hw planning

Statement of Consistency

Proposed Large-scale Residential Development at Phase 1 'The Farm', Bessborough, Ballinure, Blackrock, Cork.

Client: Estuary View Enterprises 2020 Limited

December 2025

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Connecting places.

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Introduction

1.1 Purpose of Statement

The LRD legislation specifies that all LRD applications must be accompanied by a statement which demonstrates that they are consistent with the Development Plan policies specific to each Local Authority.

This statement of consistency has been compiled in a hierarchy according to National, Regional and Local Policy. A summary of the relevant policy from each publication has been provided in tabular form at with associated comments on how the proposed scheme is consistent with same.

Site Location and Context

The proposed development site is circa 5.08 ha in area (developable area of 1.46ha), is located to the north of Bessborough House within the demesne and the farmyard at Bessborough House, Ballinure, Blackrock, previously in institutional use. The site is adjacent to the Mahon District Centre and the Passage West Greenway to the east, the Cork Heritage Park Greenway to the west and bound to the north by the Bessboro Road and the Sacred Heart Covent with a local access road running along the eastern boundary and the Alzheimer Society of Ireland's Daycare Centre and a HSE support unit located to the north east. It is approximately 5km from Cork City.

The proposed development will provide for the demolition of 10 no. existing agricultural buildings /sheds and log cabin residential structure and the construction of a residential development of 140 no. residential apartment units over 2 no. retained and repurposed farmyard buildings (A & B) with single storey extension and 3 no. new blocks of 3-5 storeys in height, with supporting resident amenity facilities, crèche, and all ancillary site development works. The proposed development includes 140 no. apartments to be provided as follows: 70 no. 1-bedroom, 12 no. 2-bedroom (3 person), 57 no. 2-bedroom (4 person) and 1 no. 3-bedroom. Block A and Block B will be retained for resident amenities.

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, as well as new pedestrian access to Bessborough Estate to the north including upgrades to an existing pedestrian crossing on Bessboro Road. The proposed development provides for outdoor amenity areas including publicly accessible parkland, landscaping, surface car parking, bicycle parking, bin stores, substation, 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.



Figure 1: Aerial View of Site and Surrounding Context. E.

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National Planning Policy

2.1 Delivering Homes, Building Communities 2025-2030

The action Plan on housing supply and targeting homelessness targets the construction of 300,000 homes, including 72,000 social homes and 90,000 affordable housing supports by 2030. Building on the progress of Housing for All, this plan will see the State take a bigger role while also encouraging the private sector to play a key part in delivery. To accelerate progress, the plan includes regulatory reforms, tax incentives, and the largest ever investment in infrastructure in the history of the State - €275 billion over ten years through the National Development Pla.

Policy	Consistency of scheme
The Action Plan aims to address the current shortage and affordability of residential accommodation across the county by delivering: Increased supply of new housing, by delivering 300,000 units by 2030 72,000 social homes to be made available by 2030 for purchase or for rent by Local Authorities, AHBs, the LDA and via a strategic partnership between the State and retail banks. 90,000 affordable homes to be delivered for individual purchase under the Affordable Purchase Scheme. The Action Plan encompasses two pillars: Activating Supply and Supporting People.	The proposed development will contribute an additional 140 no. housing units to the existing housing stock in Cork City. Part V of the development act would require 10% of the development to be set out for affordable or cost rental housing; in this case that would represent the creation of 14 no. Part V units included in the proposed development. This will consist of 6 no. 1-bed units, 7 no. 2-bed units and 1 no. 3-bed unit. Further details are included in the submitted Part V proposal prepared by HW Planning and the Part V drawing prepared by ShipseyBarry Architecture.
The Government aims to deliver more than 90,000 social homes to 2030. The focus of the social housing programme will be to increase the number of new-build homes, with a target to reach delivery of more than 9,500 new-build homes on average each year for the next five years to 2026.	The proposed development will positively contribute to housing delivery targets set out in the Action Plan which seeks to provide a significant increase in the output of all forms of housing, and particularly social and affordable accommodation delivered by Local Authorities.

2.2 Climate Action Plan 2025 (CAP25)

This is the fourth statutory update to the plan since the Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law, committing Ireland to 2030 and 2050 targets for reducing greenhouse gas (GHG) emissions, and introducing 5-year carbon budgets and sectoral emission ceilings.

Policy	Consistency
CAP25 recognises that operational emissions in the built environment sector have decreased by 21% since 2018. The residential building sector is on track to meet its 2025 sectoral emissions ceiling. This follows on from CAP24 which set out that all new dwellings are to be designed and constructed to NZEB standard. That heat pumps are to be installed in 45,000 existing and 170,000 new dwellings by 2025, up to 400,000 existing and 280,000 new dwellings by 2030. CAP25 sets out the following further actions which aim to improve energy efficiency, reduce carbon emissions, and support Ireland's climate targets: Legislative Alignment: Actions to support the Energy Performance of Buildings Directive and district heating policy. Carbon Reduction: Methodologies and structures to be developed to reduce embodied carbon in new construction. Renovation & Retrofitting: A national building renovation plan and retrofitting programs for social housing to be developed (targeting BER B2 rating and heat pumps). Public Sector Leadership: Continued implementation of a roadmap for decarbonizing public sector buildings by 2030. Training Expansion: New micro-qualifications needed to support the scale-up of NZEB and retrofit skills. Boiler Phase-Out: A roadmap will be introduced to phase out fossil fuel boilers. Energy Upgrades: Residential and community energy upgrades through SEAI to continue.	A Climate Action and Energy Analysis Report prepared by DK Partnership sets out measures proposed to ensure the construction and operational phases of the development are in line with the CAP24 and CAP25 objectives. Chapter 13 of the EIAR 'Climate' includes a detailed assessment of these issues in relation to the proposed development.

2.3 Project Ireland 2040: National Planning Framework (2018, with First Revision published April 2025)

The National Planning Framework (NPF) outlines the policies and objectives for the development of Ireland up to 2040 given the expected population growth. In the 2018 Framework, the population target for 2040 was 5.7 million which has been revised upwards in the 2025 First Revision to 6.1 million people. The 2025 Framework considers this growth will translate into an annual requirement for 50,000 additional homes to 2040. The Framework is underpinned 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 to create the conditions to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognizing Dublin's ongoing key role.

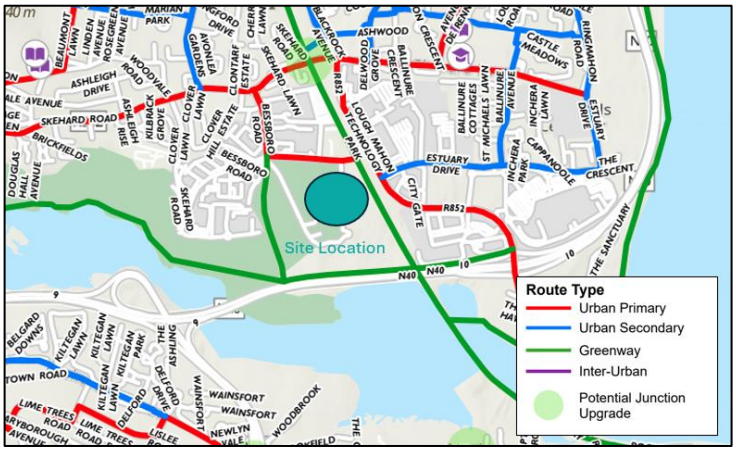
Policy	Consistency
Cork falls within the Southern Region where growth between 2022 and 2040 of 330,000 people is envisaged. *National Policy Objective 7* – Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements. *National Policy Objective 9* – Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth. National Policy Objective 12 – 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. National Policy Objective 20 – 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. National Policy Objective 42 – To target the delivery of housing to accommodate	The proposed development is consistent with all strategic aims and objectives within the NPF. The proposed development is located on land zoned for ZO17 'Bessboro House Landscape Preservation Zones SE4' and ZO01 'Sustainable residential neighbourhoods'. The proposed development is of high-quality design accessible to a range of services and facilities in the area. It will provide for a diverse mix of residents, and provide sustainable links to local schools, employment centres, comparison and convenience stores plus recreational facilities. Objective 43 of the NPF emphasises the importance of providing homes in locations that can support sustainable development. The proposal will contribute directly to a positive increase in residential density in the area, whilst appropriately respecting the historic context and environment. The development of this site will contribute directly to the realisation of compact growth and provide a critical mass of population to sustain the viability of the existing and proposed public transport. Furthermore, it

approximately 50,000 additional homes per annum to 2040. National Policy Objective 43 – To prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location. National Policy Objective 45 – 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 and more compact forms of development. The plan also outlines 10 national strategic outcomes which include - Compact Growth - Strengthen Rural Economies and Communities - Sustainable Mobility - Enhanced Amenity and Heritage - Access to Quality Childcare, Education and Health Service	will promote sustainable mobility across the site and extend into further areas such Blackrock and Cork City. The proposed development of this site will contribute towards the achievement of compact growth in the District Centre of Mahon and wider environs, at a sustainable location in proximity to the existing greenway, amenities and childcare, education and health facilities.
The location of the proposed development near an existing greenway and proposed sustainable transport project such as BusConnects are in accordance with the 'Transport Orientated Development (TOD)' objectives included in the NPF. National Policy Objective 10 – Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth. National Policy Objective 97 – The Metropolitan Area Strategic Plans, shall include provision for large-scale Transport Orientated Development (TOD) opportunities and may target a proportion of planned growth in the metropolitan areas	A key future growth enabler for Cork City and Metropolitan Area is listed in the NPF is *'Progressing the sustainable development of new brownfield and greenfield areas for housing along existing and planned high capacity public transport corridors with a particular focus on large-scale Transport Orientated Development (TOD) opportunities within the metropolitan area;'*. The proposed development fulfils the principles and aims of TOD as set out in the NPF and will allow for development along a site bound by the Passage West Greenway to the east, the Cork Heritage Park Greenway to the west and to the north by Bessboro Road. The proposed development will facilitate further permeability of the site in the provision of a pedestrian bridge to link in with these greenways.

towards the delivery of new sustainable communities at brownfield and greenfield locations in the principal city and suburbs areas and in the wider metropolitan areas focused on opportunities arising from existing and planned major public transport investment, along planned high capacity public transport corridors and in accordance with the principles of Transport Orientated Development.	The development of these lands in the context of the road connections and greenways, will ensure future populations and employment growth is aligned with sustainable public transport options available in the area.

2.4 Draft CycleConnects 2022

In November 2022 the National Transport Authority published a Draft CycleConnects - Cycle Network Plan for Ireland which aims to improve sustainable travel in key cities, towns and villages in each county by providing the potential for more trips on a safe, accessible and convenient cycling network, connecting more people to more places.



The plan incorporates existing and planned cycle routes such as greenways. As outlined above, the site is located adjacent to an 'Urban Primary Route' and is surrounded by 'Urban Secondary Routes', as shown in the above Plan.

In accordance with NTA's Draft CycleConnects objectives, the proposed development makes provision of 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, as well as new pedestrian access to Bessborough Estate to the north including upgrades to an existing pedestrian crossing on Bessboro Road.

Furthermore, the subject proposal includes the provision of cycle infrastructure through the site which will link up with the existing greenway through the proposed bridge infrastructure. This will provide future residents of the scheme and existing residents along Bessboro Road with increased cycle connectivity. The scheme has been designed to align with the objectives set out in CycleConnects and support the development of the future cycle infrastructure network throughout Mahon and wider areas.

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S.28 Ministerial Guidelines & Urban Design Manual

3.1 Planning Design Standards for New Apartments: Guidelines for Planning Authority 2025

These guidelines supersede the Sustainable Urban Housing: Design Standards for New Apartments guidelines, originally published in 2015 and revised in 2022 and 2023. The new Guidelines are predicated on the National Planning Framework – First Revision's (2025) projection that approximately 50,000 additional households per annum need to be delivered to 2040. The delivery of apartments at central and accessible urban locations is critical to the achievement of this target. The Guidelines aim to strike a balance in ensuring that apartment development meets the needs of society in terms of standards and quality, while recognising that the economic viability of such developments is crucial to promoting an increased level of output overall. These Guidelines establish standards in relation to the following, compliance with which is addressed in the table below:

- Apartment mix;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling heights;
- Apartments to stair/lift core ratios;
- Storage spaces; and
- Amenity spaces including balconies/patios.

Policy	Consistency
Specific Planning Policy Requirement 1 (A) With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall	We note SPP1 with regard to housing mix. As discussed in the enclosed Planning Statement prepared by HW Planning, the proposed housing mix as set out below has been devised specifically to cater for the needs of the Mahon community and is not based on maximum or minimum standards.

be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms. (B) Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.	Total Residential Units 140 1 Bedroom 70 (50%) 2 Bedroom 69 (49.3%) 3 Bedroom 1 (0.7%)
Specific Planning Policy Requirement 2 Minimum Apartment Floor Areas; Studio apartment (1 person) – 32 sq.m 1-bedroom apartment (2 person) – 45 sq.m 2-bedroom apartment (4 persons) – 73 sq.m 3-bedroom apartment (5 persons) – 90 sq.m Specific minimum room sizes as set out in Appendix 1.	The 140 no. apartments to be provided within this scheme relate to apartment and own-door apartment, comprising 1 no., 2 no., 3 no. bedroom units. All (100%) units meet or exceeds the minimum required floor areas, as outlined in the accompanying Architectural Design Statement prepared by ShipseyBarry Architecture. All room sizes meet or are in excess of the standards set out in the Appendix of the Guidelines.
Specific Planning Policy Requirement 3 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 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.	As outlined in the accompanying Housing Qualify Assessment, prepared by Shipseybarry Architects, 57 of proposed apartments units are dual aspect. This equates to 40.7% of total units, significantly in excess of the 25% requirement.
Specific Planning Policy Requirement 4	All proposed ground floor apartment units are fully in line with the guidelines.

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m.	
Specific Planning Policy Requirement 5 There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.	Not applicable to the proposed Apartment units in this development.
Specific Planning Policy Requirement 6 The provision of new Communal, Community and Cultural facilities within apartment schemes shall only be required in specific locations identified within the development plan and shall not be required on a blanket threshold-based approach in individual apartment schemes.	A creche facility is provided with the proposed scheme with the provision of 25 no. child places.
Requirements for the quantity and design of bicycle parking are set out in Section 5.25 (including SPPR 4) of the SRDCSGs.	The Site Layout drawing indicates, that the bike storage and parking provision at 330 spaces is far in excess of the total required under SPPR4 of the SRDCSGs.
Section 4.4 – Children's Play	The proposed landscape layout demonstrates the inclusion of natural play areas for children within the communal amenity areas.
Section 4.6 sets out that requirements for the quantity of car parking should be in line with Section 5.25 (including SPPR 3) of the SRDCSGs.	The Site Layout drawing indicates that the car parking provision at a total of 58 spaces, of which 54 spaces are for residential use, is below the maximum standard of 2 spaces per dwelling for peripheral locations set out in the SRDCSGs.
Section 4.2 - Waste Management	A preliminary Operational Waste Management Plan prepared by ShipseyBarry Architecture. accompanies this application.
Minimum floor areas for private amenity space	All apartments within the scheme meet or are in excess of the minimum required floor areas, as outlined in the accompanying Housing Qualify

Section 3.8 of the Guidelines references the following minimum standard for private amenity space as set out in Appendix 1: One bedroom – 5 sq m Two bedroom – 7sqm Three bedroom – 9sqm	Assessment prepared by ShipseyBarry Architecture.

3.2 Sustainable Residential Development and Compact Settlements Guidelines

The Sustainable Residential Development and Compact Settlements Guidelines apply to both urban and rural settlements to promote compact and sustainable development, with a particular emphasis on residential development. One of the main aims of these guidelines is to provide guidance on how we can work toward achieving compact growth throughout settlement patterns across the country. To achieve this goal, this document emphasises the need to increase the number of people and the scale of development, particularly in more central and urban areas. The guidelines set out that mid-rise medium density development in places accessible to the urban cores of Ireland's main cities will play a vital role in delivering the greater diversification of housing stock required to achieve compact growth.

Policy	Consistency of scheme
It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork.	The subject site is located adjacent to Mahon (a District Centre) in Cork City. There are existing residential developments surrounding the subject site. The placement of the site near to the N40 provides access to several significant employment destinations, including Mahon, Little Island Industrial Estate, and Cork City. The proposed density for the development is 95.9 dwellings per hectare (dph), which is within the targeted density range, and is considered acceptable in the context of the existing transportation links on the site.
It is a specific planning policy requirement of these Guidelines that proposals for new residential development include areas of functional public open space that collectively	The current proposal would see 10.6% of the overall developable area of this LRD dedicated to public open space. In addition to this quantum of open space, a

equate to not less than 10% (minimum) of the net site area.	public park will also be provided as part of this development.
In accessible urban locations, car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, should be 1.5 no. spaces per dwelling.	The overall development consists of 140 no. apartment units with 54 no. car parking spaces proposed plus an additional 4 no. creche drop-off spaces, which is compliant with this standard given the location of the site and access to public transport.

3.3 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 of scheme
Appendix 2: 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. 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 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	The proposed development is a large residential scheme consisting of 140 units at Mahon, County Cork. Provision has been made on site for a 25-child place creche in excess of established standards for demand arising from the proposed development. The rationale for providing this quantum of childcare is outlined in the accompanying Childcare Demand Assessment prepared by HW Planning. This has considered the existing geographical distribution of childcare facilities in the area as well as the demographic profile of Mahon.
Circular PL 3/2016 In March 2016, the Department of the Environment, Community and Local Government issued a circular in relation to childcare facilities under the early	This has been acknowledged as part of scheme development which includes on-site provision of a creche.

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.	

3.4 Design Manual for Urban Roads and Streets, 2019

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 of scheme
1. Integrated Street Networks 2. Movement and Place 3. Permeability and Legibility 4. Management 5. Movement, Place and Speed 6. Streetscape 7. Pedestrian and Cyclist Movement 8. Carriageway Conditions	This Large-scale Residential Development application is supported by a detailed Traffic & Transport Assessment (TTA) and a Statement of DMURS Compliance prepared by Egis Consulting Engineers, the latter addresses the relevant policies and principles listed in the Design Manual for Urban Roads and Streets, 2019 in order to create a balanced and attractive street and road network for the proposed development.

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Regional Planning Policy

4.1 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. It establishes a broad framework for development and the way in which our society, environment, economy, and the use of land should evolve and works towards a broad vision of the Region's future, identifying key priorities for investment. The RSES also identifies the overall framework for development including Metropolitan Area Strategic Plans (MASPs) for the Cork, Limerick – Shannon and Waterford metropolitan areas, key towns, smaller towns, villages, and rural areas.

"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 befit our entire society and make our economy more equitable and resilient.

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

> *"To promote the Southern Region as an attractive, competitive, and sustainable place to live, work and visit, a region of considerable opportunity for growth based on the quality of its cities, towns, and rural areas, well developed physical and social infrastructure, a diverse modern economy, and a pristine natural environment."*

Policy	Consistency
Some of the key specific aims include: Population increase of between 350,000 and 375,000 people between now and the year 2040 Cork City and suburbs population increasing by 115,000 additional people (an increase of more than 55%) from a population of 209,000 in 2016 to 324,000 by the year 2040	The proposed development is consistent in the overall context for population growth and sustainable development in the Southern Region. The proposed development would unlock a greenfield site situated approximate to additional residential developments, consolidating the growth of the city hinterland area surrounding Mahon.
RPO 5 - Increased population growth should be planned having regard to environmental criteria including:	The proposed development is adjacent to an existing major population centre and proposed increases in population are in accordance with the objective of the

The assimilative capacity of the receiving environment. The proximity of Natura 2000 sites and the potential for adverse effects on these sites and their conservation objectives. Areas that have potential to flood.	National Planning Framework as reflected in the RSES. The site is zoned as ZO17 'Bessboro House Landscape Preservation Zones SE4' and ZO01 'Sustainable residential neighbourhoods' and the design of the development will take account for the nearby Natura 2000 sites to the south of the site. No development is proposed in areas where any flood risk has been identified. The principle of the proposed development is therefore acceptable.
RPO 9 - It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives including: 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.	The proposed development will provide for increased population growth in an area that is well served by existing public transport linkages. The subject scheme has been designed to provide excellent pedestrian and cyclist access to and from the site where possible.
RPO 10 –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	The proposed development site represents a significant greenfield site with lands zoned for residential purposes. The site is within close vicinity to existing and future employment centres in and is also well connected to Cork City centre through the exiting public transport provisions.

4.2 Cork Metropolitan Area Strategic Plan (MASP)

The MASP as included in the RSES, refers to Cork as being an existing critical mass and an emerging international centre of scale driven by the State's second city of Cork at the core supported by a network of metropolitan towns and strategic employment locations. Metropolitan Cork is a national primary driver and engine of economic and population growth and the principle complementary location to Dublin. Strengthened regional connectivity will enhance integration of the Cork Metropolitan Area with the Atlantic Economic Corridor.

Policy	Consistency
Key outcomes for walking in the strategy include: An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km); Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork; Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm; Facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and 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.	The project will be integrated with and further enhance the series of existing public roads in the area. These improvements will enable enhanced pedestrian access from the subject site and to adjacent bus stops and areas. A link to a new pedestrian bridge over the existing greenway is included to the east of the subject site.
There is capacity in parts of the strategic road network but also high volumes of traffic in certain areas, resulting in congestion at some pinch-point locations, including the Dunkettle Interchange and sections of the N40. Transport Infrastructure Ireland (TII) is progressing the upgrade of the Dunkettle Interchange and has completed a Demand Management Study for the N40 corridor, identifying a number of low cost interventions aimed at improving traffic flow and maintaining capacity.	EGIS Consulting Engineers have prepared a Traffic and Transport Assessment and Mobility Management Plan to support this application. The TTA assess potential impacts on the carrying capacity of the road network surrounding the site.

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Local Planning Policy

5.1 Joint Housing Strategy

The Joint Housing Strategy was produced in accordance with the adopted County and City Development Plans for the respective planning authorities in 2022. 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 Strategy recognises that housing needs and housing markets cross local authority boundaries, particularly across the wider Cork city region, and this Joint Strategy assesses needs and markets accordingly. The Strategy is informed by an evidence-based Housing Need Demand Assessment. It acknowledges that the Cork City Suburbs comprise two-thirds of the City's total population and form a crucial part of the City's social and housing picture.

Policy	Consistency
P01: It is the objective of Cork County Council and Cork City Council to aim for housing to be available to meet the needs of people of all needs and incomes in Cork, with an appropriate mix of housing sizes, types, and tenures in suitable locations. This will include the provision of new social and affordable housing of a high quality and appropriate to the specific needs of households. In support if this objective, and to ensure a suitable housing mix is provided within individual developments and within communities, planning applications for multiple housing units will be required to submit a Statement of Housing Mix detailing the proposed housing mix and why it is considered appropriate in meeting in the needs of an area.	The proposed development has been designed to incorporate a mix of housing unit types within the development with apartments of varying sizes offered to accommodate differing needs of tenants, while expediting overall housing delivery. The suitability of proposed housing mix requirements are addressed in the submitted Planning Statement prepared by HW Planning.

5.2 Cork City Development Plan 2022-2028

The Cork City Development Plan 2022 (CDP) outlines objectives and parameters for housing development in the city up to the year 2028 and beyond. The CDP is underpinned by several key principles which include sustainability, social inclusion, high quality design and climate change adaptation. Chapter 2 outlines the Core Strategy for the County over the lifetime of the Plan. The strategy identifies a hierarchy in the network of settlements and divides the city into different strategic areas to focus growth in appropriate locations and ensure a sustainable, plan-led future for Cork.

Policy	Consistency
ZO 1 – 'Sustainable Residential Neighbourhoods' 'To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.' Paragraph ZO 1.1 of the plan states that the provision and protection of residential uses and residential amenity is a central objective of this zoning and that the vision for sustainable residential development in Cork City is one of sustainable residential neighbourhoods where a range of residential accommodation, open space, local services and community facilities are available within easy reach of residents. It also states that it should respect the character of the existing neighbourhood. ZO 17 – 'Landscape Preservation Zone' SE4 - Bessboro House 'To preserve and enhance the special landscape and visual character of Landscape Preservation Zones.'	▪ The subject site is situated within the ZO17 'Landscape Preservation Zone' of SE4 – Bessboro House and ZO1 'Sustainable Residential Neighbourhoods'. The principle of the proposed residential development on this site is acceptable. The specific landscape assets to be protected for Bessborough House (SE4) are listed as: ▪ J: Historic Landscapes (including monuments I historic routes) ▪ G: Landmarks I Natural Features I Cultural Landscape - land forming the setting to existing landmark buildings and/or protected structures I buildings of significance. ▪ C: Tree Canopy - Areas with existing woodlands or significant tree groups, or areas with potential for new woodlands. ▪ B: Water I River Corridors - rivers, estuary, harbour, The Lough, Atlantic Pond, Docklands, Port of Cork. ▪ I: Institutional Open Space A landscape-led approach has been adopted with regard to the proposed development. In line with the specific SE4 objectives set out in the CDP it is proposed to: ▪ Make provision for a substantial public park to open up this hitherto private land to the public, thereby protecting the landscape asset of Institutional Open Space.

With specific SE4 objectives to: ▪ To reinstate Historic Landscape; ▪ To seek use of grounds as a Neighbourhood Park in context of local area plan (H); ▪ • To allow development within the immediate environs to the north of Bessboro House consistent with the landscape and protected structure significance of the site.	▪ Within this historic landscape area measures are proposed to reinstate the parkland to its more open parkland form, as it appears in the historic records, that predated the largely 1980's planting that characterises it today. Traditional paths through the site which have been lost in modern use will be reinstated. ▪ While every effort has been made to minimise tree removal, where it is required to accommodate the development substantial compensatory planting is proposed with predominantly native species to ensure biodiversity enhancement will result. ▪ Modest residential development is proposed in the immediate environs to the north of Bessborough House as stipulated as acceptable in SE4. ▪ Existing farm buildings are to integrated into the scheme as residents' facilities, to retain and integrate with existing historic agricultural character. We consider this approach balances the landscape and cultural heritage sensitivities of the site with the need to make efficient use of zoned lands and deliver housing in the context of a housing crisis on strategic Transport Oriented Development lands.
Areas of High Landscape Value ▪ New development in AHLV must respect the character and the primacy and dominance of the landscape. In particular, development on topographical assets such as steep sided slopes, escarpments and ridges is considered to be inappropriate due to the detrimental impact of site and excavation works on the landscape. There will be a presumption against development where it	The north-eastern portion of the subject site is within an AHLV. The proposed scheme has adopted a holistic landscape-led approach to developing this sensitive site. The proposed development has been informed by the Historic Landscape Assessment prepared by Forestbird Design in 2020 (enclosed as Appendix 3.4 of the EIAR), which identified detailed zones within the site that should be protected and enhanced and those where some flexibility exists to accommodate landscape change. This has formed the blueprint for both the Landscape Masterplan prepared by Ilsa Rutgers Landscape Architecture and the layout design prepared by Shipsey Barry. Architects.

causes significant harm or injury to the intrinsic character of the Area of High Landscape Value.

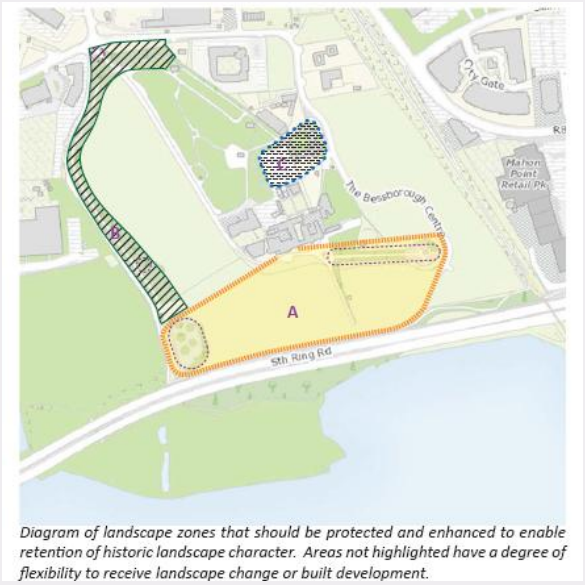


Diagram of landscape zones that should be protected and enhanced to enable retention of historic landscape character. Areas not highlighted have a degree of flexibility to receive landscape change or built development.

Objective 8.19 'Record of Protected Structures'

- *To maintain a Record of Protected Structures (RPS) which shall include structures or parts of structures which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, and which it is an objective to protect.*
- Objective 8.20 'Historic Landscapes'
- *Cork City Council will ensure that the designated and undesignated historic landscapes and gardens throughout the city are protected from inappropriate development and enhanced where possible.*

Bessborough Houses is a Protected Structure (Reference: RPS 490). The building complex surrounding Bessborough house represents the piecemeal expansion of the original Georgian Country House over two centuries. The proposed development however has been scaled and positioned to result in no physical or visual impact on the historic building. In addition, it is an objective of the applicant to enhance upon the character of the historic gardens and to revert them to their original form and open then up for public use.

The CDP notes in Section 6.47 that '*Cork City Council will seek to advance the provision of new parks in partnership with developers and the upgrading of existing parks and open spaces during the life of this Plan, as set out in Table* 6. *12.'* Amongst these proposals is the '*South-East Bessboro Neighbourhood Park'.*

As set out in the submitted application reporting, significant denegation of historic landscape fabric has occurred on the site over the last number of years. The site is frequently subject to illegal dumping, vandalism and anti-social behaviour. The development of the lands in accordance with eth prepared masterplan will safeguard and celebrate landscape character.

Strategic Objectives for Growth SO 1: Compact Liveable Growth ''Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to the existing city.''	The proposed LRD is adjacent to the existing District Centre of Mahon. It represents a high density greenfield development (95.9dph) that remains respectful of local character, historic features present on the site and access to public transport, and local amenities in accordance with the '15-minute city' concept identified in SO 1.
SO1 – Compact Liveable Growth Deliver compact growth that achieves a sustainable 15-minute city of scale providing integrated communities and walkable neighbourhoods, dockland and brownfield regeneration, infill development and strategic greenfield expansion adjacent to existing city.	The proposal represents a greenfield development on a site where the surrounding land uses are complementary to this proposal. There are existing residential developments surrounding the site, in addition to this Scally's SuperValu, a barber, a credit union, and other local services are located (c. 700m – 800m) to the north west. The proposed development would be well serviced by existing community infrastructure provisions which are walkable from the application site.
SO2 – Delivering Homes and Communities Provide densities that create liveable, integrated communities by using a mix of house types, tenures and sizes linked to active and public transport. Provide amenities, services and community and cultural uses to enable inclusive, diverse, and culturally rich neighbourhoods.	The proposed development provides for a mix of accommodation types, enabling it to accommodate households of varying sizes and types. The unit mix proposed includes 1 and 2-bed units or varying size, as well as 3-bed unit. There is demand for such units in the area which is highly accessible benefits from strong local and community services. The proposed development will facilitate this objective of the CDP to achieve inclusive and diverse neighbourhoods.
Objective 2.13 – Design-Led City Follow a design-led approach that delivers sustainable, high quality placemaking, urban regeneration and high quality architecture in this context. Development shall contribute positively to the quality of the	The proposed development follows a design led approach and encompasses open spaces and respect for historical features on the site and incorporation of the existing farmyard buildings which will form part of the proposed housing, which contributes positively to placemaking. The development includes a number of landscape features which will improve the biodiversity of the site,

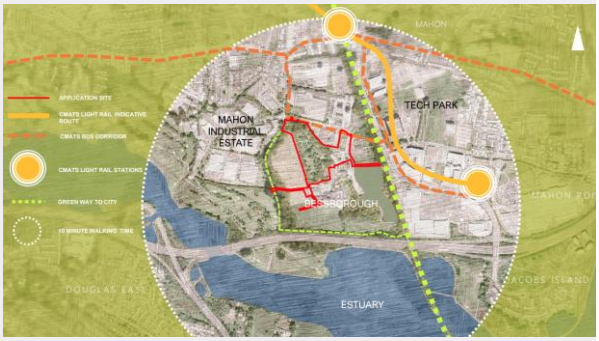
surrounding built and natural environment, health and wellbeing, and shall be planned and designed with reference to climate change mitigation and adaptation.	therefore improving the health and wellbeing of the future occupants. In line with planning policy, a number of climate change mitigation measures including SuDS, as well as other energy upgrades have been incorporated into the units.
Objective 2.14 – Walkable Neighbourhoods New development shall be designed to make positive additions to their neighbourhoods, towns and communities by: a) Delivering the right mix of uses at a scale and design that creates high quality buildings and spaces. b) Creating attractive, safe and vibrant places designed at a human scale (i.e. places that relate to people, streetscapes and local character) with active streets and avoiding creation of dead spaces. c) Ensuring a child friendly and age friendly environment applying Universal Design principles with a mix of household types. Designing a safe place that enables access for all. d) Designing a safe place that enables access for all. e) Creating a healthy neighbourhood with increased urban greening and direct access to high quality parks and public spaces, schools, shops and local services. f) Being well-connected with easy access to public transport and active travel.	The proposed design accounts for a mix of accommodation types as well as the provision of a creche facility, ensuring an appropriate mix of building types and scale within the development. The proposal would allow for 10.6% of the development area to be dedicated to public open space and the provision of a public park, adding to the wider network of green infrastructure in the area and the proposed development also provides for a public park and a link to the existing greenway which will connect to the existing green infrastructure in the lands surrounding the site. The subject site already has direct access to a range of high-quality essential services including Supervalu and other local serves including St. Michaels Credit Union, within walking distance of the site.

g) Providing enhanced permeability for walking and cycling.	
Objective 2.17 - Neighbourhood Design The design and siting of development shall create a sense of community and identity, enhance connectivity, incorporate creative approaches to urban design, enhance landscape character and green and blue infrastructure and respect the local context and character of the area.	A Landscape Design Report and Landscape Plan have been prepared by Ilsa Rutgers Landscape Architecture.
Objective 2.26 - Housing Supply Support an increase in the supply, affordability and quality of new housing in city and provide a range of housing options delivering good design that is appropriate to the character of the area in which it is built, while also achieving an efficient use of zoned and serviced land.	The proposal accounts for a range of housing unit types, providing different sized units from 1-bedroom apartments to 3-bedroom apartment types across the development. The proposed height of the apartment blocks will range from 1 to 5 storeys tall, which will satisfy the density and height requirements within the CDP.
Objective 3.20 – Cork City as a Child-Friendly City To promote Cork as a child-friendly city by considering the design needs of young people in terms of appropriate design when changes are proposed to the built environment. All development must consider the Universal Design approach.	The proposed development has been designed to meet all Universal Design standards as set out in the Building Guidelines as well as best practice standard. Therefore, the proposed development will cater for all ages of future occupants in line with this objective.
Objective 3.21 – Childcare Facilities To support the provision and expansion of high-quality	The proposed development includes a creche facility which has been sized to adequately serve the proposed development and meet the standards as set out in the Childcare Facilities, Guidelines for Planning Authorities, 2001. The proposed creche facility will have space to

childcare facilities throughout the city. The Council will: a. 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; b. Consult with the Cork City Childcare Company and the HSE on planning applications where childcare facilities are proposed; c. Require employers with more than 500 members of staff to provide childcare facilities as part of planning applications for significant new and extended development.	accommodate 25 no. child spaces and will be appropriately sized to cater for the demands of the development.
Objective 3.32 – Inclusive Design To promote and where applicable implement inclusive design in all new development and in works to existing buildings and facilities including open space and public realm areas to optimise the facilities for all age groups and abilities. This includes embracing the National Disability Authority's Universal Design Guidelines, age friendly principles and international best practice.	The proposed development has been designed to meet all Universal Design Guidelines and provides open spaces which can be used by all future occupants of the proposed development and also a significant area of public open spaces.
Objective 3.4 Compact Growth Cork City Council will seek to ensure that at least 51.6% of all new homes will be provided on brownfield/infill development site. Optimising the potential for housing delivery on all suitable	The CDP established a prevailing density of 10dph to 40dph regarding the surrounding area of the proposed development, and sets a target of between 50dph and 120 dph. The proposed development represents a density of 95.9 units per hectare, which is respectful of the existing environment whilst providing for an effective use of available development land located near existing transport connections. This density level is achieved,

and available brownfield sites will be achieved by: Cork City Council acting as a development agency to kickstart regeneration of sites and buildings, utilising acquisitions as required; Progress housing and employment delivery in urban centres and strategic regeneration sites; Active land management utilising the range of tools available (including Derelict Sites Act 1990 and the Urban Regeneration and Housing Act 2015); The redevelopment of surplus utility and public sector owned sites: The development of small and infill sites and the re-use of existing designated and undesignated built heritage assets including those on development sites; The utilisation of planning and urban design tools to provide a framework for the development of sites (e.g. masterplanning, framework plans, neighbourhood strategies, historical area regeneration strategies, site specific briefs); Optimising the use of land (see Objective 3.5: Residential Density); Establishing ambitious and achievable buildout rates at the planning stage to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value;	while still ensuring that there is no impact on the heritage value of the protected structure. The proposed development is located on a greenfield site that has seen residential development occurring in the surrounding area and would therefore consolidate the existing growth that has already taken place. The development also includes the sustainable reuse of existing farm building (sheds) as part of the layout and design. This will ensure that the proposed development will appropriately integrate into the surrounding environment.

Influencing Government to update the legislative, guidance, fiscal and financial framework to the benefit of housing delivery on brownfield sites; Combining its role as planning authority and housing authority to bring about residential development to meet demand and need; Where new sustainable transport infrastructure is planned land use designations will be reviewed and updated, where appropriate to provide for housing or mixed-use development (including housing); Unlock the development potential of brownfield sites to be used as an evidence base and business case for intervention; and Ensuring that all new housing developments contribute to the creation and / or maintenance of successful neighbourhoods; and, Identify and promote the development potential of brownfield, small sites, regeneration areas and infrastructure packages to enable progress towards achieving compact growth targets. Encouraging the retrofitting and reuse of existing buildings, rather than their demolition and reconstruction.	
Objective 3.5 Residential Density Cork City Council will seek to: Promote compact urban growth by encouraging higher densities	The proposed density for the development is 95.9 dwellings per hectare (dph). The CCDP 2022 – 2028 indicates a prevailing density of 10-40 dph within the Mahon area. However, the 'Target' density for this area is between 50 and 120 dph. Based on this we consider

throughout Cork City according to the Cork City Density Strategy, Building Height and Tall Building Study and resultant standards set out in Chapter 11: Placemaking and Managing Development and Mapped Objectives; and Ensure that urban density is achieved by development proposals providing for high quality sustainable residential development, ensure a balance between the protection of the established character of the surrounding area and existing residential amenities; Ensure that urban density is closely linked to creating successful neighbourhoods and ensuring that neighbourhoods are integrated and permeable to ensure short trips are possible to urban centres, local services and amenities. Ensuring high-quality architectural, urban and public realm design. Guidance is set out in Chapter 11: Placemaking and Managing Development.	that the proposed density is appropriate having regard to local and historic context. The Council Density and Building Height Strategy also indicates the prevailing building height in Mahon is between 2 and 5 storeys and it sets a target height of between 4 and 6 storeys. The proposed scheme height ranges from 1 and 5 storeys, with the 4 and part-5 storey buildings setback from and located to the north-east of the historic Bessborough House so as not to impact on its visual primacy when viewed from the south. The proposed design with the improvements set out for pedestrian infrastructure would allow for the creation of a permeable, compact neighbourhood in close proximity to local amenities.
<u>Objective 4.1 CMATS</u> Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure, including the Northern	The proposed development integrates with the existing public transport network and due to its design is compatible with any future connection upgrades mentioned in CMATs proposal. The proposed development is consistent with the pattern of development in the surrounding area. 

Distributor Road and Southern Distributor Link Road.	The CMATs proposed light rail indicative route and proposed bus corridor are near the proposed development. CMAT's have also located 2 no. light rail stations near the development in Mahon.
Objective 4.5 Permeability All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility. To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads and public transport networks in accordance with the provisions of statutory guidance as prescribed. Prepare a permeability strategy for areas throughout the city.	Pedestrian permeability and public transportation access have been considered throughout the proposed development, which promotes sustainable commuting patterns for its future residents. Given the site's proximity to existing public transport links, it is expected that this will be a popular option for future residents, contributing to the achievement of Strategic Objective 4 of the City Plan. The proposed pedestrian bridge included in the design will further open the development for permeability and connectivity with residents and others able to access the proposed development and its amenities.
Objective 6.9 Landscape To preserve and enhance Cork's landscape character, key landscape assets and views and prospects of special amenity value. Landscape will be an important factor in all development proposals, ensuring that a proactive view of development is undertaken while maintaining respect for the environment and heritage generally in line with the principle of sustainability. To ensure that new development meets the highest standards of placemaking, siting and design.	The landscape strategy has been developed to retain existing site attributes, re-introduce lost historic features, while incorporating new native planting where possible. It will protect and enhance the existing landscape amenity throughout the area and introduce a public park area which will provide for new habitats and increase the biodiversity of the area. The enclosed Landscape Design Strategy and Masterplan prepared by Ilsa Rutgers Landscape Architecture details the existing park in Bessborough contains more than 350 trees. The design team have carefully considered the design and layout of the building to reduce the impact on these trees. The provision of green space and infrastructure on the site and its surrounding areas will be considered throughout this strategy to respect the sites landscape land use zoning.

To protect those prominent open hilltops, valley sides and ridges that define the character of the Cork City Hinterland and those areas which form strategic, largely undeveloped gaps between the main Hinterland settlements from development. To discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments; To support, as appropriate, any relevant recommendations contained in the National Landscape Strategy for Ireland 2015-2025.	
Objective 6.11 Landscape and Development To ensure that the management of development throughout Cork City will have regard for the value of the landscape, its character, distinctiveness and sensitivity in order to minimize the visual and environmental impact of development, particularly in designated areas of high landscape value where higher development standards (layout, design, landscaping, materials) are required.	In addition to the landscape masterplan prepared by Ilsa Rutgers Landscape Architecture, the site development strategy has been developed having regard to ecological survey work prepared by DixonBrosnan and consideration of potential landscape and visual assessment as outlined in the Preliminary Visual Assessment prepared by Pedersen Focus / Macroworks. A full Landscape and Visual Impact Assessment will be submitted to the Council with the final LRD Application.
Objective 6.2 Accessibility to the Green and Blue Infrastructure Network Cork City Council will work with stakeholders in ensuring that green and blue infrastructure networks and spaces are made available, accessible and safe for all. This includes seating, accessible toilet facilities,	The proposed development is located in close proximity to Cork Harbour Special Protection Area (SPA). The subject lands are not located within any Natura 2000 sites. The proposed development will provide for the sustainable expansion of the existing green infrastructure on the site with the provision of a public park on the lands. This application is supported by an Appropriate Assessment Screening and Natura Impact Assessment for the proposed development.

appropriate path gradients and surfacing, path widths and signage; Cork City Council will seek that severance or impediments to green and blue infrastructure routes by development are avoided or overcome with appropriately designed schemes. Where an access route is disrupted by development, an alternative route shall be provided, except in exceptional circumstances; In supporting the implementation of the 15-minute concept, Cork City Council will encourage urban greening at the neighbourhood scale, transforming existing grey, hard-surfaced spaces into green, natural environments projects, creating an enhanced walking experience for local residents as well as increased access to green and blue infrastructure	The proposed design provides for a significant percentage of the development area to be dedicated to open greenspace, further demonstrating that access to quality green infrastructure has been considered throughout this proposal to create a sustainable neighbourhood in line with the 15-minute concept.
Objective 6.18 Public Open Space To protect, retain, improve and provide for areas of public open space for recreation and amenity purposes. There will be a pre-sumption against development of land zoned Public Open Space for alternative purposes; There will be presumption against development on all open space in residential estates in the city, including any green area / public amenity area that formed part of an executed planning permission for development and was identified for the purposes of recreation / amenity open space, and also including land which has been	The application is supported by a detailed landscape strategy which creates a network of high quality public open spaces, which are overlooked, foster existing site character and contribute positively to placemaking. The provision of open space is in excess of policy requirements will contribute positively to the greening of the city in this location. The proposed development is therefore compliant with and provides additional support for objectives within the CDP for the provision, protection and maintenance of public open space for amenity purposes.

habitually used as public open space. Such lands shall be protected for recreation, open space and amenity purposes; The development of open spaces should "aim to enhance and protect natural features and views and be set in safe and secure environments with the emphasis on active open spaces accessible to and enjoyed by all sectors of the community; To follow an approach of qualitative as well as quantitative standards for open spaces providing high quality open spaces with high levels of access to recreation for local communities. Specific design outcomes should be framed in relation to the nature of spaces being created or enhanced (e.g. in relation to maintenance, nature exposure and connectivity, strategic landscape and social role). Support measures to green the city, including re-grassing of appropriate hard-surfaced areas in locations throughout the City.	
SO 8 – Environmental Infrastructure To ensure the efficient and sustainable use of water services infrastructure. To enhance water quality and water resource management. To sustainably manage waste generation and treatment. To support circular economy principles.	The proposed development seeks to prioritise as much as possible, the implementation of SuDs within the scheme design and minimise the use of underground attenuation infrastructure. As described in detail in the enclosed plans and particulars prepared by EGIS Consulting Engineers, the proposed development utilises various measures including the provision of natural drainage features which have also been incorporated into the sites landscape and biodiversity strategies. A Confirmation of Feasibility from Uisce Eireann is included in the accompanying Infrastructure Report prepared by EGIS Consulting Engineers. The site's public open space provision is closely interlinked with the site's wider drainage strategy. As

To improve air quality and levels of pollution in the urban and hinterland areas of Cork City. To promote the pro-active management of noise. To support the investment and delivery of environmental infrastructure to serve the compact growth of Cork City, including water and waste water services, digital infrastructure, renewable energy and environmental improvements. Proposals for new development in Cork City will not be permitted where they would have an unacceptable detrimental impact on water resources or infrastructure, water quality or air quality, have inadequate waste management mitigation, generate excessive noise or otherwise have an unacceptable detrimental impact on the environmental infrastructure of Cork City.	described in the enclosed report prepared by EGIS Consulting Engineers, the adoption of SuDS measures has been prioritised which will positively contribute to the site's landscape, amenity, and biodiversity strategies. The site's drainage strategy provides for a range of SuDS measures.
SO 9 – Placemaking and Managing Development Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.	The proposed development is in accordance with placemaking, and development objectives identified in the CDP. The Architectural Design Statement prepared by ShipseyBarry Architecture includes a statement on Placemaking which outlines the various measures incorporated into the scheme to render it a unique, attractive and sustainable place to live. It describes the character areas within the scheme and the proposed scale of development. In general, buildings are 1-5 storeys which is reflective of the permitted and evolving settlement pattern of the overall wider area, while remaining sensitive to the traditional built form of this historic location. The retaining and re-use of the existing farm buildings on-site as resident amenities adds to the richness and diversity of the overall built-form of the scheme.

Objective 9.2 Wastewater To require all new proposals for development to provide a separate foul and surface water drainage system and to incorporate Sustainable Urban Drainage Systems in so far as practical. As part of new proposals for development, evidence of consultation with Irish Water should be submitted as part of a planning application, demonstrating that adequate water services are available to service the development and that existing water services will not be negatively impacted.	Early engagement has been carried out with Uisce Eireann, and a Confirmation of Feasibility has been obtained which outlines that there is sufficient capacity in the existing waters network to serve the proposed development, and that the infrastructure proposed to connect the proposed development to the public network is acceptable.
Objective 9.4 Sustainable Urban Drainage Systems To require that all planning applications for new development incorporate Sustainable Urban Drainage Systems (SUDS) in so far as possible. Such proposals shall be accompanied by a comprehensive SUDS assessment including run-off quantity, run off quality and impacts on habitat and water quality. To encourage the provision of green roofs and green walls as an integrated part of Sustainable Urban Drainage Systems (SUDS) and which provide benefits for biodiversity, wherever feasible. To investigate the feasibility of preparing Sustainable Urban Drainage Systems (SUDS) guidelines for Cork City during the lifetime of the plan. In the interim The Department of Housing, Local Government and	The scheme has been designed in accordance with the Greater Dublin Strategic Drainage Study and responds to the characteristics of the subject site. The approach incorporates a hierarchy of SuDs means to include, inter alia, green roofs, detentions basins, tree pits/bioretention planters and attenuation tanks.

Heritage document: Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas Water Sensitive Urban Design - Best Practice Interim Guidance Document, will provide guidance in this regard.	
Strategic Objectives for Growth SO 9: Placemaking and Managing Development Develop a compact liveable city based on attractive, diverse and accessible urban spaces and places. Focus on enhancing walkable neighbourhoods that promote healthy living, wellbeing and active lifestyles, where placemaking is at the heart. Follow a design-led approach with innovative architecture, landscape and urban design that respects the character of the city and neighbourhood.	As indicated in the Placemaking Statement in the accompanying Design Statement prepared by Shipsey Barry, the proposed development is consistent with the placemaking and development goals outlined in the CCDP 2022-2028. The proposal generally accounts for the construction of 1 to 5-story apartment blocks, which allows for a higher density and variety of accommodation that is compatible with achieving higher densities in such locations. However, the historic farm buildings are retained and the taller proposed buildings are set back from the historic Bessborough House, so as not to impact on its visual primacy. The effectiveness of this approach is evident in the enclosed photomontage views.
Sections 11.14 – 11.25 of the CDP refers to statements which should be submitted to support development proposals. These include: Design Statements Visual Impact Assessments Traffic and Transport Assessments Travel Plans Environmental Impact Assessment Appropriate Assessment Ecological Reports	The submission will be accompanied by all of the stipulated assessments required in these sections of the Cork City Development Plan 2022-2028 required at the application stage of the process. An AA Screening Report, Ecological Impact Assessment and a Landscape and Visual Assessment will be submitted to the Council at LRD application stage.

Objective 11.1 Sustainable Residential Development Residential developments shall be sustainable and create high quality places which: Contribute to placemaking and to the 15-minute city and walkable neighbourhood concepts by planning for vibrant communities, with active streets, urban greening, versatile and creative use of spaces avoiding "dead" spaces. Prioritise walking, cycling and public transport, and minimise the need to use cars. Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience. Provide a good range of community and support facilities, where and when they are needed and that are easily accessible. Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained. Are easy to access for all and to find one's way around with a focus on permeability within sites and integration and connectivity into the surrounding urban environment to enable short trips by walking and cycling. Promote the efficient use of land and of energy and minimise greenhouse gas emissions.	The proposal has incorporated an ample provision of green space throughout its design, in addition to the provision of a substantial public park. Together with the proposed improvements to pedestrian and cycling infrastructure where possible, these measures will create a vibrant, active neighbourhood. The site already has access to frequently serviced public transport routes. Residents of the proposed development would have a range of active and public transport options to access a number of nearby employment and retail centres in Mahon and Little Island as well as access to Cork City which is a significant employment centre. The mix of different bed size units will allow for a diverse range of household types and age groups, thereby promoting social integration. A landscape strategy has been prepared by Ilsa Rutgers Landscape Architecture which ensures that the development will respect the emerging character of the area and will be considerate of the need to enhance green and blue infrastructure and biodiversity.

Provide a mix of land uses to minimise transport demand. Promote social integration and provide accommodation for a diverse range of household types and age groups. Enhance and protect green and blue infrastructure and biodiversity. Enhance and protect the built and natural heritage.	
Car and Bicycle Parking Paragraph 11.232 of the CDP refers that 'Car parking standards for both residential and non-residential developments are set out in Table 11.13. These standards are maximums in order to constrain car trip generation and promote patronage of active travel and public transport.' Table 11.14 of the CDP refers to Bicycle Parking Standards. Standard Apartments – 1 Per Unit in City Centre / Inner Urban Areas Creches – 1 per 25 Children	The requirements set out for car and cycle spaces within the Cork City Development Plan 2022 – 2028 have been incorporated into the design. A total of 54 no. car parking spaces, 4 creche drop off car spaces, and 330 no. cycle parking spaces are included to serve the future population of the scheme in compliance with the Development Plan standards.

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ISO 9001:2015
ISO
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ISO
45001:2018