets ambitious targets to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021.</p> <p>The plan outlines a number of key steps that should be taken to deliver on the pillar three objective including:</p> <ul style="list-style-type: none"> <li>Planning reforms</li> <li>Putting in place a National Planning Framework and land management actions</li> <li>Efficient design and delivery methods to lower housing delivery costs</li> <li>Measures to support construction innovation and skills.</li> </ul>	<p>The suitability of the subject site as a sustainable location within Cork City, as well as proposed mix of dwellings, ensures that the subject proposal will contribute positively to meeting the pillar three objective of doubling the completion level of additional homes in the next four years to deliver over 25,000 homes on average per annum.</p> <p>The proposed development falls under the Strategic Housing Development planning process aimed at fast tracking the delivery of much needed housing. In addition, as outlined below, the proposal is consistent with the National Planning Framework and its stated aim of consolidating new population and housing growth within the footprint of the main towns and cities.</p>
<p>The action plan notes “there is an acute shortage of apartment developments in the centre of Cork, despite a growing demand from new FDI-type employers establishing adjacent to the city centre, because of the gap between delivery costs and prices of second-hand homes in the wider Cork city area. Therefore, closing the supply gap, particularly in the right locations, is critically dependent on ensuring viability of housing provision, taking account of the prices that are affordable to potential buyers and renters.</p>	<p>The proposed development site is in a key sustainable location in close proximity to Mahon District Centre, where several FDI-type employers are established. The location is also served by a regular bus service to Cork City Centre, with Mahon identified as the terminus of the planned Light Rail Transit System. The proposed development is comprised wholly of apartment units. Both factors will ensure that the subject proposal contributes positively to addressing the acute shortage of apartment development in the wider Cork City area.</p>

## Project Ireland 2040: National Planning Framework

The National Planning Framework outlines the policies and objectives for development in Ireland up to 2040 given the expected population growth of 1 million people. The Framework is underlined by a number of strategic outcomes including compact growth, sustainable mobility and the transition to a low carbon and climate resilient society. The purpose of the NPF is outlined as being to enable all parts of the country to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognising Dublin's ongoing key role.

Policy	Consistency of scheme																																
<p><i>National Policy Objective 2A</i> - A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.</p> <p><i>National Policy Objective 3B</i> - Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.</p> <p><i>National Policy Objective 4</i> - 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.</p> <p><i>National Policy Objective 8</i> - Ensure that the targeted pattern of population growth of Ireland's <i>cities</i> to 2040 is in accordance with the targets set out in Table 4.1.</p>	<p>The proposed development is consistent with all strategic aims and objectives contained in the NPF. The development is in accordance with National Policy Objectives 2a, 3b, 8 and 11 which aim to increase Cork City and suburbs to a minimum population of 314,000 by 2040 and which will require a growth rate of 50-60%. The subject site is located adjacent to the existing population centre of Mahon. It is located in close proximity to Mahon Industrial Estate, Mahon District Centre and Blackrock Hall Primary Care Centre. These areas are employment and retail hubs.</p>																																
<p><b>Table 4.1   Ireland 2040: Targeted Pattern of City Population Growth</b></p> <table border="1"> <thead> <tr> <th rowspan="2">City</th> <th rowspan="2">Population 2016</th> <th colspan="2">Population Growth to 2040<sup>27</sup></th> <th rowspan="2">Minimum Target Population 2040</th> </tr> <tr> <th>% Range</th> <th>People</th> </tr> </thead> <tbody> <tr> <td>Dublin - City and Suburbs</td> <td>1,173,000</td> <td>20-25%</td> <td>235,000 - 293,000</td> <td>1,408,000</td> </tr> <tr> <td>Cork - City and Suburbs</td> <td>209,000</td> <td>50-60%</td> <td>105,000 - 125,000</td> <td>314,000</td> </tr> <tr> <td>Limerick - City and Suburbs</td> <td>94,000</td> <td>50-60%</td> <td>47,000 - 56,000</td> <td>141,000</td> </tr> <tr> <td>Galway - City and Suburbs</td> <td>80,000</td> <td>50-60%</td> <td>40,000 - 48,000</td> <td>120,000</td> </tr> <tr> <td>Waterford - City and Suburbs</td> <td>54,000</td> <td>50-60%</td> <td>27,000 - 32,000</td> <td>81,000</td> </tr> </tbody> </table>	City	Population 2016	Population Growth to 2040 <sup>27</sup>		Minimum Target Population 2040	% Range	People	Dublin - City and Suburbs	1,173,000	20-25%	235,000 - 293,000	1,408,000	Cork - City and Suburbs	209,000	50-60%	105,000 - 125,000	314,000	Limerick - City and Suburbs	94,000	50-60%	47,000 - 56,000	141,000	Galway - City and Suburbs	80,000	50-60%	40,000 - 48,000	120,000	Waterford - City and Suburbs	54,000	50-60%	27,000 - 32,000	81,000	<p>The excellent public transport provision augments the connectivity of the subject lands provided by proximity to the Passage West Greenway and the Cork Heritage Park Greenway. In combination these underpin the sustainability of the proposed development. The proposed housing mix ranging from studio apartments to 3 bedroom units, highlights the aim of the developer to provide homes for a diverse range of households in compliance with Objective 4, while the high quality architectural and landscape design when viewed in conjunction with this connectivity will ensure that it is an attractive and liveable place.</p>
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<p><i>National Policy Objective 11</i> - In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</p>																																	



*National Policy Objective 13–*

In urban areas, planning and related standards, including in particular 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.

While predominantly 5 – 7 storeys, the scheme ranges from 1 – 10 storeys. It should be noted however, that only one block in the scheme in the north-eastern corner reaches 10 storeys. The site is within the Mahon Key Development Area and it has been established under ABP-308790-20 and Cork City Council Reference 20/39702 / ABP 309560-21 that there is no objection in principle to heights of 7-8 storeys at this location. The general scale of the proposed development is consistent with, and indeed less than this is some areas.

We note that 3-5 storey height is considered appropriate in principle in major developments as outlined in the Cork City Development Plan (CCDP) and in exceptional circumstances height of up to 23 metres (approximately 6-7 storey equivalent) are permissible. The City Council has identified Docklands and South Mahon as areas with the potential to accommodate high buildings, noting that:

*'tall buildings will normally be appropriate where they are accessible to a high quality public transport system which is in operation or proposed and programmed for implementation.'*

We consider the scale of the development complies with these objectives and is supported by the National Height Guidelines and the Apartment Guidelines where increased height is considered appropriate in 'Central and/or Accessible Urban Location' sites such as the subject site which is a sustainable location.

The Townscape and Visual Impact Assessment prepared by Macroworks included as Chapter 4 of the accompanying EIAR notes that the most notable landscape/townscape impacts of the application site will result from the 4 no. buildings that range in height from 6 to 10 storeys, and to a maximum height of 48.35m. These reflect the increase in the scale of the proposed development in proximity to the Mahon District Centre, where it is considered compatible with the townscape fabric and character within the vicinity of the site, and wider study area. This view is supported by the accompanying photomontages prepared by Pederson Focus Ltd. (refer Chapter 4 of EIAR). Chapter 4 of the EIAR concludes that the proposed development is an *'appropriate contribution to the built fabric of the study area that will not result in any significant townscape or visual impacts'*.

Car parking in the scheme will be reduced to 98 residents' under-podium parking spaces at a standard of 1 space per c.2.86 units. In addition, 4 no. surface parking spaces will be provided for crèche drop-off use. These

	<p>parking provision will include mobility spaces and EV charging points, the latter further encouraging sustainable travel.</p>
<p><i>National Policy Objective 27:</i></p> <p>Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritizing walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.</p>	<p>The promotion of walking and cycling is an integral element of the design proposal. As the enclosed Landscape Design Strategy indicates direct pedestrian and cycling connectivity is provided to the Passage West Greenway via a proposed new pedestrian bridge over the greenway. This greenway connects the city centre with Mahon and Rochestown. The greenway and the adjoining, less used Cork Heritage Park Greenway, will provide future residents with a pleasant and quality recreational amenity whilst also providing a safe and accessible method of getting to and from employment centres such as Cork City and Mahon. The proposed development is also within a 5 minute walking distance of the 215-bus stop providing connections to Cork City again accessed via the Passage West greenway. The application is supported by a Walking and Cycling Audit and a Mobility Management Plan prepared by MHL &amp; Associates, which concurs with this assessment.</p>
<p>National Policy Objective 32 - To target the delivery of 550,000 additional households to 2040.</p> <p>National Policy Objective 33 - To prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</p> <p><i>Key Future Growth Enablers for Cork Include:</i></p> <p>The development of a much-enhanced Citywide public transport system to incorporate subject to further analysis, proposals for an east-west corridor from Mahon, through the City Centre to Ballincollig and a north-south corridor with a link to the Airport;</p> <p>Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Monard.</p> <p>The plan also outlines 10 national strategic outcomes which include</p> <ul style="list-style-type: none"> <li>• Compact Growth</li> <li>• Sustainable Mobility</li> <li>• Enhanced Amenity and Heritage</li> <li>• Transition to a low carbon and climate resilient society</li> </ul>	<p>Objective 32 and 33 of the NPF emphasises the importance of providing additional homes in locations that can support sustainable development. The Key Future Growth Enablers for Cork include the development of an enhanced public transport corridor. This includes an east-west corridor from Mahon through the city centre to Ballincollig. The Cork Metropolitan Area Transport Strategy sets out proposals for a Light Rail Transit (LRT) along this corridor. This proposed LRT will augment the existing excellent connectivity of the subject lands and the sustainability of the proposed development.</p> <p>The lands in question are predominantly zoned ZO4 – Residential, Local Services and Institutional Uses, within an area of High Landscape Value, with proposed infrastructure upgrades traversing the ZO 12 – Landscape Preservation Zone.</p> <p>The proposal will contribute directly to a positive increase in residential density in the area, whilst appropriately respecting the sensitive landscape and established built environment. It will contribute directly to the realisation of compact growth, one of the national strategic outcomes.</p> <p>Furthermore, it will provide a critical mass of population to underpin the viability of the enhanced public transport and will also promote sustainable mobility across the site</p>

<ul style="list-style-type: none"> <li>• Access to Quality Childcare, Education and Health Service.</li> </ul>	<p>and to other areas. In addition, it will contribute towards achieving the national strategic outcomes of enhanced amenity and heritage and access to quality childcare.</p>
<p><i>National Policy Objective 35-</i></p> <p>Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.</p>	<p>The proposed development represents the opportunity to develop lands that were within the estate of a former institutional use. While the site is in close proximity to the Mahon District Centre, more crucially the proposed 1 - 10 storey development will contribute directly to a positive increase in residential density in a predominantly low-density residential area. Given that this area is within the corridor of the proposed LRT high frequency public transport infrastructure, it is considered that higher density residential development is appropriate and warranted.</p>
<p><i>National Policy Objectives 64:</i></p> <p>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.</p>	<p>The proposed development is consistent with the strategic aims of the NPF as it will result in a high-density development on a greenfield site in a suburban area which is supported by public realm and urban amenities. The proposed development is located directly adjacent to the popular Passage West Greenway and the adjoining Cork Heritage Park Greenway which connect the city centre, Mahon and Rochestown. The proposed development includes the linkage to this greenway via a new pedestrian access bridge. This will facilitate easy access to Mahon District Centre and Cork City Centre. The proposed development at this location will encourage future residents to use walking and cycling as their dominant mode of travelling.</p> <p>Furthermore, the blocks have been arranged to optimise solar orientation, with 43.2% of units achieving dual aspect orientation, sustainable surface water drainage systems are employed through the use of sedum-based green roofs. All buildings are designed to current NZEB standards high insulation values and efficient energy systems and roof mounted solar panels are included in the design.</p>

## S. 28 Ministerial Guidelines

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This section provides an outline of what we consider to be the relevant Guidelines issued by the Minister in accordance with Section 28 of the Planning and Development Act 2002 - 2019, namely the *Design Standards for New Apartments: Guidelines for Planning Authorities 2020* and the *Urban Development and Building Height Guidelines for Planning Authorities 2018*.

Section 28(1)(c) of the Planning and Development Act 2002 – 2019 specifies that these guidelines:

***“may contain specific planning policy requirements that, notwithstanding subsection (1), are required to be applied by planning authorities and the Board in the performance of their functions”***

We consider that the following specific planning policy requirements contained in the Urban Development and Building Height Guidelines are relevant to the Proposed development.

*SPPR1 -*

*In accordance with Government policy to support increased building height in locations with good public transport accessibility, particularly town/City cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.*

*SPPR3*

*It is a specific planning policy requirement that where;*

- 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and*
- 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;*

*then the planning authority may approve such development, even where specific objectives of the relevant development plan, local area plan or planning scheme may indicate otherwise*

Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities 2020:

The 2020 Guidelines refer to the need to significantly increase supply as a key pillar of the overarching Rebuilding Ireland Housing Action Plan. Urban Areas are identified as the most suitable locations for apartments and are divided into 3 categories: 1. Central and/or Accessible Urban Locations, 2. Intermediate Urban Locations, 3. Peripheral and/ or Less Accessible Urban Locations.

Policy	Consistency
<p>Section 2.4 of the Guidelines define Central and/or Accessible Urban Locations' as:</p> <ul style="list-style-type: none"> <li>• Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;</li> <li>• Sites within reasonable walking distance (i.e. up to 10 minutes or 800- 1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and</li> <li>• Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10-minute peak hour frequency) urban bus services.</li> </ul> <p>These definitions are meant to be interpreted as typical rather than 'exhaustive' and the Guidelines indicate that the full range of locations 'will require local assessment that further considers these and other relevant planning factors'.</p> <p>The Guidelines contain various Specific Planning Policy Requirements and objectives that apply to the proposed development.</p>	<p>We consider that the proposed development site can be defined as a Central and / or <u>Accessible Urban Location</u>, that is suitable for high density development comprising wholly apartments. As demonstrated by the enclosed Connectivity Map and bus route analysis, it is:</p> <ul style="list-style-type: none"> <li>▪ Within walking distance Mahon, a strategic employment location, which includes Mahon Point Retail Park and Mahon Industrial Estate. These are major employment centres in Cork City as acknowledged in regional and local policy.</li> <li>▪ The 215/ 215A routes are served by a bus stop outside the City Gate, accessible via the Passage West Greenway (c.100 metres from site). The 215 bus serves Mahon, Cork City Centre and Blarney and operates at 15 min intervals at peak time while the 215A also serves this area operating at 30 min intervals from Jacobs Island to South Mall. The 219 bus also uses the bus stop next to the subject site. In combination, they provide an average peak (c.7:00-9:00 am, 16:00-18:00 pm) frequency of service every 10 minutes during the week, please refer to appended analysis. Bessborough Estate is also within a 5 minute walking catchment of the high frequency (10 minute peak frequency) 202 bus services to the north.</li> <li>▪ Providing connections to services such as Cork University Hospital and Cork Institute of Technology.</li> <li>▪ The Cork Metropolitan Area Transport Strategy (CMATS) 2040 was published in Q1 of 2020. This strategy proposes the development of an east to west Light Rail Transit (LRT) rapid transport corridor as an objective for Cork City.</li> </ul>



- CMATS proposes that a tram stop will be located adjacent to the subject site at Mahon Point. The 2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas promote the development of higher densities at 'lands within existing or planned transport corridors.

CMATS proposes that the LRT will be preceded by a high-frequency bus service between Mahon and Ballincollig. This will be delivered in the short-term to underpin higher development densities along the corridor including the regeneration of the Cork City Docks.

**Specific Planning Policy Requirement 1**

Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).

The number of studio and 1 bedroom apartments provided within the scheme accounts for 42.1% of the overall units, with only 2.1% accounted for by studio apartments. This is within that 50% maximum as specified in SPR1.

**Specific Planning Policy Requirement 3**

Minimum Apartment Floor Areas

- Studio apartment (1 person) – 37 sq. m
- 1-bedroom apartment (2 persons) – 45 sq. m
- 2-bedroom apartment (3 persons) – 63 sq. m
- 2-bedroom apartment (4 persons) – 73 sq.m
- 3-bedroom apartment (5 persons) – 90 sq. m

All apartments to be provided within the scheme are studio or 1-3 bedroom and, as outlined in the accompanying Housing Quality Assessment (ref Design Statement prepared by ShipseyBarry Architecture), all are in excess of the minimum required floor areas.

In addition, and in accordance with Section 3.8 of the Guidelines on Safeguarding Higher Standards, the Board will note from the Housing Quality Assessment that almost 57.8% of the total units within the proposal are 10% over the minimum required gross floor area.

**Specific Planning Policy Requirement 4**

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the

As outlined in the accompanying Housing Quality Assessment (ref Design Statement prepared by ShipseyBarry Architecture), the proposed scheme achieves dual aspect in 43.2% of the proposed units. This is in excess of the 33% minimum for central/ accessible locations as outlined in the 2020 Apartment Guidelines.

subject site characteristics and ensure good street frontage where appropriate

Specific Planning Policy Requirement 5

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

Ground level floor to ceiling heights of in excess of 2.7 metres are provided for in the proposed apartments.

Section 4.17:

A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units.

In order to meet the quantity requirements as outlined in the 2020 guidelines, the applicant would need to provide a total of 594 bicycle parking spaces when resident and visitor parking is accounted for (ref Table below).

Type	No Units	Bike Space Requirement
Studio	6	6
1 bed	112	112
2 bed	150	300
3 bed	12	36
Visitor		140
Total	280	594

The proposed development will provide 464 resident bike spaces, and 140 visitor bike spaces (604 no. bike spaces total). This exceeds the minimum requirement of 594 spaces.

Resident bicycle parking is provided in interior storage areas by way of a two-tier parking rack system, which are accessible only by residents and will be well lit and maintained by the management company. Visitor bicycle parking is provided in external areas adjacent to the buildings.

Appendix 1:

Minimum floor areas for private amenity space:

This standard has been met with all apartments enjoying either terraces or balconies that are compliant with the minimum area requirement for private open space. See

<p>Studio- 4 sq.m</p> <p>One bedroom- 5 sq.m</p> <p>Two bedroom (3 person) 6 sq.m</p> <p>Two bedroom (4 person) 7 sq.m</p> <p>Three bedroom- 9 sq.m</p>	<p>accompanying Housing Quality Assessment (ref Design Statement prepared by ShipseyBarry Architecture),.</p>
<p>Minimum floor areas for communal amenity space:</p> <p>Studio- 4 sq.m</p> <p>One bedroom- 5 sq.m</p> <p>Two bedroom (3 person) 6 sq.m</p> <p>Two bedroom (4 person) 7 sq.m</p> <p>Three bedroom- 9 sq.m</p>	<p>The proposal provides 2,119 m<sup>2</sup> of communal amenity space. This is in excess of the minimum requirement of 1,742 m<sup>2</sup> (as outlined in the Area Schedule section of the accompanying Design Statement prepared by ShipseyBarry Architecture).</p>

**Urban Development and Building Heights: Guidelines for Planning Authorities 2018**

The guidelines published in 2018 have arisen from a recognition that the ambitious targets contained within the NPF, particularly in relation to accommodating 50% of future growth within the existing footprint of our cities, will not be met unless developments of greater height and scale are supported by the Planning Authorities. The guidelines refer to the traditional building heights in our urban areas which have been limited and generally low rise in terms of height. The need to secure compact and sustainable urban growth forms will require the reuse of brownfield infill sites that are located in well serviced urban locations and are served by good public transport links.

Policy	Consistency
<p>The guidelines refer to locations that would be considered City and town centres, such as within the ring in Dublin and other analogous areas in other cities. In such areas, the guidance suggests that building heights of at least 6 storeys should be supported at street level, particularly where there are concentrations of enabling infrastructure to cater for such development and where architectural, urban design and public realm outcomes would be of very high quality.</p> <p>The Development Management Criteria set out in the guidelines note at the scale of the city/town that the site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p>	<p>The City Development Plan recognises 'Mahon as a Key Development Area'. The height of the proposed building is therefore consistent with these guidelines.</p> <p>The proposed development will provide for a high quality architectural, urban design and public realm outcome in this location as outlined in the various supporting documentation.</p> <p>Existing and proposed enabling infrastructure including the planned public transport upgrade for a Light Rail Transit corridor (LRT) from Mahon to Ballincollig as outlined in the CMATS are capable of accommodating the proposal.</p>



Section 2.8 refers to Historic Environments and their sensitivity to large scale and tall buildings. In response to this the guidance proposes that:

“an examination of the existing character of a place can assist planning authorities, and others to:

- establish the sensitivities of a place and its capacity for development or change and;
- define opportunities for new development and inform its design.

The proposed development includes extensive analysis of the existing character and sensitivities of the area including:

- a Townscape and Visual Impact Assessment (refer Chapter 4 of the accompanying EAIR),
- a Landscape Design Strategy prepared by Ilsa Rutgers Landscape Architecture which includes as an Appendix an Historic Landscape Assessment prepared by Forestbird Design,
- a Cultural Heritage Assessment (refer Chapter 10 of the accompanying EAIR) and
- a detailed Architectural Design Statement.

This analysis has informed a sympathetic architectural and public realm / landscaping design, which has also been heavily influenced by the opinion of the Council's Architect. The resulting design will provide a more appropriate land use and an enhancement to the area that benefits its historic character.

Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?

The proposal delivers:

- sustainable, compact development, on a key greenfield site adjacent to significant commercial/ retail and employment areas
- on targets with national, regional and local planning objectives
- development that promotes sustainable modes of travel i.e. walking, cycling, public transport

The proposed development is in accordance with the zoning and landscape objectives of Cork City Development Plan.

Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?

The proposed development is in accordance with the zoning objectives of Cork City Development Plan – ‘Z0 4: Residential, Local Services and Institutional Uses’. Minor ancillary works are proposed in the adjoining SE4 – Bessboro House Landscape Preservation Zone to the south, entailing the upgrading of an existing sewer line. The design of the proposed development has also been cognisant of the Development Plan Objective 10.4 in relation to Areas of High Landscape Value.

Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that

implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?

Cork City Development Plan 2015 and the Mahon LAP (now lapsed) pre-date these Guidelines as well as the NPF. We consider that it has been effectively demonstrated that the proposed development will secure strategic National Objectives of compact, higher density growth, and increased height in suitable urban areas adjacent to a transport corridor as outlined in the latest National Guidance.

SPPR1 -

In accordance with Government policy to support increased building height in locations with good public transport accessibility, particularly town/City cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.

The proposed development site is considered ideal for increased scale given its strong connectivity and central accessible location.

The identification of suitable areas for increased height will undoubtedly form part of the next city development plan, as is indicated by the inclusion of this topic in the Draft City Development Plan 2021. However, in the absence of this guidance currently, the proposed scheme is accompanied by extensive supporting material including a Townscape/Landscape and Visual Assessment (Ref Chapter 4 of the accompanying EIAR) and a Cultural Heritage Assessment (ref Chapter 10 of the accompanying EIAR).

SPPR4 -

It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:

1. the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines;
2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and
3. avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.

The location of the site within the Cork City boundary, adjacent to a Mahon District Centre renders it suitable for the proposed mix of building heights and typologies: with the taller, higher density units to the north-east, presenting a robust architectural presence, in close proximity to the Mahon District Centre, the greenway and proposed enhanced public transport route, while the smaller, lower density buildings are to the south-west of the site, in keeping with the grain of the adjacent Bessborough House. An overall density of c. 122 units/hectare is proposed, in excess of the minimum density for such locations as set out in the Ministerial Guidelines.

While echoing the geometry of the historic building clusters of Bessborough House, with enclosed spaces and courtyards, mono-type buildings are avoided by the wide mix of building heights and a number of different apartment block designs within this form.

The development provides a terrace of single storey studio apartments, in addition to a wide range of 1 - 3 bedroom apartments. The character of these spaces

	<p>varies across the scheme to attract a diverse range of residents.</p>
<p><b>Development Management Criteria</b></p> <p>In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/ An Bord Pleanála, that the proposed development satisfies the following criteria:</p> <p>At the scale of the relevant city/town</p> <p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p>	<p>The site is well served by a number of high frequency bus routes including the 202, 202A, 215, 215A and 219 which provide connections to Cork City Centre, CUH and CIT. The connectivity of the site is outlined in the accompanying connectivity map. In addition, an east-west Light Rail Transit (LRT) public transport corridor from Mahon, through the city centre to Ballincollig will result in the creation of a high frequency public transport hub in this vicinity.</p> <p>Chapter 4 of the submitted Environmental Impact Assessment Report (EIAR) includes a Landscape/Townscape and Visual Assessment (LVIA). The LVIA considers that the most notable impact will arise from the 4 no buildings of 6 – 10 storeys. However, it considers these to be compatible to the adjacent townscape fabric and character of Mahon District Centre, therefore the magnitude of the operational impacts is considered to be medium-low. The LVIA considers that the proposed development is an appropriate contribution to the built fabric of the study area that will not result in any significant townscape or visual impacts. It concludes that on balance, the potential for cumulative impacts arising as a result of the proposed development in combination with existing urban development in the study area will not be significant.</p> <p>The accompanying Architectural Design Statement outlines approach towards and rationale behind the design of the proposal. The proximity to Bessborough House is an integral element to the design and the relationship with the protected structure is a principal design consideration.</p> <p>Chapter 10 of the submitted EIAR, prepared by John Cronin and Associates, assesses the impacts of the proposed development on the known and potential cultural and heritage resource. It states that the</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 proposal avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered.

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

proposed development represents a very good integration of new high-quality high-density accommodation within the historic landscape setting. The Chapter concludes that the proposed development, in combination with phase two ("The Farm") will not act in combination with those projects to result in likely significant operational phase cumulative impacts on the recorded archaeological sites and architectural heritage structures within the property.

As the accompanying Design Statement, LVIA (ref Chapter 4 of the accompanying EIAR) and Landscape Design Strategy note the design responds to the building clusters and enclosures of Bessborough House. However, while respecting the scale and form of the estate house in the south-western portion of the site, higher densities are achieved in the north-east of the site, where an uplift in building height and scale reflects the adjoining urban form in the Mahon District Centre. The LVIA (ref Chapter 4 of the accompanying EIAR) notes that the enhanced connectivity and amenity space resulting for the proposed development will make a positive contribution towards the Mahon urban neighbourhood and improve the integration of the Bessborough Estate lands with the wider Mahon area by way of the proposed new access to the adjacent greenway. By providing passive surveillance the proposed layout will enhance the urban context for the Greenway.

The architectural design has been considered to minimise massing impacts through a block based approach with extensive glazing. The proposed design includes L-shaped apartment buildings arranged to reflect the forms and geometries of the Bessborough House historic building cluster, with enclosed amenity spaces.

Additional building heights are introduced in proximity to the established urban area of Mahon. The mass of the scheme will also be further broken down through the change of materials along the building facades.

The proposed development is adjacent to the Lough Mahon estuary. The proposal includes the provision of a new access point to the adjacent greenway, forming an integral connection between the site and

considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

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.

The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

At the scale of the site/building

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.

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight

the nearby water frontage. The proposed layout will enhance the urban context for the Greenway, the proposed Bessboro Estate neighbourhood park and the Loughmahon marine frontage. There are no watercourses located within the subject site. The subject site is located outside delineated flood zones A and B as defined in the Mahon Local Area Plan 2014 (LAP), which are confined to the south of the N40 in the vicinity of the subject lands.

The proposed public realm improvements will result in a DMURS compliant streetscape (ref enclosed DMUR Statement prepared by MHL & Associates) and will produce an urban environment that integrates with the surrounding environment. The proposed development will improve the inter-relationship and linkage between the Bessboro Estate and Mahon District Centre.

Section 2.24 of the CCDP notes in relation to Mahon that “*there is a need for a balance between residential and employment uses*”. The proposed development would contribute towards addressing this imbalance. As a mixed scheme with a range of residential typologies and share resident facilities, the proposal would contribute positively towards enhancing the housing mix of the area. The juxtaposing of the proposed compact high-density apartments with the existing low-density housing in the vicinity would result in an overall acceptable and sustainable level of development.

The chosen block layout and modulation of heights will reduce the massing effect of the proposal while ensuring adequate daylight and amenity to existing and future residents and reflecting the scale of the adjoining built environs. As outlined in the Design Statement, the proposed block arrangements have been refined in response to considerations of amenity segregation and to maximise access to daylight.

Refer to enclosed Daylight Reception Analysis Report and Sunlight and Shadow Report produced by DK Partnership which conclude that the proposed development is in line with the best practice standards.

Refer to enclosed Daylight Reception Analysis Report and Sunlight and Shadow Report produced by DK

provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

#### Specific Assessments

To support proposals at some or all of these scales, specific assessments may be required, and these may include:

- Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.
- In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.
- An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.
- An assessment that the proposal maintains safe air navigation.
- Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.

Partnership which conclude that the proposed development is in line with the best practice standards.

The accompanying Microclimate Report produced by DK Partnership concludes that proposed development would have no significant adverse impacts with regard to microclimate.

The Biodiversity Section (Ref Chapter 9) of the accompanying EIA prepared by Dixon Brosnan Ecological consultants has assessed the proposal in the context of potential impacts on sensitive birds, bat and other fauna and flora. A number of mitigation measures are proposed which have been incorporated in the accompanying Construction and Environmental Management Plan prepared by JB Barry and Partners. Implementation of these measures will minimize any ecological impacts.

It is considered that the scale of the proposed development (1-10 storey) would not result in disruption to safe air navigation. A Telecommunication Signal Interference Report has been prepared by DK Partnership which concludes that there appears to be no telecommunication signals crossing the new development site and that it is very unlikely that the new development can interfere, disturb or block any existing licensed telecommunication signal.

The application is accompanied by an EIA and in addition an NIS has been prepared by Dixon Brosnan Ecological Consultants. These indicate that the proposed development will have no significant long-term impact on the receiving environment.

Guidelines for Planning Authorities: Sustainable Residential Development in Urban Areas, 2009

The Sustainable Residential Development in Urban Areas, 2009 provides statutory guidelines which will assist planning authorities, developers, architects and designers in delivering high quality residential development. The objective of the document is to produce high quality and crucially sustainable developments. The guidelines mentioned in the table below are aimed at assisting planning authorities, developers, architects and designers create quality homes and neighbourhoods at places where people want to live, work and raise families.

Policy	Consistency
<p>The specific guidelines are as follows:</p> <ol style="list-style-type: none"> <li>1. The Role of Design</li> <li>2. Sustainable Neighbourhoods</li> <li>3. Cities and Larger Towns</li> <li>4. The Home and its Setting</li> </ol>	<p>A Design Statement prepared by ShipseyBarry Architecture and a Planning Statement prepared by HW Planning accompanies this submission which addresses the guidelines listed in order to create a sustainable place and neighbourhood where people want to live and work.</p>
<p>Section 4.2 <i>In institutional lands and 'windfall' sites which are often characterised by a large private or institutional building set in substantial open lands and which in some cases may be accessible as an amenity to the wider community, any proposals for higher density residential development must take into account the objective of retaining the "open character" of these lands, while at the same time ensuring that an efficient use is made of the land. In these cases, a minimum requirement of 20% of site area should be specified; however, this should be assessed in the context of the quality and provision of existing or proposed open space in the wider area. Whilst the quantum of open space may be increased vis-à-vis other sites, the amount of residential yield should be no less than would be achieved on any comparable residential site. Increasing densities in selected parts of the site subject to the safeguards expressed elsewhere may be necessary to achieve this.</i></p>	<p>As highlighted in the accompanying Landscape Design Strategy prepared by Ilsa Rutgers Landscape Architecture, the provision for public open space at 25.83% of the site area, is in accordance with the minimum 20% requirement for Institutional lands.</p>
<p>Section 4.27: Historic Buildings: <i>'The main issues likely to arise in the context of residential development relate to potential impacts on either protected structures (including curtilages) or architectural conservation areas. Detailed advice is provided in the Architectural Heritage Protection Guidelines issued by the Department in 2004. There is a need to be creative in re-using protected buildings and in making them accessible to people with disabilities, whilst respecting their architectural</i></p>	<p>The proposed development is in close proximity to Bessborough House, a protected structure. ShipseyBarry Architects have liaised closely with the project archaeologist, John Cronin and Associates, and Ilsa Rutgers Landscape Architecture to ensure that the architectural integrity of Bessborough House is respected and any impacts on its curtilage are minimised.</p>

*integrity, as this is the most likely way that they will be properly maintained and retained as part of our cultural heritage.s'*

Section 5.7: Appropriate locations for increased densities outlines:

*'where such significant sites exist and, in particular, are close to existing or future public transport corridors, the opportunity for their re-development to higher densities, subject to the safeguards expressed above or in accordance with local area plans, should be promoted, as should the potential for car free developments at these locations'*

Section 5.10: Institutional Lands

*'A considerable amount of developable land in suburban locations is in institutional use and/or ownership. Such lands are often characterised by large buildings set in substantial open lands which in some cases may offer a necessary recreational or amenity open space opportunity required by the wider community. In the event that planning authorities permit the development of such lands for residential purposes, it should then be an objective to retain some of the open character of the lands, but this should be assessed in the context of the quality and provision of existing or proposed open space in the area generally. In the development of such lands, average net densities at least in the range of 35-50 dwellings per hectare should prevail and the objective of retaining the open character of the lands achieved by concentrating increased densities in selected parts (say up to 70 dph).'*

The proposed development is in close proximity to the proposed Light Rail Transit (LRT) east to west rapid transport corridor which serves Mahon, Cork City Centre and Ballincollig proposed in the Cork Metropolitan Areas Transport Strategy 2040. It is envisaged that a tram stop will be located adjacent to the subject site at Mahon point. The development of higher densities is therefore justified as the existing Passage West Greenway will provide easy walking access to the envisaged LRT tram stop.

The subject site was previously within the demesne of Bessborough House, institutional lands, which accord with the description set out in Section 4.2 of a large building set in substantial open space. The underlying design rationale has been to retain this "open character" while ensuring the efficient use of the zoned lands. 25.83% of the site (3,958m<sup>2</sup>) is proposed for public open space. It is considered that this is appropriate in light of the High Value Landscape designation and the protected structure status of nearby Bessborough House and its curtilage.

At a density of c. 122 units/hectare, the proposed layout achieves an appropriate residential yield with increased densities in the north-eastern portion of the site, adjacent to Mahon District Centre and the Greenway where the proposed development is peripheral to Bessborough House, as can be seen in the contextual elevation from the south on page 74 of the enclosed Design Statement.

## Urban Design Manual: A Best Practice Guide

The proposed residential development on lands to the north-eastern portion of the former institution lands has been designed in accordance with best practice as outlined in the 2009 Urban Design Manual. The Manual outlines 12 criteria that should guide urban residential development in the context of the individual homes, the site on which they are located and the wider neighborhood. A comprehensive Design Statement prepared by ShipseyBarry Architecture accompanies this application which addresses the proposed developments compliance with these 12 criteria.

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

The Design Manual for Urban Roads and Streets provides guidance relating to the design of urban roads and streets. The document presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with



regard to street networks and individual streets. The relevant principles, approaches and standards listed in the table below are intended for use by suitably qualified and experienced designers who work within the built environment professions in order to create attractive streets and roads which facilitates a broad range of users.

Relevant Principles and Guidelines	Consistency
<ol style="list-style-type: none"> <li>1. Integrated Street Networks</li> <li>2. Movement and Place</li> <li>3. Permeability and Legibility</li> <li>4. Management</li> <li>5. Movement, Place and Speed</li> <li>6. Streetscape</li> <li>7. Pedestrian and Cyclist Movement</li> <li>8. Carriageway Conditions</li> </ol>	<p>This application is supported by a DMURS Statement prepared by MHL &amp; Associates Consulting Engineers. This statement addresses the relevant policies and principles listed in the Design Manual for Urban Roads and Streets, 2013 in order to create a balanced and attractive street and road network for the proposed development. A Traffic and Transportation Impact Assessment (TTIA) prepared by MHL &amp; Associates Consulting Engineers also accompanies this application.</p>

**Childcare Facilities: Guidelines for Planning Authorities 2001**

The National Childcare Guidelines for Planning Authorities provide a framework to guide both local authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals.

Policy	Consistency
<p>Appendix 2:</p> <p>In new communities/ new housing areas, planning authorities should require the provision of at least one childcare facility for new housing areas and other areas of residential development unless there are significant reasons to the contrary.</p> <p>An indicative standard of one childcare facility per 75 dwellings is recommended. One facility providing a minimum of 20 childcare facilities is considered to be a reasonable starting point</p> <p>The threshold for provision should be established having had regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas</p>	<p>The proposed development is a residential scheme consisting of 280 units. The proposal aims to deliver one childcare facility with capacity for 35 child spaces. This provision is in accordance with the indicative standard recommended in the 2001 childcare guidelines for Planning Authorities.</p> <p>The Statement of Childcare Provision prepared by HW Planning which accompanies this application sets out the rationale for providing 35 childcare spaces.</p>
<p>Circular PL 3/2016:</p> <p>in March 2016, the Department of the Environment, Community and Local Government issued a circular in</p>	<p>The proposed development has taken cognisance of this letter in relation to development of the creche on the site.</p>

relation to childcare facilities under the early Childhood Care and Education (ECCE) Scheme. Planning Authorities are requested to exclude matters relating to childcare facility standards outlined in Appendix 1 of the Childcare Facilities Planning Guidelines 2001 – including the minimum floor area requirements per child- from their consideration of planning applications relating to childcare facilities and to solely focus on planning related considerations that fall within the remit of the Planning and Development Act 2000, as amended, in the determination of such planning applications.

**Universal Design Guidelines for Early Learning and Care Settings 2019:**

In 2019, the Minister for Children and Youth Affairs launched the Universal Design Guidelines for Early Learning and Care Settings. These guidelines are an important step in making all Early Learning and Care services accessible to all children. This publication offers guidance on the refurbishment, renovation and building of centres for Early Learning and Care in Ireland. The guidelines apply to both new-build and retrofit projects and provide a flexible Universal Design framework to ensure that settings are accessible, understandable and easy to use for all children, staff, families and visitors.

Policy	Consistency
<p>An ELC setting should be well integrated with the local community and set within a high-quality public realm where the adjacent footpaths, streets and roads are accessible, understandable and easy to use for all families and ELC practitioners. The approach to the site should create a positive relationship between the setting and the community. The site design should provide a safe, comfortable and stimulating environment with high-quality pedestrian, cycling, parking, and pick-up and drop-off facilities</p>	<p>The proposed creche is situated in a well-integrated location within a high-quality public realm and complies fully with this requirement.</p>

# Regional Planning Policy

## Southern Regional Assembly: Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) sets out a 12 year strategic development framework for the Southern Region. The purpose of the Regional Spatial and Economic Strategies (RSES) is to support the implementation of the National Planning Framework while facilitating choices that reflect the differing needs of the regions. The strategies are proposed in the context of a renewed focus on “Regional Parity” in the NPF, being promoted to address anti-competitive pressures on Dublin by offering more sustainable choices and options for people, businesses and communities that can positively influence more sustainable patterns of living and working which benefit our entire society and make our economy more equitable and resilient.

The vision for the Southern Region is outlined in the RSES as follows:

- *Nurture all our places to realise their full potential;*
- *Protect and enhance our environment;*
- *Successfully combat climate change;*
- *Achieve economic prosperity and improved quality of life for all our citizens;*
- *Accommodate expanded growth and development in suitable locations; and*
- *Make the Southern Region one of Europe’s most creative, innovative, greenest and liveable regions..*

Policy	Consistency
<p>RPO 5 – Population Growth and Environmental Criteria</p> <p>Increased population growth should be planned with regard to environmental criteria including:</p> <ul style="list-style-type: none"> <li>• The assimilative capacity of the receiving environment.</li> <li>• The proximity of Natura 2000 Sites and the potential for adverse effects on these sites and their conservation objectives.</li> <li>• Areas that have potential to flood.</li> </ul>	<p>The proposed development is located in close proximity to an existing major population centre and proposed increases in population are in accordance with the objective of the National Planning Framework as reflected in the RSES.:</p> <p>The ‘Residential, Local Services and Industrial Uses’ zoning objectives that applies to the majority of the subject site allows for residential development.</p> <p>The proposed development is in close proximity to Cork Harbour Special Protection Area. This application is accompanied by an NIS which assess the impacts of the development on this European Site. It concludes that <i>‘it has been objectively concluded following an examination, analysis and evaluation of</i></p>

	<p><i>the relevant information, including in particular the nature of the predicted effects from the proposed development and with the implementation of the mitigation measures proposed, that the construction and operation of the proposed development will not adversely affect (either directly or indirectly) the integrity of any European site, either alone or in combination with other plans or projects.'</i></p> <p>The proposed development does not fall within a flood risk zone. Nonetheless the application is accompanied by a Site-specific flood risk assessment prepared by JB Barry &amp; Partners, which concludes that the subject development is at risk of flooding.</p>
<p>RPO 9 - Holistic Approach to Delivering Infrastructure</p> <p>It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives including:</p> <p>Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including flood risk management measures, environmental improvement, arts, culture and public realm..</p>	<p>The proposed development will provide for increased population growth in an area that is well served by existing public transport linkages and will promote non-car modes of transport.</p> <p>The proposed public realm improvements will provide an enhanced level of amenity in the area, which is currently marked by low-level dilapidation and dumping and subject to anti-social behaviour. It is therefore of limited amenity value. The proposed development will improve the overall pedestrian and cyclist experience. Furthermore, the subject site is not formally publicly accessible in its current form. The proposed development will result in enhanced public access to amenity areas on these lands.</p>
<p>RPO 10 – Compact Growth in Metropolitan Areas</p> <ul style="list-style-type: none"> <li>(a) The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.....</li> <li>(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.....</li> </ul>	<p>Ballinure is ideally placed for additional compact growth development. The proposed development site represents a greenfield site in lands zoned where appropriate residential development can be accommodated. It was previously within the demesne of a former institutional use. While the site is under-utilised it is located in close vicinity to several employment centres in Mahon and is also well connected to Cork City centre through frequent bus services and the Passage West Greenway.</p>

## Section 5.0: Housing and Regeneration

Section 5.0 identifies strategic housing and regeneration locations within the Cork Metropolitan area. Achieving NPF growth targets will require in depth consideration for new locations. Mahon is identified as a strategic housing location along the potential light rail corridor. Below are the RSES objectives and infrastructure priorities for the Mahon region:

- Potential Residential Yield: 1021 units
- New public transport bridge and route linking via Bessboro to Mahon.
- Expansion and upgrading of amenity areas and walking/ cycling routes.
- Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.

The proposed development at this greenfield site will assist in achieving the targets set out by the RSES for the Mahon region.

The proposal will deliver:

- The proposal will deliver 280 units which will contribute directly towards achieving the housing yield objective of 1021 units for the Mahon Area.
- Improved connectivity between the former Bessboro Estate and Mahon by means of a proposed pedestrian bridge over the Greenway.
- Provision of a creche, café and public amenity space to enhance the social and recreational infrastructure of the area.

## Cork Area Strategic Plan 2020 (CASP) and CASP Update 2008

The Cork Area Strategic Plan sought to provide a framework for the development of Cork over a 20-year period from 2000 – 2020 and outlined a number of key concepts including the following:

Policy	Consistency
<ul style="list-style-type: none"> <li>• To move towards a more sustainable form of development for the Cork Area.</li> <li>• To improve access and accessibility.</li> <li>• To promote integrated land use /public transport strategy.</li> <li>• To match the location of new housing as closely as possible with the location of employment growth centres.</li> <li>• To require an overall rise in housing densities and development that is concentrated rather than dispersed</li> </ul>	<p>The subject lands are located in a strategic location in the Cork Metropolitan Area. The provision of the proposed development will assist in achieving the housing targets identified in the 2008 CASP update.</p> <p>The proposed development has been designed in accordance with the concept of improving access and accessibility and would promote the integration of public transport and land-use planning.</p> <p>The proposed scheme matches the location of housing with employment growth centres as it is located in close proximity to Mahon Industrial Estate and Mahon District Centre.</p>



Appropriate density targets will be met to support efficient public transport in the context of the sites zoning, whilst appropriately respecting the sensitivities of the site. A net density of ca. 122 units per hectare in this context will ensure that the lands are developed in a sustainable way and will support public transport as proposed as part of the overall masterplan for Mahon

Cork  
Metropolitan  
Area Transport  
Strategy  
(CMATS)

The Cork Metropolitan Area Transport Strategy (CMATS) has been published in the context of the National Planning Framework (NPF) which envisages that Cork will become the fastest growing city region in Ireland in the coming years. This projected population and associated economic growth will result in a significant increase in the demand for travel. This demand needs to be managed and planned for carefully to safeguard and enhance Cork's attractiveness to live, work, visit and invest in.

Policy	Consistency
<p>Key outcomes for walking in the strategy include:</p> <p>An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);</p> <ul style="list-style-type: none"> <li>• Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;</li> <li>• Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;</li> <li>• Facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and</li> </ul> <p>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>	<p>The proposed development has been designed accordingly to facilitate walking and cycling as a primary mode of travel to and from the proposed apartments.</p> <p>The proposed development emphasises pedestrian and cycle links and makes provision for a new access point onto the Passage West Greenway via a new pedestrian bridge. This greenway provides safe and attractive amenity routes. The proposed access route onto this and the connected Cork Heritage Park Greenway also enables future residents' easy access to the Mahon District Centre and Mahon Industrial Estate, both major employment centres in the area.</p> <p>The proposed development via this access point is approximately 5 – 10 minutes walk from the 202 bus route, a high frequency service operating every 10 minute at peak times. The site is also c. a 3 minute walk from a number of frequent bus routes namely the 215, 215A and the 219. The 215 and 215A provides bus services to Blarney via Cork City Centre at 15 and 30 minute intervals while the 219 provides bus services to the 3<sup>rd</sup> level institution (Cork Institute of Technology) at 1 hour intervals via Cork City Centre. In combination these buses have a 10 minutes peak time frequency.</p>
<p>The provision of LRT system will be a focal point to enable the growth of population, employment health and</p>	<p>Based on CMATS, the Ballinure site will be located c. 5-10 minute walking distance from the LRT with Mahon Point identified as a proposed stop. The planned development of the LRT therefore underpins:</p>

education uses as envisaged by the NPF 2040. The LRT system is a key enabler in CMATS. The LRT is required to:

- Unlock strategic development areas in its catchment area including the Cork City Docks, Curraheen, Ballincollig and Mahon;
- Maximise the development potential of windfall sites;
- Provide greater certainty for future Planning and development, to pursue higher densities required to meet NPF population and employment targets for Cork City.

- The development potential of the Bessborough, Ballinure site, which should be maximised in order to benefit from the infrastructural investment in the LTR.
- High density residential development at this location is justified in view of the sites sustainability and will contribute towards securing NPF population targets.
- The proposed minimal parking included within the development (35%) will encourage residents to avail of other modes of transport.

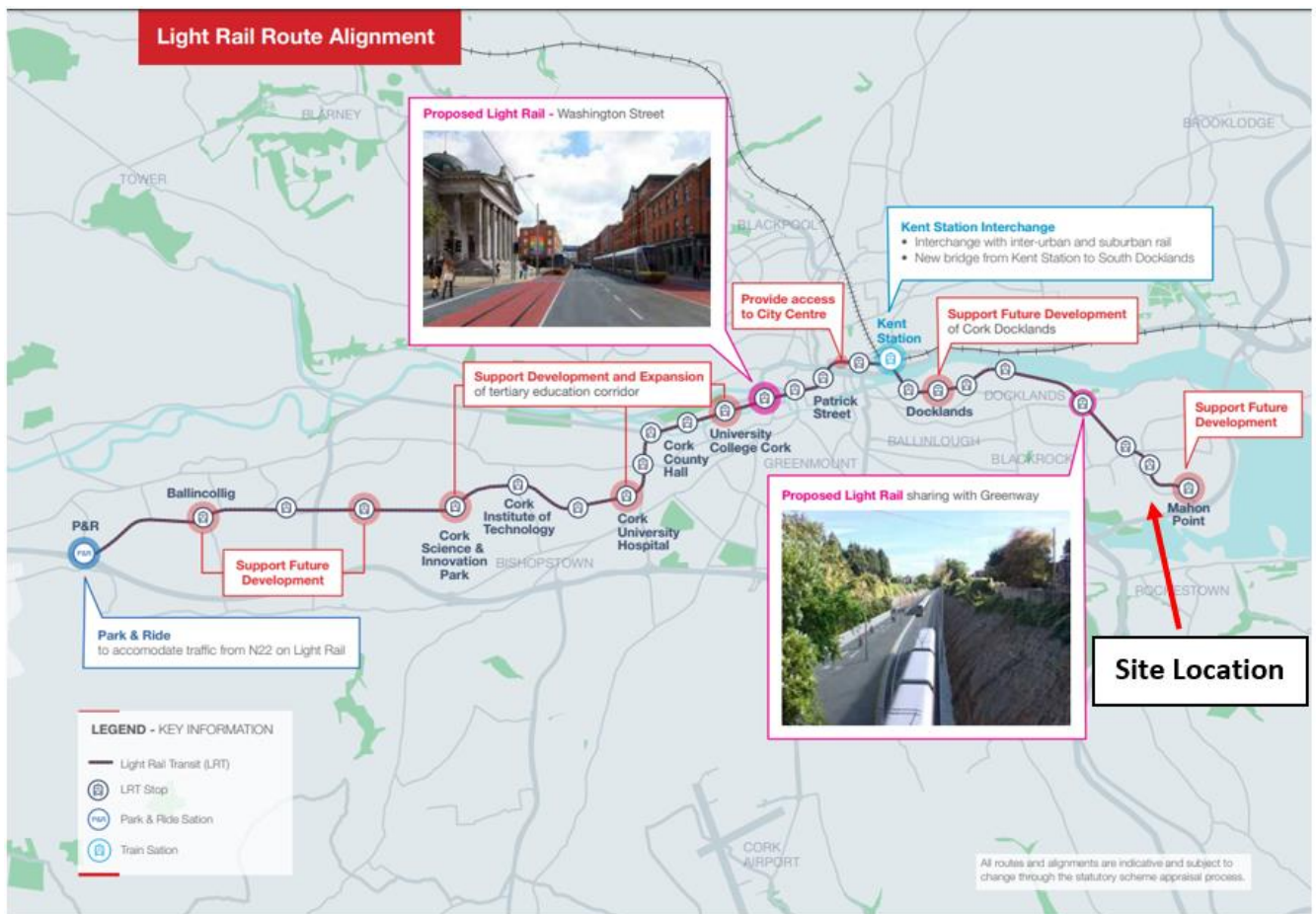


Figure 01: Proposed LRT route (CMATS 2019)



# Local Planning Policy

## Joint Housing Strategy: Cork Planning Authorities

The Joint Housing Strategy was produced in accordance with the adopted County and City Development Plans for the respective planning authorities in 2014-2015. The purpose of the housing strategy is to ensure that the proper planning and sustainable development of Cork City and County provides for the housing of the existing and future population of the area in an appropriate manner. The housing strategy sets out an overall framework for the supply of land to meet the housing needs arising in the county. Four key principles underpin the strategy with the relevant principles applicable to the proposed development illustrated in the table below:

Policy	Consistency
<p>Principle 1:</p> <p><b>To provide for a diverse range of housing needs to suit varying income levels and social circumstances</b></p> <p>Principle 2:</p> <p>To promote a socially balanced and inclusive society in all housing areas within Cork City and County</p> <p>Principle 3:</p> <p>To promote high quality and sustainable communities in the Urban and Rural Environment, through the implementation of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas published in May 2009</p>	<p>The proposed development has been designed to cater for a community with a range of household sizes. The scheme provides for a mix of different units including studios, 1, 2 and 3 bed apartments. This housing mix of units will cater for a variety of users including singles, couples and small families across the full age spectrum.</p> <p>The layout has been designed to enable easy access by all and complies with Part M of the Building Regulations. Building for Everyone: A Universal Design Approach. The design of the proposed development is in accordance with the 12 criteria for residential development as outlined in the 2009 Urban Design Manual: A best practice guide (ref. enclosed Architectural Design Statement prepared by ShipseyBarry).</p>

## Cork City Development Plan 2015-2021

The City Development Plan is Cork City Council's main strategic planning policy document intended to guide the development of the city up to 2022. The Plan outlines the vision for Cork over the lifetime of the Plan and beyond to

***“be a successful, sustainable regional capital and to achieve a high quality of life for its citizens and a robust local economy”***

Among the main goals outlined in the Core Strategy of the Plan are to:

*Increase population and households to create a compact sustainable city;*



*Achieve a higher quality of life, promote social inclusion and make the city an attractive and healthy place to live, work, visit and invest in; and*

*Promote sustainable modes of transport and integration of land use and transportation*

The vision for the Mahon area is to develop the remaining greenfield land in a sustainable way creating a balance between residential and employment uses in the Mahon area. It is also an objective to upgrade the provision of public transport in the area.

Chapter 16 of the development plan outlines the various development management standards that will need to be adhered to when assessing a planning application. The table below lists all of these standards and assesses the proposed scheme against them.

Policy	Consistency
<p>Objective 14.1: Mahon Local Area Plan</p> <p>The local area plan vision for Mahon will be achieved by:</p> <ul style="list-style-type: none"> <li>a. Expanding the population and improving residential amenity;</li> <li>b. Gradually replacing low density industry with higher density employment accessible to those living in the area;</li> <li>c. Creating strong focal places at Mahon Point and Neighbourhood Centres providing local services and a physical focus for their areas;</li> <li>d. Supporting a shift to non-car modes for transport, environmental, social and health reasons; and</li> <li>e. Conserving landscape, built heritage and environmental assets.</li> </ul>	<p>The proposed development consists of a higher-density development located within the environs of Mahon built up area. The proposed development will contribute to a positive increase in population and density that is consistent with the CCDP and the NPF objectives.</p> <p>The provision of permeable and connected pedestrian and cycle infrastructure represents a key element of the design concept. The proposed development is designed to function as an extension to the existing pedestrian infrastructure in Mahon. It is well connected to Mahon District Centre, Mahon Industrial Estate and Cork City Centre through the provision of new pedestrian infrastructure linking to the existing greenway. This will be in the form of a connection with the Passage West Greenway via a proposed new bridge.</p> <p>The juxtaposing of new accessible housing adjacent to a number of strategic employment hubs located in Mahon will support a modal shift to non-car modes of travel.</p> <p>The accompanying EIAR, specifically Chapters 4, 9 and 10 indicate that the proposed development has been cognisant of the sensitivities of the site and will</p>

	not significantly impact on the landscape, built-heritage and environmental assets of the area.
<p>Objective 14.7: Mahon District Centre</p> <p>To ensure Mahon District Centre is developed as a high-quality shopping, leisure, working, residential and urban environment in accordance with the local area plan and the Retail Strategy.</p>	<p>The proposed development will also provide the critical mass of population necessary to support and enhance Mahon District Centre as a high-quality shopping, leisure, working and residential neighbourhood. The proposed development will increase footfall in the area enhancing the viability of certain facilities in the area.</p>
<p>Z0 4: Residential, Local Services and Institutional Uses</p> <p>To protect and provide for residential uses, local services, institutional uses, and civic uses, having regard to employment policies outlined in Chapter 3.</p>	<p>The majority of the subject lands are zoned residential, local services and institutional uses. The proposed residential development of 280 apartments is located entirely within this zoning and is compatible with the zoning policy for this site. The proposal will contribute directly to a positive increase in residential density in the area.</p>
<p>Objective 10.5: Landscape Preservation Zones</p> <p>To preserve and enhance the character and visual amenity of Landscape Preservation Zones through the control of development. Development will be considered only where it safeguards to the value and sensitivity of the particular landscape and achieves the respective site-specific objectives, as set out in Table 10.2.</p> <p>SE 4: Bessboro House</p> <p>Site Specific Objectives</p> <ul style="list-style-type: none"> <li>• To reinstate Historic Landscape</li> <li>• To seek use of grounds as a Neighborhood Park in context of local area plan.</li> <li>• To allow development within the immediate environs to the North of Bessboro House consistent with the landscape and protected structure significance of the site.</li> </ul> <p>Specific Landscape Assets to be protected are listed as: J,G,C,B,I which Table 10.1 identifies as:</p> <p>J - Historic Landscapes (including monuments / historic routes)</p> <p>G - Landmarks / Natural Features / Cultural Landscape – land forming the setting to existing landmark buildings and/or protected structures / buildings of significance.</p>	<p>A small section of the subject site is located within the Landscape Preservation Zone. Objective 10.5 of the CDP indicates that development '<i>will be considered only where it safeguards to the value and sensitivity of the particular landscape and achieves the respective site specific objectives</i>'.</p> <p>Development in this area will be limited to sub-surface enabling infrastructure upgrade works. These will have no impact on the value and sensitivity of the landscape in this area. It is proposed that 10 no. trees be removed to accommodate these works. In total 108 new tree planting is proposed to offset these removals.</p>

C - Tree Canopy - Areas with existing woodlands or significant tree groups, or areas with potential for new woodlands.

B - Water / River Corridors - rivers, estuary, harbour, The Lough, Atlantic Pond, Docklands, Port of Cork

I - Institutional Open Space.

#### Objective 10.4: Areas of High Landscape Value

To conserve and enhance the character and visual amenity of Areas of High Landscape Value (AHLV) through the appropriate management of development, in order to retain the existing characteristics of the landscape, and its primary landscape assets.

Development will be considered only where it safeguards to the value and sensitivity of the particular landscape. There will be a presumption against development where it causes significant harm or injury to the intrinsic character of the Area of High Landscape Value and its primary landscape assets, the visual amenity of the landscape; protected views; breaks the existing ridge silhouette; the character and setting of buildings, structures and landmarks; and the ecological and habitat value of the landscape

The majority of the proposed development is located within an area of high landscape value. However, Chapter 4 of the accompanying EIA includes an LVIA prepared by Macroworks which indicates that:

*This manmade, modified landscape is also marked by some low-level dilapidation and dumping, while along the road aligning it there is regular evidence of anti-social behaviour (e.g. much broken glass, evidence of past fires etc). The site also currently serves as a de facto short-cut connecting pedestrians from the east of the site (i.e. from the Passage West greenway and/or Mahon Point retail park further east) to residential development northwest of the site, albeit across private property.*

With the exception of the treeline along the eastern boundary the LVIA considers that the site is at a considerable aesthetic, naturalistic and functional disconnect to the wider estate. However, the avoidance of impacts on the buffer of mature trees along the eastern boundary has informed the architectural and landscape design. The latter envisages that this area will be cleared of undergrowth and debris to realize the amenity value of these mature trees.

#### Objective 11.13: Amenity Routes

To pursue the development of a network of high-quality amenity routes, particularly along waterways, and linking existing and proposed parks and public open spaces, and to work with Cork County Council and other stakeholders to achieve and improve external linkages subject to Ecological Assessment and Appropriate Assessment Screening.

South East: Mahon Industrial Estate-through Bessboro-South Link Walkway

The proposed development is located immediately adjacent to the Passage West Greenway amenity route and in the vicinity of the Cork Heritage Park Greenway. The design proposal provides new pedestrian infrastructure to enable future residents to utilise these connected amenity routes. This will be in the form of a direct link to the Passage West Greenway via a pedestrian bridge. The proposed development will contribute positively to the amenity routes, enhancing the linkage between the two routes, offering passive surveillance and further strengthening the quality of the amenity routes.

#### Objective 10.6: Views and Prospects

Chapter 4 of the accompanying EIA includes an LVIA prepared by Macroworks. It concludes that the

To protect and enhance views and prospects of special amenity value or special interest and contribute to the character of the City's landscape from inappropriate development, in particular those listed in the development plan. There will be a presumption against development that would harm, obstruct or compromise the quality or setting of linear views of landmark buildings, panoramic views, rivers prospects, townscape and landscape views and approach road views.

To identify and protect views of local significance through the preparation of local area plans, site development briefs and the assessment of development proposals on a case-by-case basis

receiving townscape setting sensitivity is Medium-low. In reviewing the potential landscape and visual effects of the proposed development, it considers the most notable impact will arise from the 4 no buildings of 6 – 10 storeys. However, it considers these to be compatible to the adjacent townscape fabric and character of Mahon District Centre, therefore the magnitude of the operational impacts are considered to be medium-low. Viewpoint locations have been selected as the basis for photomontages. These have been selected as representative of local views and prospects and the locations have been agreed with Cork City Council with further location selected in line the recommendations of the ABP's Tripartite Opinion. A full set of photomontages are included in Chapter 4 of the accompanying EIAR. The LVIA considers that the proposed development is an appropriate contribution to the built fabric of the study area that will not result in any significant townscape or visual impacts.

#### Objective 10.10: Trees and Urban Woodland

- a. To protect and enhance the city's tree and urban woodlands
- b. To protect, survey and maintain existing important individual and groups of trees
- d. To ensure that new development benefits from adequate landscape structure / tree coverage, particularly in areas of the city with inadequate tree coverage

The proposed development has been designed to protect and enhance the existing mature trees in the area. As the accompanying Landscape Design strategy prepared by Ilsa Rutgers Landscape Architecture notes, the proposed development has very limited impact on existing trees as the proposed buildings are set back from the dripline of trees on the eastern boundary. The only anticipated impacts will result from the upgrading of the water service infrastructure and of the construction of the proposed bridge over the Greenway. These will result in the removal of 13 no trees. Care has been taken in the design of both to minimise the impact on Category A and B trees. Compensatory planting of 108 new, predominantly native trees is proposed to offset any impact.

#### Objective 7.7: Childcare Facilities

Cork City Council will support the provision of high-quality childcare facilities throughout the city suited to the needs of a given area and will:

- Require purpose built childcare facilities as part of proposals for new residential developments of more than 75 dwelling units. However, where it can be clearly established that existing facilities are sufficient, alternative arrangements will be considered;

The proposed development is a residential scheme consisting of 280 units. The proposal aims to deliver one childcare facility with capacity for 35 child spaces. In view of the proposed housing mix, comprising predominantly studios, 1 and 2 bedroom apartments, the provision is in accordance with the indicative standard recommended in the 2001 childcare guidelines for Planning Authorities.

The Statement of Childcare Provision prepared by HW Planning which accompanies this application sets out the rationale for providing 35 childcare spaces.

- Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed;
- Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.

Objective 5.1: Strategic Transport Objectives:

Provide for the greater consolidation of development within the City Centre, Docklands, Key Development Areas and Strategic Corridors, facilitated through the integration of landuse and transport planning, investment and service provision;

To reduce the percentage of persons who drive to work to 60% by 2021;

To develop a Bus Rapid Transit system from Ballincollig to Mahon via the City Centre and Docklands;

To protect the capacity, efficiency, and safety of national roads and associated junctions while maintaining and enhancing the economic vibrancy of Cork City;

To provide new local roads, streets, upgraded streets, and pathways where required to increase connectivity;

The proposed scheme aims to balance the sensitivity of the landscape and heritage of the Bessborough Estate with the need for higher density and scale with the view to providing efficiencies in terms of land use and to ensure the viability of current and future transport infrastructure including the Light Rail Transit (LRT) east-west corridor from Mahon, through the City Centre to Ballincollig.

The provision of parking below maximum levels (at c. 35%) is aimed at reducing car ownership within the scheme. The proposed development will see residential development at a sustainable location and further encourage this modal shift towards walking, cycling and public transport as the dominant mode of travel among future residents in the Mahon Area.

Objective 5.2: Transport Assessment

Planning applications for substantial developments (i.e. those that Cork City Council considers may have significant travel implications) shall include a Transport Assessment; the assessment shall demonstrate how sustainable transport patterns can be achieved by the development.

A Traffic and Transportation Assessment prepared by MHL Engineering Consultants accompanies this application highlighting how the proposed development would address traffic and transportation issues, traffic generation, pedestrian and cycle linkages and safety and public transport availability and capacity.

#### Objective 6.6: Housing Mix

To encourage the establishment of sustainable residential communities by ensuring a mix of housing and apartment types, sizes and tenures is provided. Planning applications for multiple housing units shall submit a Statement of Housing Mix detailing the proposed mix and why it is considered appropriate. The needs of special groups such as the elderly and disabled shall also be considered as part of this process.

The proposed development provides for a mix of studio, 1, 2 and 3 bed apartments to cater for a variety of users including singles, couples, small families across the full age spectrum. A Housing Quality Assessment is included within the Design Statement prepared by ShipseyBarry Architecture which accompanies this application outlining the exact housing mix of the proposed development. The accompanying Statement on Material Contravention prepared by HW Planning considers the proposed housing mix in the context of the Council's development standards.

#### Objective 9.17 Development on Burial Grounds

Cork City Council will seek to preserve and enhance historic burial grounds and their settings. Where former burial grounds are in use as amenity spaces then their retention for passive recreational use will be required. Development in and adjacent to these areas will be limited and may also be subject to archaeological conditions.

No development is proposed on a burial ground. The applicant has engaged with the Cork Survivors & Supporters Alliance (CSSA). The proposal is set back from the Folly and adjoining areas of perceived sensitivity which are in separate ownership. A strong boundary treatment is proposed to the south of the Meadows, with an intervening distributor road between the site and lands to the south.

The overall Masterplan design incorporates a 'Remembrance Park', in recognition of the legacy of the Bessborough Mother and Baby home that was located within the former estate and the sensitivities that relate to that former use.

The proposed Neighbourhood Park will be located to the south of Bessborough House and is intended to be ceded to the city or other relevant stakeholders subject to zoning/development. We refer you to the submitted Architectural Design Statement prepared by ShipseyBarry for further detail (See page 43 – "Remembrance Park – Phase 3").

#### Objective 16.1: Design Statement

All significant planning applications shall submit an accompanying design statement which provides a framework explaining how a proposed development is a suitable response to the site and its setting.

The proposal is accompanied by a detailed Planning Statement prepared by HW Planning and a Design Statement prepared by ShipseyBarry Architecture which include a thorough examination of the site context and the associated design response.

#### Objective 16.2: Visual Impact Assessment

All significant planning applications shall submit an accompanying visual impact assessment.

Chapter 4 of the accompanying EIAR includes an LVIA report carried out by Macroworks, which assesses the visual impact of the proposed development.

#### Objective 16.3: Urban Design

To deliver high quality-built environments through good place making;

To ensure that development is designed to high qualitative standard and is cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking and detailed design.

The proposed development is consistent with the strategic aims of the NPF as it will result in a residential development of an appropriate density on a greenfield site within the urban fabric of a suburban area. The area is well supported by public realm and urban amenity. The proposed development proposes to connect with the existing strong walking, cycling and public transport linkages to the adjacent Mahon District Centre and Cork City Centre.

#### Objective 16.9: Sustainable Residential Neighborhood

a. Deliver a quality of life which residents and visitors are entitled to expect in terms of amenity, safety and convenience;

b. Provide adequate open space which are practical in terms of scale and layout and naturally supervised by the aspect of the dwellings it serves;

c. Provide a good range of suitable facilities;

d. Prioritise walking, cycling and public transport and minimise the need to use cars

e. Present an attractive appearance with a distinct sense of place;

The proposed development accords with the specific objectives of 16.9 as it aims to deliver.

- a) A high-quality residential development with 40% (6,077 m<sup>2</sup>) of the sites developable area dedicated to residential amenity and public open space.
- c) The proposed development of 280 apartments includes a range of communal residential facilities while also making provision for a creche and café. Furthermore, it is well connected to the existing facilities and services in the Mahon District Centre.
- d) The site location will encourage the use of the excellent existing walking, cycling and public infrastructure in the area. An integral element of the proposed design is enhancing the legibility of the Bessborough Estate lands connection with the two greenways while also improving the interlinkage between the two greenways.

- f. Are easy to access and navigate;
- g. Promote the efficient use of land in terms of density and plot ratio;
- h. Promote social integration and provides accommodation for a diverse range of household types and age groups;
- i. Enhance and protect the built and natural heritage

- e) The proposal will be developed according to a high-quality standard of architectural design and will assist in strengthening and reinforcing the distinct character of Bessborough.
- f) Accessibility and Connectivity to the site will be a key feature as outlined in the accompanying connectivity map. A new access point to the greenway will be created to increase the permeability of the site.
- g) The proposed net density of ca. 122 units per hectare and plot ratio of 2.14 are appropriate to the site in view of its residential zoning within Cork City boundary. The proposed development presents an opportunity to promote the efficient use of these sustainable, well-connected lands in proximity to Mahon District Centre.
- h) The proposed housing mix is consistent with the latest guidelines and will provide for identified housing need in the area.
- i) The application is accompanied by an EIAR, which includes chapter assessing the cultural heritage impacts and the landscape and visual impacts of the proposed development. In addition, the application is supported by a Landscape Design Strategy and a Design Statement. All of these documents indicate that the proposed development does not significantly impact on the built and natural heritage of the lands.

Table 16.4: Indicative Targets for Dwelling Size and Distribution;

- One bedroom- max 20%
- Two bedroom- min 30%
- Three bedroom- min 50%

The accompanying Statement on Material Contravention prepared by HW Planning considers the proposed housing mix in the context of the Council's development standards. The housing mix ranges specified in the 2020 Apartment Guidelines take precedence over the Development Plan (see section on 2020 Guidelines above).

Table 16.5: Minimum Overall Apartment Gross Floor Areas –

- One bedroom 55 sq. m.
- Two bedroom / 3 persons 80 sq. m.
- Two bedroom / 4 persons 90 sq. m.
- Three-bedroom 100 sq. m.
- Four-bedroom 115 sq. m.

The accompanying Statement on Material Contravention prepared by HW Planning considers the proposed unit sizes in the context of the Council's development standards. The minimum dwelling sizes specified in the 2020 Apartment Guidelines take precedence over the Development Plan (see section on 2020 Guidelines above)

Car Parking- Zone 3

Residential- 1 per unit + 0.25 Visitor (Maximum Provision)

The proposed development provides 98 resident car parking spaces, and 4 no. creche drop off spaces (102 no. car parking spaces total). This is below the development plan standards. This is justified however given its accessible location directly adjacent to several employment hubs such as the Mahon District Centre and the Mahon Industrial Estate and with existing strong public transport and cycling infrastructure.



Mahon Local Area Plan 2014

The Mahon Local Area Plan (now lapsed) contained a vision to transform the area into a cohesive, connected and well serviced neighborhood and employment area.

Policy	Consistency
<p>The Plan outlined certain objectives in order to achieve this vision. Among the key objectives introduced as relevant to the proposed development are as follows:</p> <ul style="list-style-type: none"> <li>• To encourage a diverse and appropriate range of uses to meet the needs of Mahon as a place to live, work and visit;</li> <li>• To promote a high standard of urban design with a clear sense of place and architectural quality, and to improve the structure and character of Mahon’s urban form through appropriate land use zoning and guidance on typology, density, and built form and by promoting excellence in the design of buildings and spaces;</li> <li>• To ensure a range of high-quality new homes to promote choice and achieve a social mix;</li> <li>• The consolidation of development to address severance and lack of connectivity between uses and areas</li> <li>• To maximise the contribution of sustainable travel modes in meeting travel demand, including improved public transport services, demand management measures, and ensuring the provision of a comprehensive local and strategic walking and cycling network;</li> <li>• To conserve and enhance Mahon’s natural heritage and built heritage assets, including Bessboro House and parkland and the Natura 2000 habitats at Douglas Estuary and Lough Mahon.</li> </ul>	<p>It is considered that the proposed development of a residential development with associated connectivity enhancements at 1 no. of the overall 5 no. opportunity sites identified in the LAP is in line with the objectives of the plan.</p>

The Mahon Local Area Plan 2014 provides detailed objectives and policies for the subject lands and wider Bessborough Estate. In Figure 4.5b of the LAP the subject site is identified as containing 2 no. of the overall 5 no. opportunity sites within the Bessborough Estate.



SA3: BESSBORO HOUSE AND GROUNDS PRECINCT OBJECTIVES LEGEND

- Built Heritage Assets
- Development Opportunity
- Proposed Connection
- Walled garden (part of historic landscape)
- Infrastructure wry/sets
- Connection option
- Existing trees for protection
- Historic Landscape Restoration

Figure 3: Bessborough House and Grounds Precinct Objectives

# Appendix A – 215/215A Mahon City Gate Stop – Frequency of Service

The following tables were prepared using public transport timetables for public buses operating on the 30<sup>th</sup> of March 2022. All tables relate to the frequency of service at the Mahon City Gate bus stop, identified in Figure 1 below. Tables have been prepared for the following peak travel times:

- 07:00 – 09:00
- 12:00 – 14:00
- 16:00 – 18:00

## 1.1 Morning Peak Waiting Times

Route Name	Destination	Time of Departure	Wait Time (minutes)
219	Bishopstown	07:04	-
215	Cloghroe	07:08	00:04
215A	Cork City	07:18	00:10
215	Cloghroe	07:33	00:15
219	Mahon	07:47	00:14
215A	Cork City	07:50	00:03
219	Bishopstown	07:55	00:05
215	Cloghroe	08:09	00:14
215A	Cork City	08:25	00:16
215	Cloghroe	08:39	00:14
215A	Cork City	08:55	00:16
219	Mahon	08:59	00:04
219	Bishopstown	09:05	00:06
Morning Peak Average Wait Time			10 minutes

### 1.2 Midday Peak Waiting Times

Route Name	Destination	Time of Departure	Wait Time (minutes)
219	Bishopstown	12:05	-
215	Cloghroe	12:09	00:04
215A	Cork City	12:24	00:15
215	Cloghroe	12:39	00:15
219	Mahon	12:52	00:13
215A	Cork City	12:54	00:02
219	Bishopstown	13:05	00:11
215	Cloghroe	13:09	00:04
215A	Cork City	13:24	00:15
215	Cloghroe	13:39	00:15
215A	Cork City	13:54	00:15
219	Mahon	14:00	00:06
	Midday Peak Average Wait Time		10 minutes

### 1.3 Evening Peak Waiting Times

Route Name	Destination	Time of Departure	Wait Time (minutes)
219	Mahon	16:03	-
215	Cloghroe	16:04	00:01
219	Bishopstown	16:05	00:01
215A	Cork City	16:24	00:19
215	Cloghroe	16:29	00:05

215A	Cork City	16:54	00:25
215	Cloghroe	16:59	00:05
219	Mahon	17:01	00:02
219	Bishopstown	17:05	00:04
215A	Cork City	17:24	00:19
215	Cloghroe	17:29	00:05
215A	Cork City	17:54	00:25
219	Mahon	17:58	00:04
Evening Peak Average Wait Time			9 minutes

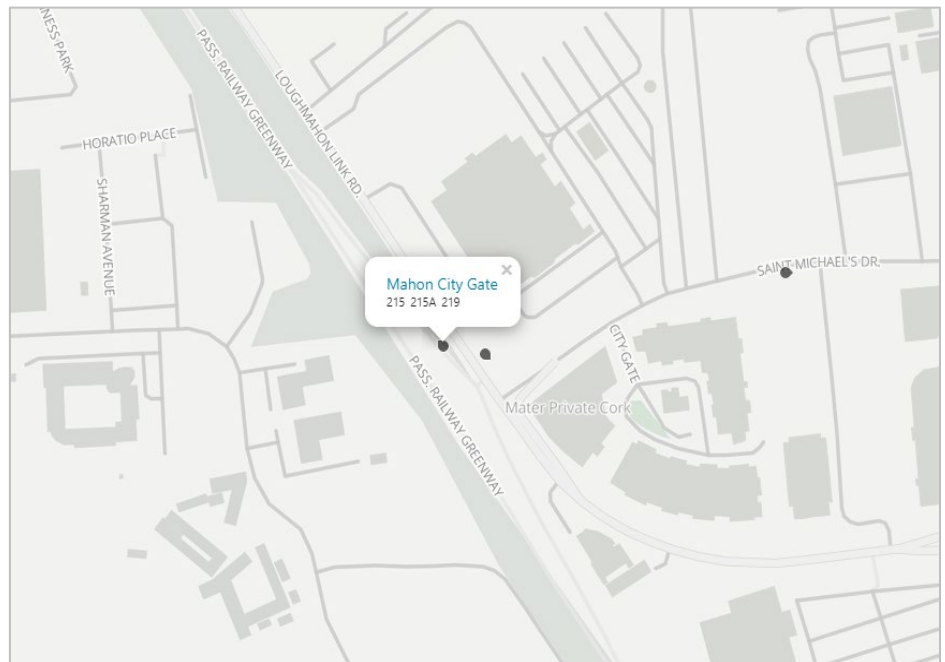
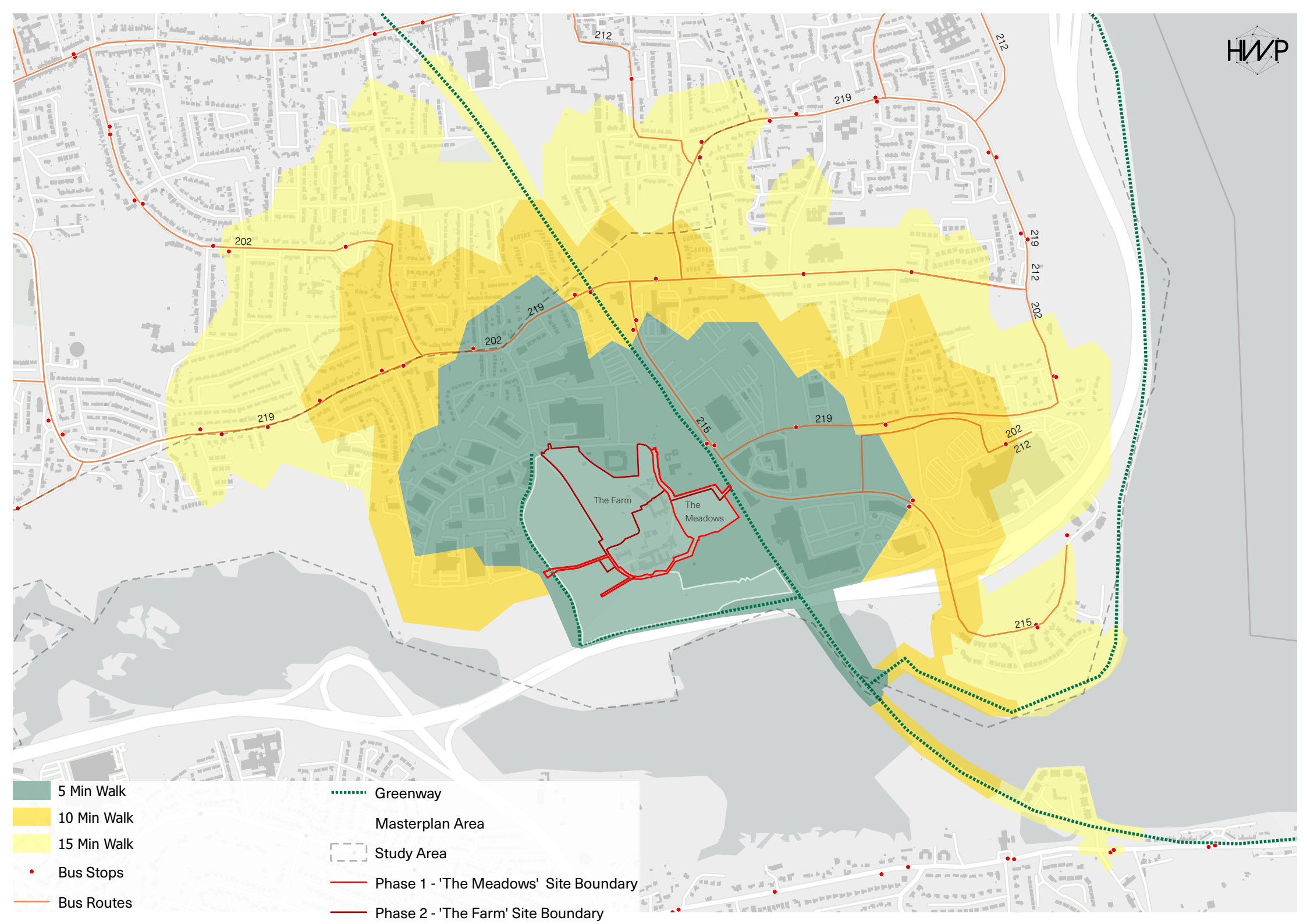


Figure 1: Mahon City Gate Bus Stop Location

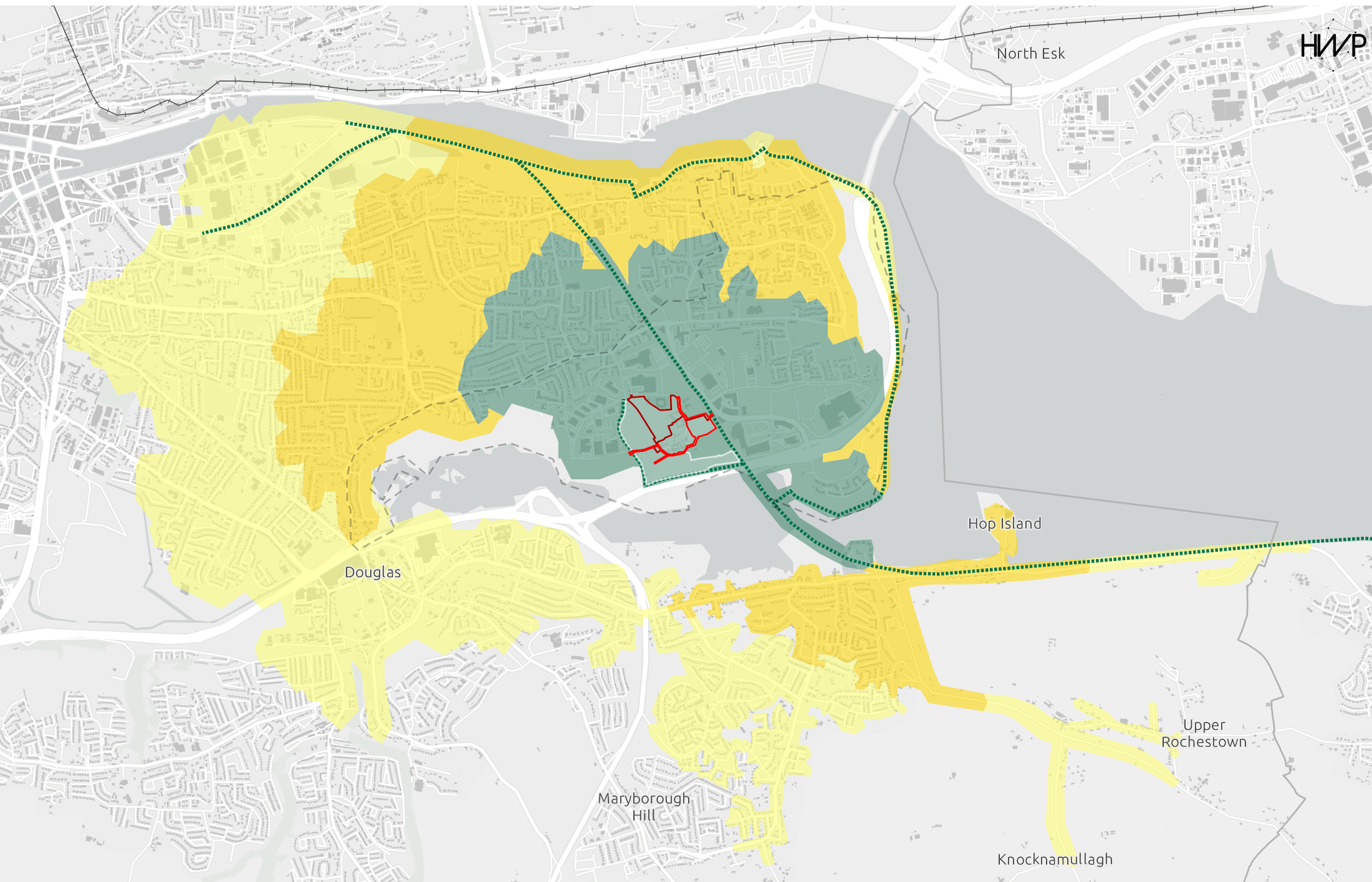
# Appendix B – Strategic Walking and Cycling Connectivity Mapping

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- 5 Min Walk
- 10 Min Walk
- 15 Min Walk
- Bus Stops
- Bus Routes
- Greenway
- Masterplan Area
- Study Area
- Phase 1 - 'The Meadows' Site Boundary
- Phase 2 - 'The Farm' Site Boundary





- 5 Min Cycle
- 10 Min Cycle
- 15 Min Cycle

- Greenway
- Masterplan Area
- Study Area

- Phase 1 - 'The Meadows' Site Boundary
- Phase 2 - 'The Farm' Site Boundary



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