

Statement of Consistency

For Development at Spa Glen (Townland), Mallow, Co. Cork

on behalf of O'Flynn Construction Co. Unlimited Company

February 2024



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

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1. Introduction

1.1 Context

This Statement of Consistency has been prepared by McCutcheon Halley Chartered Planning Consultants, in conjunction with Doyle McDonogh Nash Architects, J.B. Barry Engineering Consultants, Malone O'Regan, BPC Engineers, John Cronin & Associates, Arup, and County Tree Care on behalf of O'Flynn Construction Co. Unlimited Company, to accompany a planning application for a Large Scale Residential Development (LRD) application at Spa Glen (Townland), Mallow, Co. Cork.

The proposed development will consist of the following components:

- The demolition of the existing farmhouse/buildings;
- The construction of 186 no. residential units consisting of 168 no. dwelling houses (comprising of a mix of 2, 3, 4, bed semi-detached, and terraced/town houses); 18 no. 1 bed duplex units,
- A 417.9 m² creche/childcare facility;
- All associated ancillary development works including the signalisation of the N72/L5331 junction to provide improved sightline visibility, amendments to part of the existing hedgerow along the N72 to improve sightline visibility, 2 no. vehicular access points, 1 no. toucan and 3 no. uncontrolled pedestrian and cycle crossing points on the L5331, footpaths,, parking, drainage, landscaping/amenity areas and the undergrounding of existing 38KV overhead electricity lines at Spa Glen (townland), Mallow, Co. Cork.

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

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

- 2.1 *Project Ireland 2040: National Planning Framework (2018);*
- 2.2 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);*
- 2.3 *Sustainable and Compact Settlement Guidelines for Planning Authorities, 2024, Department of Environment, Heritage and Local Government;*
- 2.4 *Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;*

- 2.5 *Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;*
- 2.6 *Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government;*
- 2.7 *Childcare Facilities Guidelines, June 2001.*
- 2.8 *Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).*
- 2.9 *The Planning System and Flood Risk Management, 2009;*

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

- 3.1 *Cork County Development Plan 2022-2028*

1.2 Summary Statement of Consistency

This report provides a statement of consistency for the proposed development at Spa Glen (townland), Mallow, Co. Cork, with reference to the relevant national and local planning policy documents, as detailed in section 1.1.

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

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

1.2.1 Context

The proposed development is located in the townland of Spa Glen within the town of Mallow which is identified as a 'Main Town' in the Cork County Development Plan 2022. The subject site is situated to the east of Mallow's town centre and approximately 35.9 km northwest of Cork City. The site lies to the east of the N20 Cork to Mallow national primary route. The site generally has a flat topography and has a gross site area of 8.142 hectares (ha) with a net developable area of 5.96 ha giving a net density of 31.21 units per hectare. The site is bounded to the south by the N72 as well as the Spa Glen River, and various residential estates to the north along the Spa Springs Road and to the east by Hazelbrook residential estate, which is currently under construction.

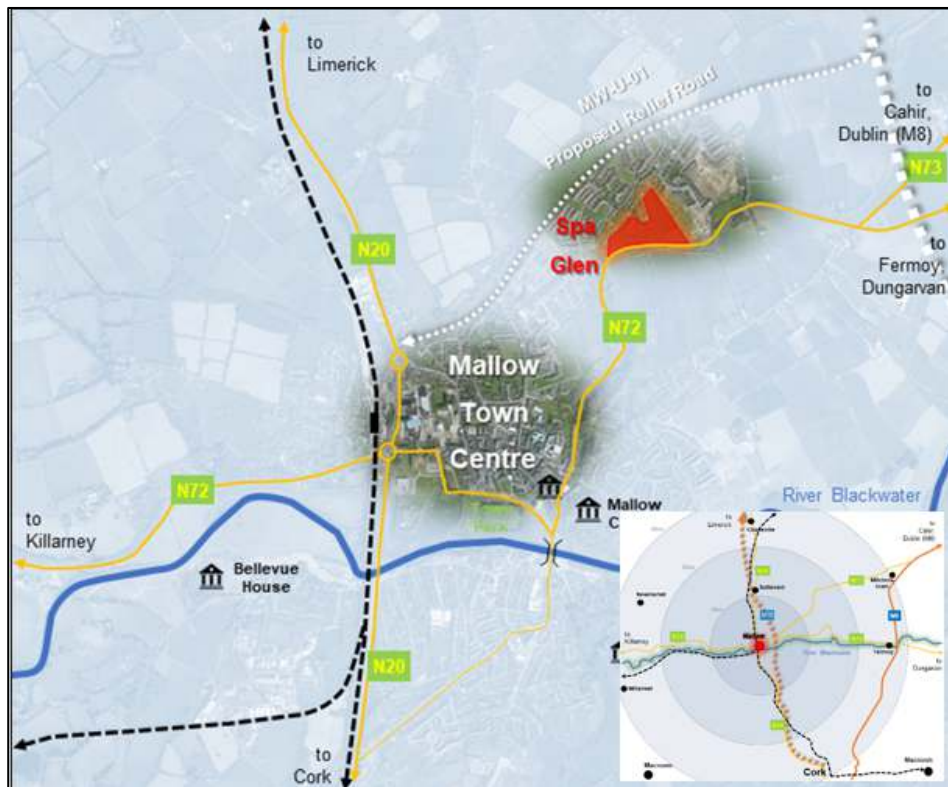


Fig 1: Aerial view of proposed residential development site at Spa Glen, Mallow.

The site is within close proximity of a number of commercial and community facilities including local shops, churches and schools. Access to the site is via Spa Springs Road which runs along the north of the site.

1.2.2 Density & Housing Mix

Section 5.11 of the 2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) states that for 'Outer Suburban / Greenfield sites' (defined as open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary facilities, schools, shops and employment and community facilities), the greatest efficiency in land usage will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally and that net densities less than 30 dwellings per hectare should generally be discouraged.

In terms of residential density, the **Cork County Development Plan 2022** states that a Medium 'A' (i.e. 20-50 dwellings per hectare) will be applicable in "city suburbs, larger towns over 5,000 population and rail corridor locations."

Using the net developable area, the overall density has been calculated at 31.21 units per hectare which is in accordance with local and national guidelines.

Statement of Consistency: DENSITY

An overall net residential density of 31.21 units per hectare has been achieved in accordance with Section 5.8 of the 2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) May 2009. This density is also in line with the Cork County Development Plan 2022.

With regard to **housing mix**, household sizes both nationally and in Cork are getting smaller and it is therefore imperative that the market ensures the development of a greater mix of units, and an increase in the delivery of smaller units in tandem with larger family units. The layout proposes 186 no. units consisting of 168 no. dwelling houses (comprising of a mix of 2, 3, & 4 bed, semi-detached, and terraced/town houses); 18 no. 1 bed duplex units and 1 no. creche. The variety of unit sizes proposed focuses on providing smaller units, affordability and quality housing, in accordance with the relevant policies and within close proximity to major employment centres.

Statement of Consistency: HOUSING MIX

The proposed development provides a range and mix of 4 bed (8.6%), 3 bed (55.9%), 2 bed (25.8%) and 1 bed (9.6%) units to be provided in a mix of terraced/townhouses, semi-detached, detached and 18 no. duplexes to meet the needs of the area.

1.2.3 Layout

Connectivity

The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open spaces. The proposed development has been designed to accommodate public transport, car users and service vehicles. The proposed layout maximises connectivity and permeability through the site with a comprehensive network of linked roadways and footpaths provided across the site connecting to the existing pedestrian infrastructure in the area. The site is shaped by Spa Springs Road, which runs along the northern boundary of the site, providing the proposed entrance onto Spa Springs Road and linking the site development with the existing residential community.

Inclusivity

The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meets the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility

and inclusivity design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size or ability.

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

Distinctiveness

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

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

The buildings will use materials, proportions and features that respect and enhance the existing local setting, but express it in a more contemporary way. Careful consideration will be given to the individual housing clusters and neighbourhood areas, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.

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

Parking

A total of 366 no. parking spaces are provided for with 336 no. on curtilage spaces and 20 no. spaces allocated towards the duplex apartments. In addition to these, 10 no. surface parking spaces will be provided to the creche. Adequate bicycle parking is also provided on site with 117 no. secure bicycle spaces provided on site. Each dwelling house will have adequate space within the curtilage of the unit for bicycle parking.

Detailed Design

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

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

With regard to form, the selected use of the vernacular in terms of the gables detail makes further reference to the local architectural language while integrating them into a high-quality design. The simple pattern of development is reinforced through the use of clear building frontages and edges where corners and gables are emphasised rather than ignored.

The proposed landscape design has also informed the design of the built environment, identifying landscape features in need of enhancing, utilisation and protection. For example, the existing hedgerows form the framework of the design, identifying pockets of open space suitable for development. The landscaping of the development will frame the units, creating a user-friendly environment with a strong and attractive landscape setting.

Statement of Consistency: LAYOUT

The layout and design of the proposed development is based on the principles and 12 design criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall a high-quality layout and design has been achieved, based on the provision of a mix of high-quality dwellings in a quality neighbourhood area and through the creation of a sustainable extension to the settlement of Mallow which prioritises pedestrians and cyclists.

1.2.4 Landscape & Amenity

Public Realm

The proposed development is set around a network of streets, pathways and open spaces that are of a high quality, that provide an attractive public realm for both future residents and visitors to the site. The residential clusters are located near the open spaces which will increase the likelihood of being used and provides an invaluable extension to their private open space. These streets and spaces are overlooked by the surrounding residences which will foster a sense of ownership amongst the community. The play areas are sited where they will benefit from passive surveillance while also minimising the likelihood of noise transmission to adjacent dwellings. With regard to these spaces acting as a continuation of the private residences, there is still a clear definition between public, semi-private and private space. This is facilitated by the incorporation of landscaping to define the various spaces, including car parking, low planting/walls and semi-transparent boundary treatments such as railings.

Privacy & Amenity

The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Where possible, all dwellings benefit from a separation distance of 22m. Where this separation distance is reduced, special design measures are incorporated to ensure that the amenity of future residents is not negatively impacted. Windows are not facing, sited to prevent direct overlooking into adjacent dwellings and private gardens.

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

Statement of Consistency: LANDSCAPE AND AMENITY

The landscape and amenity provisions of the proposed development are based on the principles and criteria of the Urban Design Manual and a detailed Design Statement is submitted with the LRD application. Overall high-quality landscaping and amenity areas have been provided which will help create an attractive development for residents to reside.

1.2.5 Sustainability

Efficiency

The design seeks to strike an appropriate balance between achieving the required densities alongside open space requirements to ensure that the zoned land is used efficiently, whilst quality of environment and place is retained. Higher densities have been achieved in the form of duplexes which are appropriately sited to complement the existing topography of the site.

Landscaped areas consist of the open spaces containing play areas. Kickabout areas, an amenity walkway and cycleway and a number of informal biodiversity planting areas/grassed areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles have also been incorporated wherever possible.

All units are designed to maximise passive solar gain through the solar orientation. This is balanced with the requirements of good urban form and the provision of ample open space. All units are dual aspect (at a minimum) which ensures adequate daylight and passive warmth, as well as access to direct sunlight at various parts of the day.

With regard to waste provision and collection, storage areas for bins are provided within the apartment block while bin storage areas may also be provided within the front garden spaces of each dwelling unit.

Adaptability

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

Statement of Consistency: SUSTAINABILITY

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

2. National Planning Policy

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

- Project Ireland 2040: National Planning Framework (2018);
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- Sustainable and Compact Settlement Guidelines for Planning Authorities, 2024, Department of Environment, Heritage and Local Government;
- Urban Design Manual – A Best Practice Guide (UDM) 2009, Department of Environment, Heritage and Local Government;
- Design Manual for Urban Roads and Streets (DMURS) 2013, Department of Transport, Tourism and Sport;
- Urban Development and Building Heights – Guidelines for Planning Authorities, 2018, Department of Housing, Planning and Local Government
- Childcare Facilities Guidelines, June 2001.
- Southern Regional Assembly: Draft Regional Spatial and Economic Strategy (2019).
- The Planning System and Flood Risk Management, 2009

2.1 Project Ireland 2040: National Planning Framework, 2018

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
3a	Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.	✓ The proposed development is located on a greenfield, infill site within the town of Mallow and is therefore in accordance with Objective 3a.
4	Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.	<ul style="list-style-type: none"> ✓ The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas. ✓ The proposed development will provide a hierarchy of open spaces and landscaped areas. ✓ The proposed development will meet the needs of workers in Mallow where currently there is an undersupply of accommodation. ✓ The proposed development is accompanied by a Design Statement, Daylight study and Traffic Impact Assessment all aimed at demonstrating the quality of the buildings and residential environment being created.
5	Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.	✓ The proposed development will add to the densification of Mallow and maximise the use of public transport. It will create a new neighbourhood where currently there is under-utilised land.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
6	<p>Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</p>	<p>✓ The existing greenfield, infill site is currently underutilised and not in any active use. The development of a high-density residential scheme will rejuvenate the area bringing a level of activity that is currently absent.</p>
7	<p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> • Dublin • Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; • Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes; • In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth. 	<p>✓ The proposed development is located on a greenfield, infill site proximate to the employment hubs of Mallow.</p> <p>✓ The site's zoning facilitates residential development and is appropriate for high density development.</p>
8	<p>To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Dublin of an increase in population of approximately 20-25% (or 235,000 – 293,000 people) by 2040.</p>	<p>✓ The proposed development will provide high quality residential development that will facilitate an increase in the population of Cork.</p>
11	<p>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more</p>	<p>✓ The proposed development seeks permission for a residential density of 186 no. units/ha on a greenfield, infill site.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.	<ul style="list-style-type: none"> ✓ The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.
13	In urban areas, planning and related standards, including building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.	<ul style="list-style-type: none"> ✓ The scale of the development is appropriate to the site and location. The open spaces and enhanced pedestrian and cycle links will create a sustainable and compact development that encourages movement of pedestrians and promotes greater use of alternative modes of travel. ✓ This application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning which provides a list of the supporting assessments which accompany this application.
26	Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.	<ul style="list-style-type: none"> ✓ The site is located within Mallow in close proximity to the town centre. ✓ The proposed development includes neighbourhood play areas, Kickabout areas, an amenity walkway/cycleway and a number of informal grassed areas to encourage future occupants to live active lifestyles.
27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.	<ul style="list-style-type: none"> ✓ The proposed development is a town centre site that will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour. ✓ Permeability is central to the design and in this regard, it is proposed to create new pedestrian links throughout the site.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		<ul style="list-style-type: none"> ✓ 117 no. cycle parking spaces are proposed throughout the site for future occupants and visitors.
28	<p>Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.</p>	<ul style="list-style-type: none"> ✓ The proposed development provides for 1, 2, 3, and 4 bed units, that will cater for a range of household sizes. ✓ The Applicant will comply with their Part V obligations and deliver 18 no. social and affordable housing units. ✓ Communal open space is located throughout the development and is arranged to offer full connectivity between all the neighbourhood areas. ✓ The scheme incorporates both residential support amenities together with community uses. ✓ The proposed development is Part M compliant and thus includes access for people with disabilities.
31	<p>Prioritise the alignment of targeted and planned population and employment growth with investment in:</p> <ul style="list-style-type: none"> • The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations. 	<ul style="list-style-type: none"> ✓ 1 no. 417.9 sqm childcare facility is provided on site.
32	<p>Target the delivery of 550,000 additional households up to 2040.</p>	<ul style="list-style-type: none"> ✓ The proposed development will contribute 186 no. new households to the target.
33	<p>Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.</p>	<ul style="list-style-type: none"> ✓ The proposed development provides 186 no. residential units on a greenfield, infill site in Spa Glen (townland), Mallow.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
34	Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.	<ul style="list-style-type: none"> ✓ There is a deficit in accommodation suitable for the mobile population that work in the area. This is evidenced by the high number of people who commute into the area daily. The proposed development responds to this deficit. ✓ The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size ability or disability. ✓ A mix of unit types and sizes have been provided to accommodate changes to household size. ✓ The proposed development is Part M compliant.
35	Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.	<ul style="list-style-type: none"> ✓ The proposed development is proposed on an undeveloped residential zoned site and designed to maximise density and height, make the most efficient use of the land, public transport investment and utilisation, and increasing the proportion of people living in the area.
52	The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.	<ul style="list-style-type: none"> ✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3. ✓ Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge
54	Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.	<ul style="list-style-type: none"> ✓ The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
56	Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.	<ul style="list-style-type: none"> ✓ The proposed development incorporates adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.
60	Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.	<ul style="list-style-type: none"> ✓ The towns' past is recognised in the proposed development. ✓ The proposed development has integrated existing natural features, such as trees existing hedgerows etc into the proposed design.
63	Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.	<ul style="list-style-type: none"> ✓ Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.
64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.	<ul style="list-style-type: none"> ✓ The proposed development will support sustainable modes of transport, by encouraging the movement of pedestrians and cyclists in and enhancing connections to the town centre. This will serve to promote a modal shift in transport and a reduction in emissions. ✓ Cycle parking spaces are provided within the scheme. ✓ The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air. ✓ 117 no. cycle parking spaces are provided within the scheme.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
75	Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.	✓ A Natura Impact Statement by Malone O'Regan is submitted with the application.

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

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

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

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

Aspect	Key Objective	Relevant Policy / Principle / Guideline	Statement of Consistency
Pillar 2: Accelerate Social Housing	Increase the level and speed of delivery of social housing and other State supported housing	Key actions: <ul style="list-style-type: none"> 47,000 social housing units delivered by 2021, supported by investment of €5.35 billion Mixed-Tenure Development on State Lands and other lands 	✓ The proposed development provides 10% social housing units in line with legislative requirements. The development will therefore contribute 18 no. units towards the delivery of social housing units as set within Pillar 2 of the Action Plan.
Pillar 3: Build More Homes	Increase the output of private housing to meet demand at affordable prices	Key actions: <ul style="list-style-type: none"> Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021) 	✓ The proposed development will provide 186 no. residential units (18 no. social/affordable) and will therefore contribute towards the target.

2.3 Sustainable and Compact Settlement Guidelines for Planning Authorities, 2024

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

The guidelines set out principles to ensure that developments are sustainable and compact in terms of their density, design and placemaking. In terms of individual housing units, the guidelines provide principles to ensure a quality living environment, including consideration of levels of daylight and sunlight, privacy, and storage space.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 3</p>	<p>The key priorities for the growth of these large towns are to:</p> <ul style="list-style-type: none"> ▪ Plan for an integrated and connected settlement overall, avoiding the displacement of development generated by economic drivers in the Key Town or Large Town to smaller towns and villages and rural areas in the hinterland; ▪ Strengthen town centres; ▪ Protect, restore and enhance historic fabric, character, amenity, natural heritage and biodiversity; ▪ realise opportunities for adaptation and reuse of existing buildings and for incremental back land, brownfield and infill development; and 	<ul style="list-style-type: none"> ✓ The proposed LRD is located in Mallow on a site zoned for residential development. ✓ The proposal will strengthen the town centre by providing additional homes within Mallow town, within an attractive walking distance of the town centre. ✓ The scheme protects and where possible enhances existing amenities, natural heritage/biodiversity e.g. where possible by the retention of existing trees, hedgerows and townland boundaries.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> ▪ Deliver sequential and sustainable urban extension at locations that are closest to the urban core and are integrated into, or can be integrated into, the existing built-up area of the settlement. 	<ul style="list-style-type: none"> ✓ The LRD will deliver sequential and sustainable urban extension to Mallow and is well integrated and connected to the surrounding area.
	<p>The town centre comprises the town centre and the surrounding streets, while urban neighbourhoods consist of the early phases of residential development around the centre that have evolved over time to include a greater range of land uses. It is a policy and objective of these Guidelines that residential densities in the range 40-100 dph (net) shall generally be applied in the centres.</p>	<p>N/A – suburban site.</p>
	<p>Suburban areas are the low-density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the built-up area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential density in the range 30 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open</p>	<ul style="list-style-type: none"> ✓ The proposed density of 31.21 dph is compliant with this objective for the subject site.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>for consideration at 'accessible' suburban/ urban extension locations.</p> <p>Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail 12, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects Core Bus Corridor stop.</p> <p>Highest densities should be applied at the node or interchange and decrease with distance.</p> <p>Reference to 'planned public transport' in these Guidelines refers to transport infrastructure and services that are identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland, CIE or Dublin Bus) has published the preferred route option and stop locations for the planned public transport.</p> <p>The approach to refining density should be informed by the capacity of the public transport services at a node or interchange (number of options, capacity and peak hour</p>	<p>✓ The proposed density of 31.21 dph is compliant with this objective.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>frequency) and the journey time to significant destinations (e.g. city centre or significant employment locations).</p>	
	<p>The evaluation of impact on local character should focus on the defining characterises of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities and the capacity of the area for change. While it is not necessary to replicate the scale and mass of existing buildings, as most urban areas have significant capacity to accommodate change, it will be necessary to respond in a positive and proportionate to the receiving context through high quality and site responsive design.</p>	<ul style="list-style-type: none"> ✓ Great care has been taken to respect the local character of the area while presenting it in a contemporary manner, unique to the proposed scheme.
	<p>It will be necessary to consider the impact of a proposed development on the amenities of residential properties that are in close proximity to a development site. The key considerations should include privacy, daylight and sunlight, and microclimate. These considerations are addressed in more detail in Chapter 5 Development Standards.</p>	<ul style="list-style-type: none"> ✓ Great care has been taken to minimis the impact of the proposed development on the amenities of residential properties that are in close proximity to a development site. A Sunlight and Daylight Assessment by BPC has been submitted with this application.
	<p>In all settlements, it will be important to ensure that water supply and wastewater networks (including treatment works) can service new development.</p>	<ul style="list-style-type: none"> ✓ Please refer to the engineering reports and documents by J.B.Barry which confirms that water supply and wastewater networks can service new development.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Specialist technical assessments and computer-generated visual aids can assist in the evaluation of more complex development proposals and in particular, where a proposal deviates from the established scale, mass or character or is situated in a sensitive context. In order to consider larger proposals in an integrated and informed way, an Urban Design Statement that addresses the proposal from an architectural and urban design perspective should form part of the required documentation.</p>	<ul style="list-style-type: none"> ✓ A number of specialist technical assessments and computer-generated visual aids have been submitted with this application. Please refer to the cover letter by McCutcheon Halley for a full list of submitted documents.
<p>Chapter 4</p>	<p>The design process should start with analysis and appraisal to establish the characterises of the area and its surrounds, including information on the function, form and qualities of an area. The nature and extent of information collected will depend on the scale and complexity of the plan area or the site. It will generally include information on natural heritage features and ecology and on the physical and socio-economic characterises of the area. In the case of a planning application, the statutory development plan and associated studies, strategies and environmental reports (including SEA and Appropriate Assessment) will provide a high-level context. However, it will usually be necessary to undertake more detailed surveys and assessments to get a full understanding of the site. This information will support</p>	<ul style="list-style-type: none"> ✓ Detailed site investigation works, and a site appraisal have been carried out.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>an analysis of options and inform decisions in relation to how the features of the area should shape future development and how new development will integrate within its context.</p>	
	<p>A masterplan that is derived from a process of analysis and a vision and strategy for an area will add greater certainty to the development process and serve to reassure both communities and developers of the future physical form of development as part of a plan led process.</p> <p>The masterplan should address the conservation and restoration/enhancement of natural heritage features and biodiversity within the area, the design of development, including block layout and the street network, the provision of services and where there is residential development the provision and location of amenities and services for the community (e.g. schools, crèches and other community services). It can also be useful to publish supporting design strategies such as public realm, landscape, street design, architectural and/or materials and finishes strategies alongside the masterplan to give additional detail. When part of a statutory development plan the masterplan will be binding for decision making and more robust from a legal perspective. If it is not part of a statutory development plan,</p>	<p>✓ The proposed layout integrates with the surrounding context and the submitted plans and particulars demonstrate how it is consistent with the Cork County Development Plan.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>it is not binding for decision making and is indicative only. In the case of a planning application, the site layout and design statement will need to show how the development proposal has evolved in response to the surrounding context and demonstrate how it is consistent with any statutory masterplan that has been prepared for the area. The design and placemaking process for the application should be detailed in the urban design statement submitted in support of a planning application.</p>	
	<p>New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.</p>	<p>✓ Yes - The proposed scheme provides a good network of footpaths, cycleways and is in close proximity of the town centre. The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.</p>
	<p>New developments should connect to the wider urban street and transport networks and improve connections between communities and to public transport, local services and local amenities such as shops, parks and schools, where possible.</p>	<p>✓ Yes -The layout of the proposed development provides a good pedestrian and cycle environment internal to the development and good links to public transport and footpaths in the environs.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.	✓ Yes –The layout of the proposed development encourages active travel through the provision of a good pedestrian and cycle environment internal to the development with good links to public transport and footpaths in the environs.
	The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.	✓ The quantum of car parking in the proposed scheme has been minimised to manage travel demand. A total of 366 no. car parking spaces have been provided which will ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm.
	In city and town centres and at high-capacity public transport nodes and interchanges development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges uses should be planned in accordance with the principles of Transport Orientated Development.	✓ The proposed development consists of 186 no. units and a 417.9 sqm creche.
	The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that respond to	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by Dyle McDonogh Nash Architects

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment.</p>	
	<p>Plan for the protection and enhancement of natural features, biodiversity and landscapes and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.</p>	<p>✓ Yes – Great care has been taken in order to retain as much existing natural features as possible in order to preserve the natural biodiversity and landscape features of the site.</p>
	<p>Plan for an integrated network of multifunctional and interlinked urban green spaces.</p>	<p>✓ Yes – The layout ensures an appropriate balance between private and public open space. Public open space is easy to maintain and is well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism. The choice of materials chosen ensures minimal maintenance.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Promote urban greening and Nature-Based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban drainage in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realised.</p>	<ul style="list-style-type: none"> ✓ Yes – the layout incorporates urban greening and Nature-Based Solutions. Please refer to Engineering Design Report by J.B.Barr.
	<p>Public open spaces should be designed to cater for a range of active and passive recreational needs (including play, physical activity, active travel, cultural uses and community gardens and allotments, as appropriate to the context) and to conserve and restore nature and biodiversity. It will be necessary to balance improved access to natural assets with the need to protect the environment as increased levels of tourism, sports and leisure can impact negatively on nature and biodiversity. In addition, the provision of public open spaces should not result in any direct or indirect adverse effects on the integrity of European Sites.</p>	<ul style="list-style-type: none"> ✓ Yes – Public open spaces have been designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity. ✓ 18.79% open space has been incorporated. Please refer to the landscape plan by Doyle McDonogh Nash Architects.
	<p>New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.</p>	<ul style="list-style-type: none"> ✓ Yes – the creche and the open spaces will be key node and focal points of the proposed development.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).</p>	<p>✓ The proposed development responds in a positive way to the established pattern and form of development in the Mallow area while expressing it in a more contemporary manner.</p>
	<p>The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.</p>	<p>✓ The proposed development will strengthen the urban structure of the Spa Glen area.</p>
	<p>Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages</p>	<p>✓ The proposed development incorporates a well-defined urban edge throughout the development. All public realm areas are well overlooked by the surrounding units.</p>
	<p>New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.</p>	<p>✓ The proposed development is of good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.</p>
	<p>Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.</p>	<p>✓ The proposed materials and finishes respect the local area and of a high quality and durable finish. Please refer to the Design Statement and elevation drawings by Doyl McDonogh Nash Architects which provides details on the materials and finishes proposed.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 5</p>	<p>SPPR 1 - Separation Distances</p> <p>It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include objective(s) in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.</p> <p>There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and</p>	<p>✓ Separation distances of 22m are proposed between units.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>planning applications shall be determined on a case-by-case basis to prevent undue loss of privacy.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.</p>	
	<p>SPPR 2 - Minimum Private Open Space Standards for Houses</p> <p>It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:</p> <p>1 bed house 20 sq. metre min 2 bed house 30 sq. metre min 3 bed house 40 sq. metre min 4 bed + house 50 sq. metre min</p> <p>A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the</p>	<p>✓ The proposed development is compliant with current guidelines. Please refer to the Housing Quality Assessment by Doyl McDonogh Nash Architects which outlines the developments compliance.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>private open space, subject to at least 50 percent of the area being provided as private open space. The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.</p> <p>Apartments and duplex units shall be required to meet the private and semiprivate open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (and any subsequent updates).</p> <p>For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.</p> <p>In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.</p>	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>Private open space must form part of the curtilage of the house and be designed to provide a high standard of external amenity space in one or more usable areas. Open spaces may take the form of traditional gardens or patio areas at ground level, and / or well designed and integrated terraces and/or balconies at upper level. The open space must be directly accessible from the unit it serves and the principal area of open space should be directly accessible from a living space.</p>	<ul style="list-style-type: none"> ✓ Each unit is provided with a private open space in the form of a private garden, patio or balcony.
	<p>Semi-private open space is distinct from public open space. While there is no requirement to provide semi-private open space for a house, these Guidelines provide an option under SPPR 2 to provide semi-private open space in lieu of private open space as part of a more flexible design approach. Semi-private spaces shall be for the exclusive use of the residents of a housing development and be directly accessible and integrated into the development. They should be secure and usable spaces with a range of suitable landscape features to meet the needs of intended residents.</p>	<ul style="list-style-type: none"> ✓ Semi-private space is provided for the duplex units.
	<p>Policy and Objective 5.1 – Public Open Space</p>	<ul style="list-style-type: none"> ✓ A total of 18.79% public open space is provided for on-site which is in line with the Cork County Development Plan.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations. In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area. In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas. In some circumstances a planning authority might decide to set aside (in part or</p>	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.</p>	
	<p>SPPR 3 - Car Parking</p> <p>It is a specific planning policy requirement of these Guidelines that:</p> <p>(i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 Table 3.1 and Table 3.2, car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car</p>	<p>The parking provision on site is in accordance with the parking requirements outlined in the CDP. The proposed car parking provision for the development has been informed by standard requirements set out in the 2022-2028 Cork County Development Plan (CDP) and 2022 Apartment Guidelines, which strongly encourage reduced car parking provision. 366 no. car parking spaces are proposed and 117 no. bicycle spaces are proposed.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.</p> <p>(ii) In accessible urban locations, defined in Chapter 3 Table 3.7, car-parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.</p> <p>(iii) In intermediate and peripheral locations, defined in Chapter 3 Table 3.7, the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.</p> <p>Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV)</p>	

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.</p> <p>SPPR 4 - Cycle Parking and Storage</p> <p>It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.</p> <p>The following requirements for cycle parking and storage are recommended:</p> <p>(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking shall also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc. It will be important also to make provision for a mix of bicycle parking types including</p>	<p>✓ All dwelling units have adequate bicycle storage either within the rear garden space or within a dedicated cycle storage to the front of the dwellings. all duplex units have a dedicated secure shared cycle storage area.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>larger/heavier cargo and electric bikes and for individual lockers.</p> <p>(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel personally safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.</p>	
	<p>Planning authorities should ensure that development proposals incorporate details on the provision of and access to cycle storage facilities at planning application stage. The cycle storage facilities should be easily accessible. Unnecessarily long access routes with poor passive security or slopes that can become hazardous in winter weather should be avoided. An acceptable quality of cycle storage requires a management plan that ensures the effective security (including any proposals for electronic access or CCTS), operation and maintenance of cycle parking. It should be low maintenance and as far as possible easy and attractive to use by residents. Appropriate conditions in relation to the operation and maintenance of</p>	<p>✓ As above</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>the cycle storage facilities should be attached to any grant of permission that includes communal cycle provision.</p> <p>For developments that include multi-unit and compact housing blocks, communal facilities such as refuse storage areas should be provided in open spaces that will not be taken in charge. Planning applications should include an operational management plan that sets out details of the long-term management and maintenance of the scheme. The plan should address provisions made for the storage and collection of waste materials in residential schemes, particularly where there are reduced areas of private outdoor space. Communal refuse facilities shall be accessible to each housing unit and designed with regard to the projected level of waste generation and types and quantities of receptacles required.</p>	<p>✓ All dwelling units have adequate bin storage either within the rear garden space or within a dedicated bin storage to the front of the dwellings. All duplex units have a dedicated secure shared bin storage area.</p>
<p>Appendix D</p>	<p>Will the plan or development proposal establish a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport)?</p>	<p>✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces within the site that optimises movement for sustainable modes of transport (walking, cycling and public transport).</p>
	<p>Have opportunities to improve connections with and between established communities been identified and responded to and in particular strategic connections</p>	<p>✓ Yes – The proposed development establishes a highly permeable and legible network of streets and spaces both</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	between homes, shops, employment opportunities, public transport, local services and amenities?	within and adjacent to the site that optimises connections with and between established communities
	Are streets designed (including the retrofitting of existing streets adjacent to or on-route to the site, where appropriate) in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users?	✓ Yes – The road layout is compliant with DMURS requirements.
	Has the quantum of parking been minimised (in accordance with SPPR4) and designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles?	✓ Yes – a reduced quantum of parking has been provided. All parking areas have been designed and located in a way that seeks to reduce the demand for private car use, promote sustainable mode of transport and ensure that the public realm is not dominated by parked vehicles.
	Is the mix and intensity of land uses appropriate to the site and its location and have different land uses been distributed in a complementary manner that optimises access to public transport, amenities and local services via walking or cycling?	✓ Yes – a mix of unit types and sizes, a creche and a number of open space areas have been provided all within a short walk or cycle of homes.
	Have a diverse and innovative range of housing types been provided to meet local and projected needs (having regard to the Housing Need Demand Assessment), supplemented	✓ Yes – The layout provides for a mix of unit types and sizes, as detailed in the Design Statement and Housing Quality Assessment by Doyle McDonogh Nash Architects

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	by innovative range of housing typologies that support greater housing affordability and choice?	
	Has the plan or development proposal positively responded to natural features and landscape character, with particular regard to biodiversity, vistas and landmarks and the screening of protected structures, conservation areas and historic landscapes?	✓ Yes – the proposed development has responded to the natural features and landscape character of the site. Trees have been retained where possible. Appropriate buffer areas have been provided to the adjacent archaeological features.
	Have a complementary and interconnected range of open spaces and corridors been provided, that create and conserve ecological links and promotes active travel and healthier lifestyles?	✓ Yes – The proposed development establishes a highly permeable and interconnected range of open spaces and corridors which create and conserve ecological links and promotes active travel and healthier lifestyles.
	Are public open spaces universally accessible and designed to cater for a range of active and passive recreational uses (taking account of the function of other spaces within the network)?	✓ Yes – the proposed open space areas cater for and are universally accessible to all ages and abilities.
	Does the plan or development proposal include integrate nature-based solutions for the management of urban drainage to promote biodiversity, urban greening, improved water quality and flood mitigation?	✓ Yes – please refer to the engineering details by J.B. Barry Consulting Engineers.
	Does the layout, orientation and scale of development support the formation of a coherent and legible urban	✓ Yes – The proposed development establishes a highly permeable and legible urban structure both within and

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	structure with particular regard to land uses, the location of gateways and landmarks, the hierarchy of streets and spaces and access to daylight and sunlight?	adjacent to the site that optimises daylight/sunlight and connections with and between established communities.
	Do buildings address streets and spaces in a manner that will ensure they clearly define public and private spaces, generate activity, maximise passive surveillance and provide an attractive and animated interface?	✓ Yes - the buildings address all streets and open spaces to ensure passive surveillance. Public and private spaces are clearly defined by boundary and landscaping treatments. Please refer to the landscaping details by Doyle McDonogh Nash Architects.
	Does the layout, scale and design features of new development respond to prevailing development patterns (where relevant) , integrate well within its context and provide appropriate transitions with adjacent buildings and established communities so as to safeguard their amenities to a reasonable extent?	✓ Yes - the proposed development responds to the local vernacular while representing it in a more contemporary manner.
	Has a coherent architectural and urban design strategy been presented that will ensure the development is distinctive, complements the urban structure and promotes a strong sense of identity?	✓ Yes - please refer to the Architects Design Statement by Doyle McDonogh Nash Architects.
		✓ Yes - Great care has been taken to ensure the the safety and amenity of future residents and of residential and other

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
		sensitive occupiers of adjacent properties be safeguarded to a reasonable extent.

2.4 Urban Design Manual – A Best Practice Guide, 2009

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>1. Context:</p> <p>How does the development respond to its surroundings?</p>	<ul style="list-style-type: none"> ▪ The development seems to have evolved naturally as part of its surroundings. ▪ Appropriate increases in density respect the form of buildings and landscape around the site’s edges and the amenity enjoyed by neighbouring users. ▪ Form, architecture, and landscaping have been informed by the development’s place and time. ▪ The development positively contributes to the character and identity of the neighbourhood. 	<ul style="list-style-type: none"> ✓ The proposed development is located to the northeast of Mallow town. The proposed layout responds to the need to integrate with its surroundings while also considering the sites constraints, site potential and topographical context. ✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area. The density of the proposed development is in accordance with the Guidelines on Sustainable Residential Developments. ✓ The form and design of the buildings have been developed to reflect market demand while also incorporating elements of contemporary detailing which signifies the specific time and place. The landscape masterplan has been developed to provide a structure which strengthens and supports the overall design concept. This approach will ensure that the scheme will act as an attractive and sustainable expansion of the settlement of Mallow, while also contributing to the character and identity of the area.

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	<ul style="list-style-type: none"> ▪ Appropriate responses are made to the nature of specific boundary conditions. 	<ul style="list-style-type: none"> ✓ With regard to boundary conditions, considerable effort has been made to respond positively to this wherever possible. Existing boundary trees are retained and supplemented where appropriate to minimise the impact on existing habitats as well as existing residents in the immediate surrounding area.
<p>2. Connections: How well connected is the new neighbourhood?</p>	<ul style="list-style-type: none"> ▪ There are attractive routes in and out for pedestrians and cyclists. ▪ The development is located in or close to a mixed-use centre. ▪ The development's layout makes it easy for a bus to serve the scheme. ▪ The layout links to existing movement routes and the places people will want to get to. ▪ Appropriate density, dependent on location, helps support efficient public transport. 	<ul style="list-style-type: none"> ✓ The proposed development is set around a network of streets, interlinked pedestrian and cyclist pathways and open space which provide excellent connections to the bus and rail routes, local services and employment areas within the town. The site is bound by the central arterial route with 2 access points onto Spa Springs Road which runs along the northern boundary of the site. This route is in turn fed by a number of shared surface routes, which offer direct access to each home zone area. These routes are designed to favour pedestrians and cyclists, creating a safe and overlooked environment. The crèche is located at the entrance of the development offering the community easy access to important local services. ✓ The proposed layout has provided opportunities for future connections to adjacent lands.
<p>3. Inclusivity: How easily can people use and access the development?</p>	<ul style="list-style-type: none"> ▪ New homes meet the aspirations of a range of people and households. ▪ Design and layout enable easy access by all. 	<ul style="list-style-type: none"> ✓ The proposed units offer a broad range of accommodation choice, in terms of both unit size and configuration. This variety will be attractive to a range of people and household types. The design and layout of the proposed development meets the requirements of all relevant documents, in

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	<ul style="list-style-type: none"> ▪ There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly. ▪ Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all. ▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers. 	<p>particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity.</p> <p>✓ Public, private and communal amenity spaces have been developed to suit children of varying ages, teenagers, adults and seniors where relevant. These spaces are well defined and accessible to all. This will encourage the utilisation of the public realm by the community. All buildings are designed to provide passive surveillance of the public realm, including streets, paths and open spaces.</p>
<p>4. Variety:</p> <p>How does the development promote a good mix of activities?</p>	<ul style="list-style-type: none"> ▪ Activities generated by the development contribute to the quality of life in its locality. ▪ Uses that attract the most people are in the most accessible places. ▪ Neighbouring uses and activities are compatible with each other. ▪ Housing types and tenure add to the choice available in the area. ▪ Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood. 	<p>✓ The development is primarily residential, in accordance with the zoning objective of the site. However, a creche has been provided as part of the proposed development to cater for the childcare needs of the future residents. This facility is located in a convenient location and will be invaluable to future residents as well as existing residents in the area.</p> <p>✓ A wide variety of house types have also been provided with a choice of 1, 2, 3 and 4 bedroom townhouse, semi-detached and duplex variations. This will add to the choice available in the area and directly address the current shortage and resultant demand for high quality, residential units in Mallow and throughout Cork.</p>
<p>5. Efficiency:</p>	<ul style="list-style-type: none"> ▪ The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design. 	<p>✓ An appropriate balance has been struck in terms of achieving required densities alongside open space requirements to ensure that the land is used efficiently, whilst quality of environment and place is retained.</p>

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<p>How does the development make appropriate use of resources, including land?</p>	<ul style="list-style-type: none"> ▪ Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. ▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation. ▪ The scheme brings a redundant building or derelict site back into productive use. ▪ Appropriate recycling facilities are provided. 	<p>✓ Landscaped areas consist of neighbourhood play areas, Kickabout area, an amenity walkway and a number of informal grassed areas. These will provide both passive and active amenity opportunities for the residents of the proposed development while also enhancing the biodiversity of the site. SuDs principles will also be incorporated wherever possible.</p>
<p>6. Distinctiveness: How does the proposal create a sense of place?</p>	<ul style="list-style-type: none"> ▪ The place has recognisable features so that people can describe where they live and form an emotional attachment to the place. ▪ The scheme is a positive addition to the identity of the locality. ▪ The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout. 	<p>✓ The settlement of Mallow was formed through incremental expansion. The settlement was subject to significant residential growth in the later twentieth century. The most recent expansion occurred in the 21st century and largely consisted of higher density housing estates. These contain a mix of mainly semi-detached and detached houses, with some terraced units.</p> <p>✓ The proposed design and layout of the development will create two distinct home zones which will complement each other but be sufficiently individual to promote their own sense of place.</p> <p>✓ The buildings will use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration will be given to the individual zones, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality.</p>

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	<ul style="list-style-type: none"> ▪ The proposal successfully exploits views into and out of the site. ▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre. 	<ul style="list-style-type: none"> ✓ Where appropriate, dwellings will benefit from the attractive views both internal to the site as well as longer range views over the adjacent area. ✓ Consideration will be given to the use of place names that are synonymous with Mallow. The proposed development uses an architectural language that is robust and reflects the areas past. ✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently individual to promote its own sense of place. ✓ The buildings use materials, proportions and features that respect and enhance the existing local setting but express it in a more contemporary way. Careful consideration is given to the individual blocks, balancing a palette of materials that will offer a cohesive and mixed layout, whilst respecting the existing buildings within the locality. ✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath network. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables. ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.

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<p>7. Layout:</p> <p>How does the proposal create people-friendly streets and spaces?</p>	<ul style="list-style-type: none"> ▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around. ▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street. ▪ The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. ▪ Traffic speeds are controlled by design and layout rather than by speed humps. ▪ Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal courts. 	<ul style="list-style-type: none"> ✓ Consideration will be given to the use of place names that are synonymous with Mallow. The proposed development uses an architectural language that is robust and reflects the areas past. ✓ The proposed design and layout of the development creates a residential development which complements the history of the area but is sufficiently individual to promote its own sense of place. ✓ The proposed layout provides for and ensures connectivity. A connection is also facilitated to the existing footpath network. All routes are scaled appropriately to enhance legibility. In general speed will be controlled on the vehicular routes through passive measures including landscaping, pedestrian priority zones and raised tables. ✓ The streets and pathways benefit from passive surveillance from the units that front onto them. Pedestrians / cyclists are prioritised through the incorporation of a network of pathways as well as the use of shared surfaces.
<p>8. Public Realm:</p> <p>How safe, secure and enjoyable are the public areas?</p>	<ul style="list-style-type: none"> ▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use. ▪ The public realm is considered as a usable integrated element in the design of the development. ▪ Children’s play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood. 	<ul style="list-style-type: none"> ✓ The scheme is designed to balance the private and public open amenity needs of the community. The layout attempts to maximise the number of units which have dual aspect, providing additional interaction between the public and private realm while also increasing the daylight into units. ✓ The open spaces and play areas have been designed to be overlooked where possible. Specific units have been developed for corners in order to provide passive

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	<ul style="list-style-type: none"> ▪ There is a clear definition between public, semi private, and private space. ▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm. 	<p>surveillance of all areas. This will increase the perceived sense of safety of those using the amenity area as well as their usability.</p> <p>✓ A clear definition is provided between public and private areas. Changes in material and the use of landscaping within the street and private areas will mark the transition between the two zones.</p>
<p>9. Adaptability: How will the buildings cope with change?</p>	<ul style="list-style-type: none"> ▪ Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation. ▪ The homes are energy-efficient and equipped for challenges anticipated from a changing climate. ▪ Homes can be extended without ruining the character of the types, layout and outdoor space. ▪ The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office. ▪ Space in the roof or garage can be easily converted into living accommodation. 	<p>✓ The varying house types will be designed to be adaptable should the future occupants of the dwellings require additional habitable space in the future.</p> <p>✓ The majority of dwellings will be designed to provide optional conversion of the attic space, which will increase the size of dwellings to provide flexibility for families change where necessary.</p> <p>✓ Homes on larger plots will also be designed to facilitate extension if required as the provision of surplus rear garden space would also allow for same should the owner require this in the future.</p> <p>✓ The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). NZEB compliant buildings generally achieve a BER of A2-A3.</p>
<p>10. Privacy and Amenity:</p>	<ul style="list-style-type: none"> ▪ Each home has access to an area of useable private outdoor space. 	<p>✓ The proposed layout has been designed to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has</p>

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How does the scheme provide a decent standard of amenity?	<ul style="list-style-type: none"> ▪ The design maximises the number of homes enjoying dual aspect. ▪ Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout. ▪ Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units. ▪ The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables. 	<p>been achieved by carefully locating, orientating and positioning each dwelling and also by providing generous separation distances between residential units. Windows are sited to prevent overlooking into adjacent private gardens.</p> <ul style="list-style-type: none"> ✓ Generous rear gardens will also be provided throughout the development, which meet the guidelines set out for minimum rear garden sizes and will be oriented to maximise solar exposure. Duplex units will benefit from access to their own balcony. All homes will have adequate storage areas and areas for sorting of recyclables. ✓ Landscaping will also prevent direct views into the units from the street and public areas.
<p>11. Parking:</p> <p>How will parking be secure and attractive?</p>	<ul style="list-style-type: none"> ▪ Appropriate car parking is on-street or within easy reach of the home's front door. ▪ Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation. ▪ Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces. ▪ Materials used for parking areas are of similar quality to the rest of the development. ▪ Adequate secure facilities are provided for bicycle storage. 	<ul style="list-style-type: none"> ✓ A total of 366 no. car parking spaces are provided for onsite which is line with the Council's car parking standards
<p>12. Detailed Design:</p>	<ul style="list-style-type: none"> ▪ The materials and external design make a positive contribution to the locality. 	<ul style="list-style-type: none"> ✓ The proposed house design will respond to the local vernacular. As noted above, Mallow has been subject to

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<p>How well thought through is the building and landscape design?</p>	<ul style="list-style-type: none"> ▪ The landscape design facilitates the use of the public spaces from the outset. ▪ Design of the buildings and public space will facilitate easy and regular maintenance. ▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. ▪ Care has been taken over the siting of flues, vents and bin stores. 	<p>some residential development in previous years and development such as the subject scheme present significant challenges to create a complimentary identity to that existing development while relating to the immediate surroundings and promoting a high-quality design. The proposed design will do this by reflecting the form, detailing and material palette of existing buildings in a more contemporary manner, that will respect and enhance the local setting and the existing dwellings within the surrounding area.</p> <ul style="list-style-type: none"> ✓ The proposed landscape design will frame the open spaces, creating a strong, attractive design. This is continued through to the hard landscaping, including pathways and parking areas, which are treated as an integral part of the public realm. The selection of materials and planting will be durable and facilitate easy maintenance. ✓ Careful attention has been given to utilities/services (such as flues, vents and bin stores), so that they are discrete elements within the scheme.

2.5 Design Manual for Urban Roads and Streets, 2013

Department of the Environment, Community and Local Government in 2013, and updated in 2019. DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

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

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Integrated Street Networks	<ul style="list-style-type: none"> ▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport? 	✓ The 'centres of activity' within the proposed development will be the childcare facility, the neighbourhood play areas, Kickabout area, amenity walkway and informal grassed areas. These centres are located to provide the maximum accessibility for all residents, both of the proposed development and the surrounding area. This accessibility includes vehicular accessibility as well as pedestrian/cyclist accessibility. All centres are also linked to the comprehensive network of footpaths in order to prioritise pedestrian movement.
Movement and Place	<ul style="list-style-type: none"> ▪ Does the development create a legible street hierarchy that is appropriate to its context? ▪ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific 	✓ The proposed layout creates a scheme that is easy to navigate for both drivers and pedestrians, as well as providing connectivity for pedestrians and cyclists. The major destinations within the site are located close to the main entrance. To highlight the hierarchy, the scale of the routes

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	<p>destinations (i.e. community centre, shops, creche, schools etc.)?</p>	<p>varies, as well as their material finishes in order to clearly define the transition between areas.</p> <p>✓ A wide network of footpaths and cycle routes are also provided, both along the main streets and independent to them (i.e. through open space areas) to prioritise sustainable methods of transport within the site.</p>
<p>Permeability and Legibility</p>	<ul style="list-style-type: none"> ▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists? ▪ Are the streets legible with maximum connection opportunities? ▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints? 	<p>✓ As above, the layout has been developed to maximise permeability for pedestrians and cyclists. independent paths have been provided away from the vehicular routes to follow desire lines between destinations (i.e. between play areas / open spaces) in order to improve circulation through the site.</p> <p>✓ Communal / neighbourhood spaces have been sized so as to allow permeability and maximise comfortable walking / cycling distances between destinations. Careful consideration has been given to allowing the free flow of movement and not creating unnecessary blockages / delays.</p>
<p>Management</p>	<ul style="list-style-type: none"> ▪ Is the layout designed to self-regulate vehicle speeds and traffic congestion? ▪ Does the proposed layout minimise noise / air pollution wherever possible? 	<p>✓ A careful balance has been sought between the topography of the site and optimising the usability of the roadways. Where possible, passive methods are incorporated to regulate traffic and speed including landscaping, pedestrian priority zones and shorter street lengths. Design details such as gentle curvature of the streets are utilised to reduce driver's perception of acceptable speeds.</p> <p>✓ In terms of minimising noise and air pollution, the design has incorporated design details and landscaping throughout the site to help reduce such pollution within the home zones.</p>

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Movement, Place and Speed	<ul style="list-style-type: none"> ▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed? ▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed? 	<ul style="list-style-type: none"> ✓ Given the primarily residential nature of the proposed development, the need to balance speed management with the values of place is imperative. ✓ Passive measures have been used to create this balance. More active measures including shared surfaces are also used in areas to prioritise pedestrian movements and regulate vehicular speed.
Streetscape	<ul style="list-style-type: none"> ▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure? ▪ Have street trees and areas of planting been provided where appropriate? ▪ Have active street edges been provided where appropriate? ▪ Is a palette of high quality surface materials and finishes provided? 	<ul style="list-style-type: none"> ✓ The residential areas are arranged in a manner which creates a defined structure and is easily legible. Street widths, planting and design details are used to create an appropriate sense of enclosure within each area. A Landscape Masterplan by Doyle McDonogh Nash Architects has been prepared and submitted as part of this application which creates a strong landscape structure within the future streets. ✓ Material finishes include a palette of high quality, easily maintainable and durable materials.
Pedestrian and Cyclist Environment	<ul style="list-style-type: none"> ▪ Are footways of appropriate width provided so as to ensure pedestrian safety? ▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths? ▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations? ▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required? ▪ Have cycle facilities been factored into the design? 	<ul style="list-style-type: none"> ✓ The design prioritises the provision of footpaths of appropriate widths to ensure pedestrian safety. ✓ Uncontrolled pedestrian crossings are provided in the form of shared surface areas. The location of these have been provided in areas adjacent to open spaces to increase pedestrian safety. ✓ Cycling facilities, including bicycle parking, have been factored into the design.

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<p>Carriageway Conditions</p>	<ul style="list-style-type: none"> ▪ Are vehicular carriageways sized appropriately for their function / location? ▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions? ▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists? ▪ Have adequate parking / loading areas been provided? 	<ul style="list-style-type: none"> ✓ Vehicular carriageways have been sized appropriately commensurate with their function / location and in accordance with DMURS principles. Surface materials are appropriate to their application in order to inform drivers of the expected driving conditions and junctions have been designed to balance traffic concerns with the needs of pedestrians / cyclists. ✓ Corner radii have been reduced at junctions in conjunction with raised speed tables to reduce speeds and address the needs of pedestrians and cyclists crossing the junctions. ✓ Adequate levels of parking will be provided in appropriate areas to serve the respective dwelling units and creche.

2.6 Urban Development and Building Heights, 2018

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Specific Planning Policy Requirement (SPPR) 1	In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in town / city cores, planning authorities shall explicitly identify through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.	<ul style="list-style-type: none"> ✓ The proposed development is generally 2-3 storeys in height, it includes 18 no. duplex units which are generally three storeys. ✓ The proposed development site is considered ideal for the proposed scale given its strong connectivity and accessible location. The application is accompanied by extensive supporting material including a Landscape and Visual Impact Assessment, and a Daylight, Sunlight and overshadowing analysis.
SPPR 2	In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.	<ul style="list-style-type: none"> ✓ The proposed development incorporates a wide range of uses including residential, residential amenity, and a childcare facility.
At the scale of the relevant city/town	<ul style="list-style-type: none"> • The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport. 	<ul style="list-style-type: none"> ✓ The subject site is located within the town of Mallow within walking distance of the Cork - Dublin railway line and bus services which are situated 2km to the west.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<ul style="list-style-type: none"> • 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. • On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape. 	<ul style="list-style-type: none"> ✓ A Landscape and Visual Impact Assessment (LVIA) accompanies this planning application by Doyle McDonogh Nash Architects. ✓ The proposed development will make a positive contribution to the area with a sustainable residential density and variety of house types and good quality amenities.
<p>At the scale of district / neighbourhood / street</p>	<ul style="list-style-type: none"> • The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape. • The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of 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 considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i> (2009). 	<ul style="list-style-type: none"> ✓ The proposed development will make a positive contribution to the area with a variety of house types and good quality amenities. ✓ A Landscape and Visual Impact Assessment (LVIA) is submitted with this planning application. ✓ The proposed layout is arranged to maximise the existing site and to form a new neighbourhood and street frontage along Spa Springs Road. Windows are strategically placed so as to avoid overlooking.

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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> 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 provision outlined in guides like the Building Research Establishment's <i>'Site Layout Planning for Daylight and Sunlight'</i> (2nd edition) or BS 8206-2:2008 – <i>'Lighting for Buildings – Part 2: Code of Practice for Daylighting'</i>. Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to the local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban 	<ul style="list-style-type: none"> ✓ The scale, massing and urban grain have been developed to reflect the prevailing context of the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light to adjoining properties. A sunlight/daylight assessment has been prepared as part of the proposed development. ✓ As can be seen from the Sunlight/Daylight assessment, the proposed development is in compliance and achieves all the relevant standards in the BRE's <i>'Site Layout Planning for Daylight and Sunlight'</i> (2nd edition) or BS 8206-2:2008 – <i>'Lighting for Buildings – Part 2: Code of Practice for Daylighting'</i>.

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	regeneration and or an effective urban design and streetscape solution.	
Specific Assessments	<p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <ul style="list-style-type: none"> • Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered. • In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision. • An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links. • As assessment that the proposal maintains safe air navigation. • An urban design statement including, as appropriate, impact on the historic built environments. • Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate. 	<ul style="list-style-type: none"> ✓ Please refer to the Cover Letter by McCutcheon Halley which lists assessments relevant to the subject proposal which are submitted with this application. ✓ A number of assessments relevant to the subject proposal are submitted with this application. Please refer to the cover letter for a full list of supporting documents which includes and Ecological Impact Assessment; Natura Impact Statement; Preliminary Construction Environmental and Demolition Waste Management Plan; Daylight, Sunlight and Overshadowing Report and EIAR Screening.
SPPR 3	<p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p>	<ul style="list-style-type: none"> ✓ See above.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>2. the assessment of the planning authority concurs taking account of the wider strategic and national policy parameters set out in the National planning Framework and these guidelines;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights, be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.</p> <p>In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>	
SPPR 4	<p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:</p> <p>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</p>	<p>✓ The proposed density of 31.21 units per hectare is in accordance with the “Sustainable Residential Development in Urban Areas (2007)” for town centre sites.</p>

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
	<p>“Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement guidelines.</p> <ol style="list-style-type: none"><li data-bbox="436 352 1202 416">2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and<li data-bbox="436 416 1202 513">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.	<p>✓ The scheme includes a mix of building heights and typologies.</p> <p>✓ The scheme provides a good mix of building typologies.</p>

2.7 Childcare Facilities Guidelines, 2001

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
<p>Chapter 3 Development Control & Related Standards</p>	<p>In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.</p>	<ul style="list-style-type: none"> ✓ The proposed crèche provides for c. 50 childcare spaces and is to be provided. ✓ The size of the proposed creche is sufficient to meet the full requirements of childcare suggested by the Childcare Guidelines (20 spaces per 75 units – proposed 186 units equates to suggested requirement of 50 spaces).
<p>Appendix 1 General Standards</p>	<p>Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.</p>	<ul style="list-style-type: none"> ✓ 1 no. 417.9 sqm childcare facility is provided on site. The creche has been designed in accordance with the guidelines set out in Appendix 1 of the Childcare Facilities Guidelines and is more than sufficient to cater for the proposed development.

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

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

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
RPO 4	<p>Increased population growth should be planned having regard to environmental criteria including:</p> <ul style="list-style-type: none"> • The assimilative capacity of the receiving environment. • The proximity of European Sites and the potential for impact on the conservation objectives and qualifying interests. • Areas that have potential to flood. 	<ul style="list-style-type: none"> ✓ The proposed development is situated within close proximity to the existing population centre of Cork City and the proposed increase in population are in accordance with the objectives of the National Planning Framework as reflected in the RSES. ✓ A Natura Impact Assessment by Malone O'Regan will be submitted with the application. ✓ A Flood Risk Assessment has been conducted by Arup as the site is located in close proximity to Flood Zone A.
RPO 7	<p>Holistic approach to delivering infrastructure.</p> <p>Ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritises the delivery of compact growth and sustainable mobility in accordance with NPF objectives to include the following:</p> <ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> ✓ The proposed development provides for increased population growth in a central area adjacent to an area that will benefit from improvements to public transport hubs and linkages and will promote non-car modes of transport.

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
RPO 8	<p>Compact Growth in Metropolitan Areas.</p> <p>The prioritisation of housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.</p> <p>The identification of Transformational Areas which combine, on an area wide basis, opportunities for regeneration of private owned underutilised sites, public owned underutilised sites, private and public buildings and upgrade of parks, streetscapes and public realm areas.</p>	✓ The subject site is ideally placed for a density of 31.21 units per hectare as it is located in an accessible location in Mallow, in close proximity to Cork City and will benefit directly from existing infrastructure in the area.

2.9 The Planning System and Flood Risk Management, 2009

Reference	Relevant Policy / Principle / Guideline	Statement of Consistency
Chapter 5 Flooding & Development Management	Sequential approach should be applied to avoid development in areas at risk of flooding.	✓ This is dealt with in the Flood Risk Assessment prepared by Arup.
	Where appropriate a detailed flood risk assessment is to accompany planning applications.	✓ A detailed Flood Risk Assessment Report by Arup is submitted with the application.
	Development in flood risk areas should be subject to the Justification test.	✓ The site is zoned for Residential and Existing Residential/Mixed Residential and Other Uses and the Flood Risk Assessment submitted with the application includes a justification test.

3. Local Planning Policy

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

- Cork County Development Plan 2022

3.1 Cork County Development Plan 2022-2028

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 2: Core Strategy	CS 2-3: County Metropolitan Cork Strategic Planning Area	a) Recognise the importance of the role to be played by Mallow as a 'Key' town in the implementation of the National Planning Framework and RSES for the Southern Region to focus growth in North Cork and; to promote its development as a major centre of employment and population where there is a high standard of access to educational and cultural facilities; and to provide the necessary infrastructure to ensure that the expansion of Mallow can be achieved without having adverse impacts on the receiving environment.	The proposed development contributes to population and jobs growth in Cork and will contribute to the promotion of Mallow as a centre of employment and population with a high standard of access for all. The subject development will provide 186 no. dwellings in the short to medium term to serve the planned population growth.
Chapter 2: Core Strategy	CS 2-7: Cork County Metropolitan Towns	To sustainably strengthen the employment-led growth and town centre-led regeneration of Mallow as a regional economic driver, leverage its strategic location and accessibility on inter-regional road and rail networks to build upon inherent strengths, in particular food	The proposed development supports the strategic aim of the town of Mallow in that it will contribute to the growth of Mallow. The proposed development will provide residential dwellings for people with an urban employment focus.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>production and tourism potential, while protecting and enhancing the natural environment of the Blackwater Valley;</p> <p>To seek investment to support attributes and the sustainable delivery of infrastructure, including enhanced inter-regional connectivity (transport networks and digital) along the strategic road network N20/M20 corridor to the Cork and Limerick-Shannon Metropolitan areas and Atlantic Economic Corridor, subject to the outcome of the planning and environmental assessments; To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility, and connectivity;</p> <p>Future growth of the town should be planned for on a phased basis in consultation with the Local Authority and Irish Water to ensure that sufficient wastewater capacity is accounted for and that further growth avoids negative impacts on the nutrient sensitive River Blackwater.</p>	
Chapter 3:	PL 3-1: Building Design,	a) To achieve / reinforce a better sense of place and distinctiveness strengthening local character.	The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been

Reference	Policy Objective	Policy Provision	Statement of Consistency
Settlements and Placemaking	Movement and Quality of the Public Realm		expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		b) Create a design that is sensitive to the history and heritage context of a town / village setting and provides for protection of heritage features and non-structural heritage that are important and intrinsic part of the distinctiveness and character of the settlement such as historic boundaries (stone and earthen), pillars and gates, street furnishing, paving and kerbing, trees, hedgerows	As above.
		e) New buildings should provide for high quality, local material choice and the design shall draw on the local architectural language of place and reinterpret these in a contemporary manner.	As above.
		f) Promotes a shared use of space with a priority on pedestrian usage.	A network of interconnected footpaths and shared spaces have been provided throughout the development which will improve connectivity and encourage walking. These footpaths and shared spaces are overlooked by the dwellings, providing for an improved perception of safety throughout the development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		g) Provide multi-functional spaces suitable for all age cohorts in the community and capable of accommodating cultural events.	<p>The proposed open spaces and amenities are dispersed throughout the site, making them accessible to the future population of the proposed development as well as the existing population of surrounding residential estates.</p> <p>The proposed development provides multi-functional spaces for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>
		h) Develop and strengthen the use of the green and blue infrastructure in a town / village setting including the retention and enhancement of existing trees and landscape features, the use of SUDs and permeable paving to achieve climate adaptable places.	<p>The existing hedgerows and trees along the site boundary will be retained and protected where appropriate. All trees to be maintained will be protected appropriately during construction and operation. A Green Infrastructure Statement has been prepared and is submitted with the LRD application.</p> <p>The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site.</p>
		j) Achieve permeability and connectivity in town centre / village locations which contributes to the 10 Minute Town Concept and Sustainable Neighbourhood Infrastructure. The loss of existing laneways will not be permitted.	<p>The proposed development will be well connected to the surrounding area, which will ensure permeability to the town centre of Mallow and ease of access to existing bus routes in the area, the train station and the town centre.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		l) Ensure universal design standards are achievable.	A Statement of Compliance with Principles of Universal Design by Doyle McDonogh Nash Architects is submitted with the application.
		m) Ensure that the aged community and the needs of all ages are facilitated.	The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.
		n) Consider the impacts of lighting within the public realm which performs an important safety function but also can be an aid to the legibility and distinctiveness of a place.	A public lighting proposal is submitted with the application.
Chapter 3: Settlements and Placemaking	PL 33: Delivering Quality and Inclusive Places	a) to achieve / reinforce a better sense of place and distinctiveness therefore, strengthening local character.	The proposed design of the dwellings and other non-residential buildings are based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment.
		b) Prioritise walking, cycling and public transport, and minimise the need to use cars.	A network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking, cycling and public transport use. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>It is proposed to enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.</p> <p>The proposed development will be well connected to the surrounding area, which will ensure permeability to the town centre of Mallow and ease of access to existing bus routes in the area, the train station and the town centre.</p>
		<p>c) Deliver a quality-of-life which residents and visitors are entitled to expect. In terms of amenity, safety and convenience. .</p>	<p>The proposed development incorporated approximately 1.12 hectares or 18.79% of active open space within the developable area. This active open space incorporates the provision of 7 no. neighbourhood play areas, 1 no. Kickabout area, an amenity walkway/cycleway and a number of informal grassed areas which will be of sufficient size/scale to facilitate a range of community and sporting uses.</p> <p>The proposed development includes a 50 child/ 417.9 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
		<p>d) Provide a good range of community and support facilities, where and when they are needed.</p>	<p>The proposed development incorporated approximately 1.12 ha of active open space within the developable area. This active open space incorporates the provision of 7 no. neighbourhood</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>play areas, 1 no. kick about areas, an activity trail/greenway along the south of the site.</p> <p>The proposed development includes a 417.9 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006.</p> <p>These facilities will be available to the entire community, both existing and future.</p>
		<p>e) Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm.</p>	<p>As above.</p>
		<p>f) Easy to access and navigate through the delivery of a clear urban structure including landmarks and vistas.</p>	<p>A network of easy to navigate interconnected footpaths have been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p>
		<p>g) Promote the efficient use of land and energy and minimise greenhouse gas emissions.</p>	<p>The development provides an appropriate density of development with an emphasis on and good options for sustainable travel.</p>
		<p>h) Provide a mix of land uses (where relevant) to minimise transport demand.</p>	<p>A mix of uses (residential and childcare) have been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		i) Promote social integration and provide accommodation for a diverse range of household types and age groups	A mix of dwelling types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council. 10% Part V Social and Affordable Housing is provided and is distributed across the site.
		j) Enhance and protect the built and natural heritage	The proposed development will enhance and protect the built and natural heritage of Mallow.
Chapter 4: Housing	HOU 4-2: Reserved Land for Social and Affordable Housing	Lands zoned for residential / housing or lands zoned for a mixture of residential / housing and other uses, including all lands identified in this Plan will require 10% of all new residential developments to be made available for social and affordable housing in accordance with the principles, policies and programmes for action set out in the Joint Housing Needs Demand Assessment and Joint Housing Strategy.	It is proposed to transfer 18 no. units to meet this Part V obligation (site was acquired in October 2015).

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 4: Housing</p>	<p>HOU 4-3: Housing for Older People</p>	<p>a) Encourage the provision of housing suitable for older people in all residential schemes of 10 units or more.</p>	<p>A mix of dwelling types and sizes suitable for all ages has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.</p>
		<p>b) Support the delivery of housing suitable for older people on infill, opportunity and regeneration sites within town and village centres.</p>	
<p>Chapter 4: Housing</p>	<p>Hou 4-6: Housing Mix</p>	<p>a) Secure the development of a mix of house types and sizes throughout the County to meet the needs of the likely future population across all age groups in accordance with the guidance set out in the Joint Housing Strategy and the Guidelines on Sustainable Residential Development in Urban Areas</p>	<p>A mix of dwelling types and sizes has been provided within the proposed development. This mix has been discussed and agreed in principle with Cork County Council.</p>
		<p>b) Require the submission of a Statement of Housing Mix with all applications for multi-unit residential development in order to facilitate the proper evaluation of the proposal relative to this objective. The Statement of Housing Mix should include</p>	<p>A Housing Quality Assessment and Schedule of Accommodation by Doyle McDonogh Nash Architects is provided as part of the planning application documents.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		proposals for the provision of suitable housing for older people and the disabled in the area.	

<p>Chapter 4: Housing</p>	<p>HOU 4-7 Housing Density on Residentially Zoned Land</p>	<p>High 50+</p> <ul style="list-style-type: none"> • Applicable to town centres of the larger towns with a population >1,500 throughout the county and in other areas identified in the Settlement Network normally in close proximity to existing or proposed high quality public transport corridors. • This will normally involve a mix of unit forms including terraced housing and/or apartment units. • May include the subdivision or larger dwellings proximate to existing or improved public transport corridors. • A minimum 10% open space provision will be required. • Subject to compliance with appropriate design / amenity standards and protecting the residential amenity of adjoining property and the heritage assets of the town centre. <p>Medium A - 30-50</p> <ul style="list-style-type: none"> • Applicable to suburban / greenfield lands of the larger settlements with a population >5,000 and those planned to grow >5,000 population. • In towns with an existing / planned high quality public transport service. • On former institutional lands which may require concentration of development in certain areas. A 	<p>N/A</p> <p>The site is zoned for 'Medium A' residential density. Given the site constraints and location of services (including the N72 realignment) and existing, the proposed density of the site has been calculated by omitting these 'undevelopable areas from the overall site area to give the net developable area. The net developable area is calculated as 5.96 ha.</p>
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		<p>minimum of 20% public open space is required at these locations.</p> <ul style="list-style-type: none"> • This category would be the highest density category applicable to the smaller settlements (<5,000 in population), and would generally apply to central sites within the core of such settlements, unless otherwise stated or where a higher density approach accords with the existing pattern of development. • Must include a broad range of unit typologies and normally involved a combination of unit formats including a higher proportion of terraced units and/or apartment type units. <p>Medium B - 20-35</p> <ul style="list-style-type: none"> • Normally applicable to lands in the suburban/greenfield lands of the smaller towns <5,000 population and key villages as part of sequential development. • In large towns with a population of >5,000 or planned to grow >5,000 population, may be applicable in a limited instance (outside Metropolitan Cork) for edge of centre sites and sensitive sites with difficult topography, heritage constraints to allow for a broader typology within the urban envelope. <p>Medium C - 5-20</p>	<p>Using the developable areas, the overall density has been calculated at 31.21 units per hectare. This density falls within the threshold for Medium A density development.</p> <p>N/A</p>
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		<ul style="list-style-type: none">• A limited number of sites at the edges of the smaller towns (<5,000 population) as an alternative to one off housing in the countryside.• The layout needs to include a strong urban edge, where appropriate• A lower standard of public open space provision will be considered where larger private gardens are provided.• Broad housing mix normally required including detached / serviced sites.• This category cannot exceed 20% of new housing requirements.	N/A
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Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 4: Housing</p>	<p>Hou 4-8: Building Height and Amenity</p>	<p>Support the provision of increased building height and densities in appropriate locations within the County, subject to the avoidance of undue impacts on the existing residential amenities. In mixed use schemes, proposals will include details of the sequencing of uses to enable the activation of supporting services. New development greater than 4 storeys will be required to address the development management criteria, as set out in paragraph 3.2 of the Urban Development and Building Heights Guidelines (2018).</p>	<p>Using the developable areas, the overall density has been calculated at 31.21 units per hectare. This density falls within the threshold for Medium A density development. This is achieved by incorporating 18 no. duplex units within the proposed development.</p>
<p>Chapter 6: Social and Community</p>	<p>SC 6-1: Social and Community Infrastructure Provision</p>	<p>a) Support the provision of social and community facilities which meet the current and future needs of the entire population. b) Secure lands for social and community facilities and encourage the provision of facilities suitable for intergenerational activities, which are accessible to all members of the community, through initiatives in partnership with community groups and sporting organisations. Encourage the provision of community facilities, in accordance with the liveable town concept, in order to enhance easy of access to social and community facilities and services to all members within the community.</p>	<p>The proposed development incorporated approximately 1.12 hectares or 18.79% of active open space within the scheme. This active open space incorporates the provision of 7 no. neighbourhood play areas, Kickabout areas, an amenity walkway/cycleway and a number of informal grassed areas which will be of sufficient size/scale to facilitate a range of community and sporting uses. These facilities will be available to the entire community, both existing and future.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
Chapter 6: Social and Community	SC 6-3: Multi-Use Community Facilities	Support the provision of Multi - Use Community Facilities which encourage sharing amongst community groups and are designed for multi-use activities and future sharing.	As above.
Chapter 6: Social and Community	SC 6-4: Childcare Facilities	Support and facilitate the sustainable provision of childcare facilities in appropriate locations and seek their provision concurrent with development, having regard to population targets for the area and in accordance with the Childcare Facilities Guidelines for Local Authorities 2001 and regard to the Universal Design Guidelines for Early Learning and Care Centres 2019.	The proposed development includes a 50 child / 417.9 sqm creche in line with the requirements of the Guidelines on Childcare Facilities and the Childcare (Pre-School Services) Regulations 2006
Chapter 6: Social and Community	SC 6-5: Educational Facilities	Facilitate the provision of educational services in the community such as schools, crèches and other educational and childcare facilities. Multi-use facilities which can accommodate both educational and childcare facilities are also encouraged.	A creche is proposed which is sufficient to cater for the needs of the development.
Chapter 6: Social and Community	SC 6-6: Provision of Educational Facilities in Large Residential Developments	<ul style="list-style-type: none"> a) Provide new educational facilities in accordance with the guidance set out in Guidelines on Sustainable Residential Development in Urban Areas. b) Recognise that new residential communities can generate demand for additional school places and that it is vital to the process of supporting sustainable communities, that the necessary increased capacity in 	As the site is within close proximity to Mallow Town there is adequate access to numerous schools within the vicinity of the site.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>school facilities, either in the form of new schools, or the expansion of existing schools, is provided.</p> <ul style="list-style-type: none"> c) Work closely with the Department of Education & Skills to identify in the Local Area Plans, existing and future educational requirements, identify and reserve suitable sites for educational purposes and acquire, as appropriate and with the approval of the Department of Education & Science, sites for future school provision in order to ensure that the necessary increased capacity in school provision is provided in a timely manner and as an integral part of the development of an area. d) Facilitate the development of primary, post primary, third level, outreach, research, adult and further educational facilities to meet the needs of the County. e) Encourage, support and develop opportunities to open up new and existing educational facilities to wider community use, subject to normal proper planning and sustainable development considerations. f) Require that proposed new large scale residential developments, either as part of an individual development or a collective group of developments include an assessment of the demand for school places likely to be generated by the development and 	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		proposals to address any identified increase in demand which may arise.	
Chapter 11: Water Services, Surface Water and Waste	WS 11-9: Wastewater Disposal	a) Require that development in all main settlements connect to public wastewater treatment facilities subject to sufficient capacity being available which does not interfere with Council's ability to meet the requirements of the Water Framework Directive and the Habitats Directive. In settlements where no public waste water system is either available or proposed, or where design, capacity or licensing issues have been identified in existing plants, new developments will be unable to proceed until adequate wastewater infrastructure is provided.	The proposed development will connect to the existing public wastewater treatment system in the area. This has been discussed with Irish Water who have confirmed that subject to a valid connection agreement being put in place, the proposed connection to the Irish Water Network can be facilitated.
		b) In assessing proposals for development, it is a requirement that adequate assimilative capacity in the receiving waterbody be retained so as to allow for the overall growth of the settlement.	N/A
		c) Development proposals incorporating proposals for management of wastewater through use of integrated Constructed Wetlands should be designed to comply with national guidelines.	N/A
		d) Development in and around Wastewater Treatment Plants will not generally be permitted within 100m of	N/A

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>a treatment works or 25m of a pumping station. This distance may be increased if significant environmental issues are likely to arise and will be judged on a site-by-site basis. The buffer area may be used to fulfil open space requirements.</p>	
<p>Chapter 11: Water Services, Surface Water and Waste</p>	<p>WS 11-16: Surface Water and SuDS</p>	<p>a) Require that all new developments incorporate sustainable drainage systems (SuDS). Efforts should be taken to limit the extent of hard surfacing and impermeable paving.</p>	<p>The proposed storm water drainage system will be designed using appropriate SuDS principles to suit the location and topography of the site (the Engineering Report by J.B. Barry Consulting Engineers deals with this in greater detail).</p>
		<p>b) Optimise and maximise the application of Sustainable Urban Drainage Systems (SuDS) to mitigate flood risk, enhance biodiversity, protect and enhance visual and recreational amenity, all in the most innovative and creative manner appropriate and in accordance with best practices. Proposals should demonstrate that due consideration has been given to nature-based solutions in the first instance in arriving at the preferred SuDS solution for any development.</p>	<p>As above.</p>
		<p>c) Provide adequate storm water infrastructure in order to accommodate the planned levels of growth expected for the County.</p>	<p>The proposed surface water network will include a storm drainage pipe network, attenuation storage structures and several SuDS features, including nature-based features, which will aid the reduction of runoff volumes by slowing surface water flows, providing the opportunity for evapotranspiration</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
			and providing the opportunity for infiltration to ground. Both the interception and attenuation storage requirements of GDSDS will be sufficiently met
		d) Where surface water from a development is discharging to a waterbody, appropriate pollution control measures (eg hydrocarbon interceptors, silt traps) should be implemented.	As above, surface water will be managed appropriately on site.
Chapter 11: Water Services, Surface Water and Waste	WS 11-12: Surface Water Management	Manage surface water catchments and the use and development of lands adjoining streams, watercourses and rivers in such a way as to minimise damage to property by instances of flooding and with regard to any conservation objectives of European sites within the relevant catchments and floodplains.	As above, surface water will be managed appropriately on site.
Chapter 11: Water Services, Surface Water and Waste	WS 6-2: Development in Flood Risk Areas	Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines - 'The Planning System and Flood Risk Management. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site-specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.	The developable area is bounded by Flood Zone A along the southwest part of the site boundary. There are no residential units proposed within Flood Zones A or B. A Flood Risk Assessment by Arup is submitted with this application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>Where the planning authority is satisfied that it can be satisfactorily shown in the site-specific flood risk assessment required under objective WS 6-1 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.</p> <p>Where the site specific flood risk assessment required under WS 6-1 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied:</p> <ul style="list-style-type: none"> ▪ The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans. ▪ The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular: 	

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<ul style="list-style-type: none"> ○ Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement; ○ Comprises significant previously developed and/or under-utilised lands; ○ Is within or adjoining the core of an established or designated urban settlement; ○ Will be essential in achieving compact and sustainable urban growth; and ○ There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement. <p>The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.</p>	
<p>Chapter 12: Transport and Mobility</p>	<p>TM 12.2: Active Travel</p>	<p>a) New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these movements. See DMURS (2020 or later revision)</p>	<p>A network of interconnected footpaths has been provided throughout the development which will improve connectivity and encourage walking. These footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.	
		b) All new developments are to be designed to latest DMURS standards, unless precluded by space or the constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility.	All routes are fully compliant with DMURS standards (the Engineering Report by J.B.Barry Consulting Engineers deals with this in greater detail).
		c) Applications for all new development are to be accompanied by a statement of how enhanced and inclusive permeability will be achieved, to include a statement of compliance with DMURS (2020 or later revision) and a quality audit (as referred to in DMURS).	Please refer to section 2.5 above for compliance with DMURS.
		d) Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips.	It is proposed to retain and enhance the existing walking routes within the area by providing connections to the existing footpath network within the area.
		d) Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe	The shared walk/cycle paths throughout the site will provide a local facility for cycling in the area, with the potential to connect to external walk/cycle routes within Mallow.

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>waling and cycle routes particularly in the approach to schools.</p>	
		<p>f) Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel</p>	<p>As above the proposed development places an emphasis on walking and cycling as a more appropriate mode of transport. Where appropriate, alternative routes have been introduced to ensure that every area of the development is accessible on foot and bike.</p>
<p>Chapter 12: Transport and Mobility</p>	<p>TM 12.5: Bus Transport</p>	<p>Large scale development proposals (over 100 residential units or employment related development likely to give rise to over 50 jobs) will be required to include a comprehensive public transport assessment to include:</p> <ul style="list-style-type: none"> a) Assessment of how the proposal will ensure effective links to potential future bus transport. b) Demonstrate options for connection to existing and future transport facilities. c) Where appropriate, examine the potential for bus connectivity through the development. d) Determine where additional infrastructure e.g. lay-bys/bus stops may be required 	<p>The proposed development facilitates a connection to the existing footpath network. A footpath connection runs from the site directly into the town of Mallow where numerous bus stops are provided.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>TM12.5.2: Support and prioritise the following in relation to new development:</p> <p>a) Require that new developments are, as much as possible, well connected to their local bus networks; b) Secure the provision of appropriate bus infrastructure as an integral part of new development; c) Secure safe, attractive and convenient walking routes from all new development to the local bus network;</p>	<p>As above.</p>
<p>Chapter 12: Transport and Mobility</p>	<p>TM 12.8: Traffic / Mobility Management and Road Safety</p>	<p>a) Where traffic movements associated with a development proposal have the potential to have a material impact on the safety and free flow of traffic on a National, Regional or other Local Routes, the submission of a Traffic and Transport Assessment (TTA) and Road Safety Audit will be required as part of the proposal.</p>	<p>A TTA and RSA prepared by J.B.Barry Consulting Engineer are submitted in support of the subject planning application.</p>
		<p>b) Support demand management measures to reduce car travel and promote best practice mobility</p>	<p>The proposed development has been designed to maximise connectivity with the surrounding area where possible while also providing access to sustainable transport modes such as</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		management and travel planning via sustainable transport modes	bus and rail. A Mobility Management Plan by J.B.Barry Consulting Engineers accompanies this application and encourages sustainable modes of transport.
		c) For developments of 50 employees or more, residential developments over 100 units, all education facilities, community facilities, health facilities, as well as major extensions to existing such uses developers will be required to prepare mobility management plans (travel plans), with a strong emphasis on sustainable travel modes consistent with published NTA guidance to promote safe, attractive and convenient, alternative sustainable modes of transport as part of the proposal.	A Mobility Management Plan by J.B.Barry Consulting Engineers accompanies this application and encourages sustainable modes of transport.
		d) Ensure that all new vehicular accesses are designed to appropriate standards of visibility to ensure the safety of other road users	2 no. vehicular access points are proposed. these have been designed to appropriate standards of visibility to ensure the safety of other road users.
		e) improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network.	The proposed public roadways have been designed to the highest standard.

<p>Chapter 12: Transport and Mobility</p>	<p>TM 12-9: Parking</p>	<p>Secure the appropriate delivery of car parking and bicycle spaces and facilities in line with the Standards set out in Section 12.24 of this document:</p> <p>a) All non-residential development proposals will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.</p> <p>b) All residential development proposals, in Metropolitan Cork, in areas within walking distance of town centres and public transport services, will be subject to maximum parking standards as a limitation to restrict parking provision to achieve greater modal shift.</p> <p>c) Cycle parking will be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are located and designed in accordance with cycle parking design guidelines; The National Cycle Manual (NTA, 2011), and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments document (Dun Laoghaire Rathdown County Council, 2018).</p> <p>d) On street car parking is to be designed such that it does not occupy unnecessary street frontage.</p> <p>e) Connectivity and accessibility between key car parking areas and primary town centre streets is to be safe and convenient.</p>	<p>366 no. car parking spaces have been provided.</p> <p>Cycle parking has been provided in accordance with the requirements set out in Appendix D. These parking areas have been provided at appropriate locations, i.e. at the creche.</p>
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		<p>f) A high standard of design, layout and landscaping, including application of sustainable urban drainage systems where appropriate, is to accompany any proposal for surface car parking. Planning permission will be granted only where all the following criteria are met: • Respects the character of the streetscape/landscape; • Will not adversely affect visual amenity, and • Makes provision for security, and the direct and safe access and movement of pedestrians and cyclists within the site.</p> <p>g) Car parking provision is to comply with Sustainable Urban Drainage practices and other climate change adaptation and mitigation measures are to be considered, including considering the potential for landscaping to provide shade, shelter and enhancement of biodiversity.</p> <p>h) Measures to facilitate the complementary use of private car, through appropriate local traffic management including the siting of destination car-parking, is central to achieving the correct balance of modal use</p> <p>i) The provision of multimodal facilities including carpooling spaces, secure bicycle lockers, public bicycle sharing, etc. are to be considered in the provision of parking for all non-residential developments or multi-unit residential developments where appropriate.</p>	
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Reference	Policy Objective	Policy Provision		Statement of Consistency
Chapter 12: Transport and Mobility	TM 12-11: EV Charging	a) Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements		Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements
		a) New applications for non-residential development with more than 10 parking spaces are to provide for the installation of at least one EV recharging points (or as required by national policy should such requirement specify a higher provision).		N/A
		b) All residential development should be constructed to be capable of accommodating future charging points as required within the curtilage of the dwelling where possible		Infrastructure for Electric Vehicles will be integrated into the development in line with national requirements
Chapter 12: Transport and Mobility	Table 12.6: Car Parking Requirements for New Development (Maximum per sqm)	Creches	1 space per 3 staff + 1 space per 10 children	An overall provision of 366 car parking spaces has been provided in accordance with the requirements of Appendix D. The County Development Plan is based on maximum standards, so the proposed development is in accordance with this Section of the 2022 CDP.
		Residential	2 spaces per dwelling 1.25 spaces per apartment	

Reference	Policy Objective	Policy Provision		Statement of Consistency
<p>Chapter 12: Transport and Mobility</p>	<p>Table 12.6 – Cycle Parking Requirements for New Development (Minimum per sqm)</p>	<p>Creches</p>	<p>1 per 5 staff</p>	<p>Cycle parking has been provided in accordance with the requirements of Appendix D. 117 no. bike spaces have been provided.</p>
		<p>Residential</p>	<p>1 per residential unit and 1 per bedroom for apartments.</p>	
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>14-3: Green Infrastructure and Development</p>	<p>a) Require new development and redevelopment proposals, where considered appropriate, to contribute to the protection, management and enhancement of the existing green and blue infrastructure of the local area in terms of the design, layout and landscaping of development proposals.</p> <p>b) Require all development to submit a green infrastructure statement outlining how the proposal contributes to green and blue infrastructure both within its environs as well as within the wider settlement. Larger developments (multiple residential developments including Part 8 applications, retail, industrial, mineral extraction, etc) will be expected to prepare a Landscape/Green (and Blue) Infrastructure Plan including a Landscape Design Rationale. This Plan</p>		<p>The most significant element of green infrastructure on the site is the area on the southwestern portion of the site and the trees along the southern boundary of the site. These areas will be protected both during construction and operation, as well as supplemented with additional tree planting along the southern boundary. This area will preserve and enhance the existing habitats and be managed in a sustainable way.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>should identify environmental assets and include proposals which protect, manage and develop green infrastructure resources in a sustainable manner.</p> <p>c) Over the lifetime of the Plan the Council will consider the need to prepare a guidance note/update on best practice in integrating green and blue infrastructure/biodiversity within development proposals.</p>	
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-4: Recreation and Amenity</p>	<p>a) support the provision of recreation and amenity facilities in new developments and ensure that the widest range of facilities is provided at locations which can serve the wider community and intergenerational activities, which are accessible to members of the community of all ages and abilities, through initiatives in partnership with community groups and sporting organisations.</p> <p>b) b) Seek opportunities to improve the quality and capacity of existing recreation and amenity facilities, through initiatives with both public and private sector (sports governing bodies, local community partnerships and private development proposals) and where appropriate the Council will use its powers under Section 48 of the Planning and Development</p>	<p>The proposed open spaces and amenities are a prominent feature of the design and are accessible to the future population of the proposed development as well as the existing population of surrounding area.</p> <p>The proposed development provides an amenity facility for all age groups while open green areas and play areas provide an amenity facility for younger generations.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>Act 2000 to require development levies to achieve the enhancement of these facilities.</p> <p>c) Ensure the protection, and seek the enhancement and wise management of existing recreational facilities and public open space, and ensure that all new developments make adequate provision for recreational and amenity facilities in accordance with the requirements of the Councils Recreation and Amenity Policy (Interim) and any successor policy and having regard to the Councils policy regarding the management of Green Infrastructure assets.</p>	
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-6: Public/private open space provision</p>	<p>a) Public Open Space within Residential Development shall be provided in accordance with the standards contained in Cork County Councils Interim Recreation & Amenity Policy (2019) and any successor policy, the "Guidelines on Sustainable Residential Development in Urban Areas" and "Making Places : a design guide for residential estate development. Cork County Council Planning Guidance and Standards Series Number 2".</p> <p>b) Promote the provision of high quality, accessible and suitably proportioned areas of public open space and promote linking of new open spaces with existing spaces to form a green infrastructure network.</p>	<p>The provision of public open space is consistent with the relevant planning policy documents.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>c) Apply the standards for private open space provision contained in the Guidelines on Sustainable Residential Development in Urban Areas and the Urban Design Manual (DoEHLG 2009) and Cork County Council’s Design Guidelines for Residential Estate Development. With regard to apartment developments, the guidelines on Sustainable Urban Housing: Design Standards for New Apartments will apply.</p>	
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-9: Landscape</p>	<p>a) Protect the visual and scenic amenities of County Cork’s built and natural environment.</p> <p>b) Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while protecting the environment and heritage generally in line with the principle of sustainability.</p> <p>C) Ensure that new development meets high standards of siting and design.</p> <p>d) Protect skylines and ridgelines from development.</p> <p>e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments.</p>	<p>The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-10: Draft Landscape Strategy</p>	<p>Ensure that the management of development throughout the County will have regard for the value of the landscape, its character, distinctiveness and sensitivity as recognised in the Cork County Draft Landscape Strategy and its recommendations, in order to minimize the visual and environmental impact of development, particularly in areas designated as High Value Landscapes where higher development standards (layout, design, landscaping, materials used) will be required.</p>	<p>The proposed development has been designed to minimise any adverse impact on the visual and scenic amenities of the local environment. This has been achieved through considered design and siting, the incorporation of appropriate landscaping and the protection of existing landscape features including hedgerows and heritage features.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-12: General Views and Prospects</p>	<p>Preserve the character of all important views and prospects, particularly sea views, river or lake views, views of unspoilt mountains, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty as recognized in the Draft Landscape Strategy.</p>	<p>The visual impact of the proposed development has been assessed as part of the Landscape and Visual Impact Assessment. Where any significant measures are identified mitigation measures will be employed to minimise the impact.</p>
<p>Chapter 14: Green Infrastructure and Environment</p>	<p>GI 14-13: Scenic Routes</p>	<p>Protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects identified in this Plan. The scenic routes identified in this Plan are shown on the scenic amenity maps in the CDP Map Browser and are listed in Volume 2</p>	<p>N/A</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		Heritage and Amenity Chapter 5 Scenic Routes of this Plan.	
Chapter 14: Green Infrastructure and Environment	GI 14-14: Development on Scenic Routes	a) Require those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no adverse obstruction or degradation of the views towards and from vulnerable landscape features. In such areas, the appropriateness of the design, site layout, and landscaping of the proposed development must be demonstrated along with mitigation measures to prevent significant alterations to the appearance or character of the area. b) Encourage appropriate landscaping and screen planting of developments along scenic routes (See Chapter 16 Built and Cultural Heritage).	N/A
Chapter 14: Green Infrastructure and Environment	GI 14-14: Development on the Approached to Towns and Villages	Ensure that the approach roads to towns and villages are protected from inappropriate development, which would detract from the setting and historic character of these settlements.	✓ The proposed development will provide appropriate landscape screening at all site boundaries, in order to protect and enhance the character and setting of the area.

<p>Chapter 15: Biodiversity and environment</p>	<p>BE 15-6: Biodiversity and New Development</p>	<p>Ensure the protection of biodiversity in the development management process and when licensing or permitting other activities by:</p> <p>a) Providing ongoing support and guidance to developers on incorporating biodiversity considerations into new development through pre-planning communication and Council Guidelines: Biodiversity and the Planning Process and any updated versions of this advice;</p> <p>b) Encouraging the retention and integration of existing trees, hedgerows and other features of high natural value within new developments;</p> <p>c) Encouraging the use of native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments.</p> <p>d) Fulfilling Appropriate Assessment and Environmental Impact Assessment obligations and carrying out Ecological Impact Assessment in relation to development and activities, as appropriate.</p> <p>e) Ensuring that an appropriate level of assessment is completed in relation to wetland habitats subject to proposals which would involve drainage or reclamation. This includes lakes and ponds, watercourses, springs and swamps, marshes, heath, peatlands, some woodlands as well as some coastal and marine habitats.</p>	<ul style="list-style-type: none"> ✓ The existing hedgerows and trees along the site boundary will be retained and protected as far as possible. Where trees/hedgerows have been removed i.e. along the N72 realignment, they have been replaced with native trees so that there is a net gain and so that any existing biodiversity corridors are maintained. ✓ All trees that are being retained will be maintained will be protected appropriately during the construction and operational phases of the development. ✓ An Ecological Impact Assessment has been prepared by Malone O'Regan Consulting Engineers which assessed any existing habitats and includes the implementation of appropriate mitigation to ensure that there is no net biodiversity loss.
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		<p>f) Ensuring that the implementation of appropriate mitigation (including habitat enhancement, new planting or other habitat creation initiatives) is incorporated into new development, where the implementation of such development would result in unavoidable impacts on biodiversity - supporting the principle of no net biodiversity loss.</p>	
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Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 15: Biodiversity and environment</p>	<p>BE 15-8: Trees and Woodlands</p>	<p>a) Protect trees the subject of Tree Preservation Orders; b) Make use of Tree Preservation Orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value. c) Encourage the provision of trees for urban shading and cooling in developments in urban environments and as an integral part of the public realm.</p>	<p>As above, the existing trees on site will be retained and protected, in recognition of their importance to the landscape setting of the area. Proposed landscape measures will enhance tree cover throughout the site where appropriate.</p>
<p>Chapter 16: Built Heritage</p>	<p>HE 16-2: Protection of Archaeological Sites and Monuments</p>	<p>Secure the preservation (i.e. preservation in situ or in exceptional cases preservation by record) of all archaeological monuments and their setting included in the Sites and Monuments Record (SMR) (see www.archaeology.ie) and the Record of Monuments and Places (RMP) and of sites, features and objects of archaeological and historical interest generally. In securing such preservation, the planning authority will have regard to the advice and recommendations of the Development Applications Unit of the Department of Housing, Local Government and Heritage as outlined in the Frameworks and Principles for the Protection of the Archaeological Heritage policy document or any changes to the policy within the lifetime of the Plan.</p>	<p>An Archaeological Assessment by John Cronin & Associates is submitted with this application.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
<p>Chapter 16: Built Heritage</p>	<p>16-9: Archaeology and Infrastructure Schemes</p>	<p>All large scale planning applications (i.e. development of lands on 0.5 ha or more in area or 1km or more in length) and Infrastructure schemes and proposed roadworks are subjected to an archaeological assessment as part of the planning application process which should comply with the Department of Housing, Local Government and Heritage's codes of practice. It is recommended that the assessment is carried out in advance, by an appropriately experienced archaeologist to guide the design and layout of the proposed scheme/development, safeguarding the archaeological heritage in line with Development Management Guidelines and also facilitating a viable development.</p>	<p>An Archaeological Assessment by John Cronin & Associates is submitted with this application.</p>
<p>Chapter 16: Built Heritage</p>	<p>HE 16-18: Design and Landscaping of New Buildings</p>	<p>a) Encourage new buildings that respect the character, pattern and tradition of existing places, materials and built forms and that fit appropriately into the landscape. b) Promote sustainable approaches to housing development by encouraging new building projects to be energy efficient in their design and layout. c) Foster an innovative approach to design that acknowledges the diversity of suitable design solutions in most cases, safeguards the potential for exceptional innovative design in appropriate locations and promotes</p>	<p>The proposed design of the buildings is based on a modern interpretation of traditional buildings forms and materials. These have been expressed in a contemporary way which respects the character of and is complimentary to the existing built environment. The proposed development incorporates passive sustainable design measures, maximising orientation, shelter and solar gain. It will also incorporate active measures in line with the requirements of Technical Guidance Document I. of the Building Regulations.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		<p>the added economic, amenity and environmental value of good design.</p> <p>d) Require the appropriate landscaping and screen planting of proposed developments by using predominantly indigenous/local species and groupings and protecting existing hedgerows and historic boundaries in rural areas. Protection of historical/commemorative trees will also be provided for.</p>	<p>A landscape masterplan by Doyle McDonogh Nash Architects is submitted in support of the planning application in order to provide appropriate landscaping and screen planting.</p>
<p>Chapter 16: Built Heritage</p>	<p>HE 16-21: Naming of New Developments</p>	<p>Promote and preserve local place names, local heritage and the Irish language by ensuring the use of local place names or geographical or cultural names which reflect the history and landscape of their setting in the naming of new residential and other developments. Such an approach will be a requirement of planning permissions for new developments.</p>	<p>It is envisaged that the name will be reflective of the local heritage of the area and will be agreed with Cork County Council through compliance.</p>
<p>Chapter 18: Zoning and Land Use</p>	<p>ZU18-2: Development and Land Use Zoning</p>	<p>Ensure that development, during the lifetime of this Plan, proceeds in accordance with the general land use objectives and any specific zoning objectives that apply to particular areas as set out in this Plan</p>	<p>The proposed development is generally consistent with the general land use objectives of the CDP.</p>
<p>Chapter 18: Zoning and Land Use</p>	<p>ZU 18-3: Development Boundaries</p>	<p>For any settlement, it is a general objective to locate new development within the development boundary,</p>	<p>The proposed development is located within the defined development boundary of Mallow, which will support the</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
		identified in this Plan that defines the extent to which the settlement may grow during the lifetime of the Plan.	sustainable expansion of the town and protect the surrounding town greenbelt.
Chapter 18: Zoning and Land Use	ZU 18-4: land Use Zoning of Other Lands	Where lands have not been explicitly zoned, in the Plan the specific zoning shall be deemed to be that of the existing use of the lands (if such a use is not an authorised use under the Planning Acts) or, if such use is unauthorised, that of the most recent authorised use of the lands.	N/A
Policy Objective	Policy Provision		Statement of Consistency
MW-GO-01	<p>Population and Housing</p> <p>Deliver on the vision set out for Mallow as a Key Town in the RSES. To sustainably strengthen the employment-led growth and town centre-led regeneration as a regional economic driver, leverage its strategic location and accessibility on inter-regional road and rail networks to build upon inherent strengths, in particular food production and tourism potential, while protecting and enhancing the natural environment of the Blackwater Valley. Plan for development to enable Mallow to achieve its target population to 16,046 persons. Provide a balance between as an integrated work/live destination.</p>		The subject development will provide 186 no. dwelling units in the short to medium term to serve the planned growth of the settlement to 16,046 persons.

Reference	Policy Objective	Policy Provision	Statement of Consistency
MC-GO-02	In order to secure the sustainable population growth and supporting development proposed in MW-Go-01, appropriate and sustainable water and waste water infrastructure that will secure the objectives of the relevant River Basin Management Plan and the River Blackwater Special Area of Conservation, must be provided and be operational in advance of the		In terms of wastewater (foul) treatment, Irish Water drainage records show that there is an existing 225mmØ foul sewer located in the N72 road, south-west of the site and it is proposed to connect foul drainage from the proposed development to this existing sewer at two locations as shown on Drawing No's. 22201-JBB-XX-XX-DR-CD-00024, 00025, 00026& 00027
MW-GO-03	<p>Development Boundary</p> <p>The green infrastructure, biodiversity, and landscape assets of Mallow include its river corridors, mature trees, wetlands, woodlands, and the River Blackwater Special Area of Conservation. New development should be sensitively designed and planned to provide for the protection of these features and will only be permitted where it is shown that it is compatible with the requirements of nature conservation directives and with environmental, biodiversity, and landscape protection of policies as set out in Volume One.</p>		<p>The existing hedgerows and trees along the site boundary will be retained and protected as far as possible. Where trees/hedgerows have been removed i.e. along the N72 realignment, they have been replaced with native trees so that there is a net gain and so that any existing biodiversity corridors are maintained.</p> <p>All trees that are being retained will be maintained will be protected appropriately during the construction and operational phases of the development.</p> <p>A Natura Impact Statement and Ecological Impact Assessment has been prepared by Malone O'Regan Consulting Engineers which assessed any existing habitats and includes the implementation of appropriate mitigation to ensure that there is no net biodiversity loss.</p>
MW-GO-04	All new development will need to make provision for Sustainable Urban Drainage Systems (SuDS) and provide adequate storm water infrastructure.		In accordance with SuDS the proposed surface water network will include a storm drainage pipe network, attenuation storage structures and several SuDS features, including nature-based features, which will aid the reduction of runoff volumes by slowing surface water flows, providing the opportunity for

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Surface water Management and Disposal should be planned in an integrated way in consideration with land use, water quality, amenity, and habitat enhancements as appropriate.		evapotranspiration and providing the opportunity for infiltration to ground. Both the interception and attenuation storage requirements of GSDSDS will be sufficiently met.
MW-GO-05	Prepare a Local Transport Plan for allow to address the transportation issues affecting the town and the additional demands arising from development proposed in this plan. All development will be required to be consistent with the recommendations of this Plan.		The proposed development is consistent with the Traffic and Transportation Plan for Mallow.
MW-GO-06	Prioritise the development of the Mallow Relief Road.		N/A – The proposed development does not impact the development of the Mallow Relief Road.
MW-GO-07	Traffic and Transportation Support the delivery of the M20 and protect any emerging route corridor identified during the route selection process.		N/A – The proposed development does not impact the delivery of the M20
MW-GO-08	Improve and enhance pedestrian and cycling connectivity throughout the town particularly north/south across the river and east/west across the railway line and N20.		The proposed development places an emphasis on walking and cycling as a more appropriate mode of transport and seeks to improve connectivity wherever possible. With regard to pedestrians, a network of interconnected footpaths and cycle paths have been provided throughout the development which will improve connectivity and encourage walking and cycling. These

Reference	Policy Objective	Policy Provision	Statement of Consistency
			<p>footpaths are overlooked by the dwellings, providing for an improved perception of safety throughout the development. These routes aim to improve connectivity through the wider area of Mallow.</p>
<p>MW-GO-09</p>	<p>Support and promote Mallow town centre as the primary and most appropriate location for the expansion of retail development. Protect the amenities of existing residential areas within the centre of the town and encourage the provision of new residential uses to strengthen the vitality of the town centre.</p> <p>Support the development of neighbourhood centres where needed particularly in areas of the town where additional growth is planned.</p>		<p>The proposed development will ensure the consolidation and expansion of the Town Centre</p>
<p>MW-GO-10</p>	<p>Enhance the overall tourism product of the town by ensuring the development of a network of interlinked attractions (heritage, retail) which are underpinned by appropriate heritage led town centre renewal and continuing public realm improvements. All development proposals should have due regard to the unique characteristics of the historic urban and landscape context of Mallow and seek to improve the overall attractiveness of the environment.</p>		<p>As can be seen from the attached material from Doyle McDonogh Nash Architects, the proposed development has due regard to the unique characteristics of the historic urban and landscape context of Mallow and seeks to improve the overall attractiveness of the environment.</p>

Reference	Policy Objective	Policy Provision	Statement of Consistency
MW-GO-11	Protect and enhance the attractive landscape character setting of the town. Conserve and enhance the character of the town centre (including the special character of Architectural Conservation Areas) by protecting historic buildings, groups of buildings, the existing street pattern, historic laneways, town walls (both upstanding and buried), zone of archaeological potential, plot size and scale while encouraging appropriate development in the town.		Where possible, the proposed design has aimed to protect existing landscape features within the site, including existing trees and hedgerows.
MW-GO-12	Encourage the development of suitable sites for additional sports, recreation and open space provision, to ensure that that provision is properly coordinated with other forms of development and other land-use policies, and to protect open space and other land with recreational or amenity value.		The proposed development includes the provision of 7 no. neighbourhood play areas, 1 no. Kickabout area, an amenity walkway and a number of informal grassed areas which is accessible to all new residents and existing residents within the area.
MW-GO-13	Protect and enhance the habitat, landscape, visual and amenity qualities of the River Blackwater and its flood plain so that they can contribute to the environmental diversity of the area for future generations and be used for recreation and other compatible uses during the lifetime of the Plan.		A Natura Impact Statement by Malone O'Regan has prepared for the proposed development and included as part of the application.
MW-GO-14	All proposals for development within the areas identified as being at risk of flooding will need to comply with		A flood risk assessment by Arup is submitted with the application.

Reference	Policy Objective	Policy Provision	Statement of Consistency
	Objectives in this Plan. In planning development located upstream of / adjacent to the defended area in Mallow, due regard must also be had to the potential flood impacts of development, and its potential impact on the defended area in particular.		
MW-R-03	Medium A Density Residential Development. Development Proposals should provide for pedestrian/cycle link connectivity to adjoining developments and green infrastructure ^		The proposed development is in accordance with this zoning objective. The proposed development provides for pedestrian/cycle linkages/connectivity to adjoining developments and a green infrastructure statement has been included as part of the planning application submission. In accordance with the specific objective requirement, a Traffic Impact Assessment and Road Safety Audit have also been prepared.
MW-R-04	Medium A Density Residential Development. Development Proposals should provide for pedestrian/cycle link connectivity to adjoining developments and green infrastructure ^		The proposed development is in accordance with this zoning objective. The proposed development provides for pedestrian/cycle linkages/connectivity to adjoining developments and a green infrastructure statement has been included as part of the planning application submission. In accordance with the specific objective requirement, a Traffic Impact Assessment and Road Safety Audit have also been prepared.