

PLANNING REPORT

INCLUDING

RESPONSE TO LRD OPINION

STATEMENT OF CONSISTENCY

LARGE SCALE RESIDENTIAL DEVELOPMENT (LRD) AT BANESHANE MIDLETON

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ON BEHALF OF

Rockspring Properties Limited

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1.0 Introduction

This planning report has been prepared by Ian Doyle Planning Consultant on behalf of Rockspring Properties (Newport) Limited and includes a formal response to the LRD opinion issued by Cork County Council in accordance with Section 32B of the Planning and Development Act 2000 (as amended), in addition to a Statement of Consistency also required as part of the LRD process. “This application is made in accordance with the provisions of Section 32D of the Planning and Development Act 2000 (as amended) governing Large-Scale Residential Development applications.”

The subject LRD application on lands at Banshane, Middleton, Co. Cork, is made in partnership with GCA Architects, CRONCON Consulting Engineers, ROSE CLEARY Archaeology, CSR Landscape Architects, Verdie Environmental, NRB Consulting Engineers & Molloy Consulting Engineers. In addition to responding to the LRD Opinion issued by the Planning Authority, The purpose of this report is to describe the planning parameters and policy context in support of the proposed development as described, advertised and presented by the plans, particulars and documents accompanying this planning application and to directly address the issues raised by the Planning Authority during pre- planning discussions. This report should be read in the context of the specialist reports, drawings and particulars prepared by the members of the design team which include the following:

Design Team	Prepared by	Report
Architecture	<i>GCA Architects</i>	<ul style="list-style-type: none"> • Architectural Design Statement • Housing Quality Assessment • Architectural Design/Layout
Planning	<i>Ian Doyle Planning Consultant</i>	<ul style="list-style-type: none"> • Planning Report • Statement of Consistency • EIAR Screening
Engineering	<i>CROCON Consulting Engineers</i>	<ul style="list-style-type: none"> • Engineering Planning Report • Flood Risk Assessment • Mobility Management Plan
Landscape Architecture	<i>CSR Land Planning & Design</i>	<ul style="list-style-type: none"> • Landscape Design Rationale
Archaeology	<i>ROSE CLEARY</i>	<ul style="list-style-type: none"> • Archaeological Impact Assessment
Traffic	<i>NRB Consulting Engineers</i>	<ul style="list-style-type: none"> • Traffic Impact Assessment • Road Safety Audit • DMURS Compliance Statement • Roads/junction design details • Mobility Management Plan
Public Lighting	<i>Molloy Consulting Engineers</i>	<ul style="list-style-type: none"> • Public Lighting Design
Ecology	<i>Verdie Environmental</i>	<ul style="list-style-type: none"> • AA Screening Report • NIS (Natura Impact Statement)
Construction Management	<i>Verdie Environmental</i>	<ul style="list-style-type: none"> • CEMP (Construction Environment Management Plan)

1.1 Site location & Context

The subject lands are located 22 km east of Cork City on the edge of Midleton town approximately 2km west of the town centre off the N25 in the townland of Baneshane. The lands are located within the settlement footprint and are zoned under the provisions of the Cork County Development Plan 2022-2028.



The subject site forms part of an incomplete/unfinished housing estate known as Abbey Wood which was granted planning permission in 2006. The site is bound to the east by a school (Gaelscoil Mhainstir Na Coran) and to the west by an existing residential development. The site has a gross area of 4.55 ha and a developable area (net) of 4.11ha. The site is a brownfield site and constitutes backland, infill development within the settlement footprint.

1.2 Planning History

The site forms part of a previous permission granted for 394 houses under ref. 06/8157, where just 14no. units were constructed.

1.3 Project Description

The proposed development is described as follows:

Rockspring Properties (Newport) Limited are applying to Cork County Council for a **10 year permission for a Large-Scale Residential Development (LRD) at Baneshane, Midleton, Co. Cork.**

The proposed development will consist of:

- The construction of **173 no. residential units** comprising a mix of apartments, duplex units, semi-detached houses, terraced houses and bungalows as follows:
 - **Apartments and Duplexes (74 no.):**
 - Block E1: 11 × 2-bed and 6 × 1-bed
 - Block E2: 3 × 3-bed, 6 × 2-bed and 3 × 1-bed
 - Block E3: 9 × 2-bed and 6 × 1-bed
 - Duplex D1: 4 × 2-bed and 4 × 1-bed
 - Duplex D2: 5 × 2-bed and 5 × 1-bed
 - Duplex D3: 9 × 2-bed and 3 × 1-bed
 - **Houses (99 no.):**
 - 11 × 4-bed semi-detached
 - 76 × 3-bed (33 semi-detached, 27 end-of-terrace, 16 mid-terrace)
 - 10 × 2-bed (3 end-of-terrace, 1 terraced, 6 bungalows)
 - 2 × 1-bed bungalows
- A **crèche of c.137.5 sq.m** gross floor area (59.22 sq.m dedicated childcare space and 78.28 sq.m ancillary/circulation), with capacity for c.20 children.
- The provision of a **pumping station** to serve the development.
- Alterations and improvements to the **junction at Abbey Wood Estate and Ballintubber Road,**
- All associated **car parking (273 spaces), bicycle parking (161 spaces), public open space, landscaping, and ancillary site development works.**

The proposed development is advertised as follows:

CORK COUNTY COUNCIL

Notice of Large-Scale Residential Development (LRD) Application

Rockspring Properties (Newport) Limited intend to apply to **Cork County Council** for **Ten Year Permission for a Large-Scale Residential Development (LRD)** at **Baneshane, Midleton, Co. Cork**.

The proposed development will consist of a **10-year permission for a residential development of 173 no. dwellings**, comprising **74 no. apartments and duplex units within apartment and duplex blocks and 99 no. houses (including 4-bed, 3-bed, 2-bed and 1-bed units)**. The development will also include a **creche (c.137.5 sq.m) with capacity for approximately 20 children**, a **pumping station, alterations to the junction at Abbey Wood Estate and Ballintubber Road**, and all associated **site development works including internal roads and services, car parking, bicycle parking, public open space, landscaping, drainage infrastructure, footpaths and cycleways, lighting, plant and ancillary works**.

A **Natura Impact Statement (NIS)** has been prepared in respect of the proposed development in relation to potential impacts on **European Sites** and accompanies this planning application.

The planning application and the **Natura Impact Statement** may be inspected online at the following website set up by the applicant:

www.rockspringpropertieslimited.com

The planning application and the **Natura Impact Statement** may also be inspected or purchased at a fee not exceeding the reasonable cost of making a copy at the offices of **Cork County Council** during its public opening hours.

A **submission or observation** in relation to the application may be made in writing to the Planning Authority on payment of the prescribed fee within the period of **5 weeks beginning on the date of receipt by the Planning Authority of the application**, and such submissions or observations will be considered by the Planning Authority in making a decision on the application.

1.4 Duration of Permission

The applicant seeks a **10-year permission** for the proposed Large-Scale Residential Development. The extended duration is considered appropriate having regard to the scale and nature of the proposed development, which comprises a multi-phase residential scheme together with associated infrastructure, open space, childcare facilities and community infrastructure.

The delivery of residential development of this scale typically occurs over a number of phases to allow for the orderly provision of infrastructure, servicing, and construction sequencing. In addition, the proposed development forms part of the planned expansion of Midleton as identified within the statutory planning framework, including the National Planning Framework,

the Regional Spatial and Economic Strategy for the Southern Region and the Cork Metropolitan Area Strategic Plan.

Having regard to the scale of the development and the need to facilitate the coordinated delivery of housing and associated infrastructure, it is considered that a **10-year permission represents a reasonable and appropriate timeframe for the implementation of the proposed development.**

Schedule

REF	TYPE	QUANTITY	BICYCLE PARKING		CAR PARKING
			LONG STAY	VISITOR	
APARTMENTS			1 PER BEDROOM	1 PER 2 UNITS	1.10 PER UNIT
APARTMENT E1	2 BED 1 BED	11 6	22 6		17
APARTMENT E2	3 BED 2 BED 1 BED	3 6 3	9 12 3		12
APARTMENT E3	2 BED 1 BED	9 6	18 6		15
DUPLEX D1	2 BED 1 BED	4 4	8 4		10
DUPLEX D2	2 BED 1 BED	5 5	10 5		12
DUPLEX D3	2 BED 1 BED	9 3	18 3		15
		TOTAL	74	62	37
			1 PER UNIT IN REAR GARDEN	1 PER 5 UNITS	
HOUSES					2 PER UNIT
4 BEDROOM	SEMI DETACHED	11	11		22
		TOTAL	11		22
3 BEDROOM	SEMI DETACHED	33	33		66
	END OF TERRACE	27	27		54
	MID TERRACE	16	16		32
		TOTAL	76		152
					1.5 PER UNIT
2 BEDROOM	END OF TERRACE	3	3		4.5
	TERRACED	1	1		1.5
	BUNGALOW	6	6		9
		TOTAL	10	49	15
					1.5 PER UNIT
1 BEDROOM	BUNGALOW	2	2		3
		TOTAL	99	98	3
		TOTAL NO. OF UNITS	173		
TOTAL NO. CAR PARKING SPACES					273
					1.58 PER UNIT
UNIT MIX					
TYPE	TOTAL	MIX			
1 BED	29	16.76%			
2 BED	54	31.21%			
3 BED	79	45.66%			
4 BED	11	6.36%			

2.0 STATEMENT OF RESPONSE TO CORK COUNTY COUNCIL OPINION

2.1 Pre-Planning

This development proposal has been subject to an invalid planning application and a timed out opinion from Cork Co. Co. An initial Section 247 Meeting was held on 30th Jan 2024 via MTeams. Numerous rounds of further informal pre-planning discussions took place vial e-mail submissions and responses over the course of the following year.

The LRD Section 32B meeting took place on the 14th of December 2025 via MTeams. The following is a detailed response to the Council's opinion (Appendix 1).

2.2 Response to Council Opinion

In accordance with Article 16(A) of the Planning and Development Regulations 2001, as amended, in addition to the requirements as specified in Articles 20A, 22 and 23, a response to the issues raised in the Councils Opinion must be submitted with any LRD application for permission.

The Opinion issued by the council concluded the following:

“Having considered the issues raised in the pre-application consultation process, the subsequent consultation meetings and following review of the documentation submitted, in accordance with Section 32D of the Planning & Development (Large-scale Residential Development) Act (2021) the Planning Authority is of the opinion that the documents submitted require further consideration and amendment to constitute a reasonable basis for an application for a Large-Scale Residential Development”.

2.3 Requested Documentation

The planning opinion requested the following documentation to accompany the LRD application. Documents **NOT SUBMITTED** are outlined in **red**. Justification for same is discussed below.

- Supporting Planning Report
- Statement of Consistency with the County Development Plan and the Sustainable Residential, Development & Compact Settlement Guidelines (statement setting out how the proposed LRD has had regard to the relevant objectives)
- Traffic Impact Assessment/Mobility Management Plan
- Road Safety Audit
- Mobility Management Plan and design details of any necessary improvement works for active modes in locality.

- **Approved Design Report from Transport Infrastructure Ireland**
- Appropriate junction proposals for the Abbey Wood entrance to allow for safe and equitable use by all modes, having regard to additional development.
- Contiguous scaled drawings, sections and elevations of structures of adjoining development to the north, south, east and west of the site.
- Visual Impact Assessment, CIs and Photomontages
- Archaeological Impact Assessment
- Flood Risk Assessment / Drainage Impact Assessment
- Public Lighting Scheme
- Appropriate Assessment Screening report
- Ecological Impact Assessment
- Environmental Impact Assessment Screening report
- Tree & Hedgerow Protection Plan, including Tree Survey Plan and Works/ Planting Plan
- An up-to-date connection agreement with Uisce Eireann, namely, post-s32 meeting.
- CEMP/ WMP
- **Childcare Demand Report**
- Part V Proposals
- Architectural Design Statement including review of design/ layout comments from CCC Architect Housing Quality Assessment
- Detailed Landscape Plan including clearly annotated polygons of all Public open spaces on scaled layout plan illustrating floor area (sq.m.) of each.
- Taking-in-Charge proposals layout plan
- Revised proposals for a single pump station of adequate capacity, having regard to and consistent with planning history.

2.3.1 Approved Design Report from Transport Infrastructure Ireland

Transport Infrastructure Ireland (TII) is a prescribed body for the purposes of the Planning and Development Act 2000 (as amended). In this capacity, planning authorities and An Coimisiún Pleanála are required to consult with TII in relation to development proposals or policy documents that may have implications for the national road and transport network. While the council is of the opinion that that subject proposal will impact on the functionality of the N25 the submitted Traffic Impact Assessment prepared by NRB Consulting Engineers indicates that the actual impact of the proposed development is minimal and negligible in terms of traffic generation on the N25.

With reference to an “Approved Design Report” it is noted that such a report is only relevant where works are directly proposed to a National Primary Route or Regional Route which is not the case in this instance. TII would not engage in preplanning discussions in the absence of proposals directly altering national or regional routes. As a prescribed body the TII will be invited to comment on the subject application and will draw its own conclusions in this regards.

2.3.2 Childcare Demand Report including detail audit of existing provision in the locality

The subject application includes provision for a creche facility and is accompanied by a detailed rational for same. The proposed development will not impact on existing providers in the vicinity and the applicant is in full compliance with the requirements of the Childcare Facilities Guidelines, 2001. This is discussed further and clearly demonstrated in Section 10.0 of the Statement of Consistency.

2.4 Planning Authority Assessment and Response on behalf of the Applicant

The LRD Opinion issued by the planning authority describes and outlines perceived deficiency with regards to the proposed development and previously submitted information in support of same. Responses are offered on behalf of the applicant accordingly.

“The Planning Statement, (any) Statements of Consistency and Architectural Design Statement should demonstrate accordance with all SPPR requirements of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)”.

Response

Section 6.0 of this Planning Report/Statement of Consistency Clearly outlines full compliance with the SPPR’s of the Compact Settlement Guidelines.

“Full development of this site is dependent on revised/ improved access arrangements being available to the N25. The Traffic and Transport Assessment is inadequate in scope, fails to accord with TII guidelines, the extent of residential and non-residential development permitted and/or under consideration; (residential and non-residential) in Midleton (including Waterrock, Bloomfield and the reliance on Oatencake to access the N25, and to a lesser extent the developments at Castle Redmond). Assumptions in model should be agreed and consistent with these comparable schemes. Assessment of development site is in isolation from adjoining zoned lands, much of which is within ownership of applicant, and has no regard to increasing pressures on the Oatencake junction / N25”.

A Mobility Management Plan is required, and demand management measures should align with SPPRs of ‘Compact Settlement Guidelines’ and have regard to the requirement to demonstrate to the satisfaction of the planning authority that the proposals for this land can in future be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, its railway station and Waterrock as per objective MD-R-02. A Road Safety Audit to guide development proposals pending the necessary improvements to the N25 as per objective MD-R-02.”

Response

A comprehensive Traffic Impact Assessment has been prepared by NRB Consulting Engineers in accordance with the Transport Infrastructure Ireland Traffic & Transport Assessment Guidelines and Includes a Mobility Management Plan as requested. The assessment includes traffic surveys, trip generation modelling using the TRICS database and junction capacity modelling.

The analysis demonstrates that the proposed development will generate a relatively small number of additional vehicle trips during peak hours and that the predicted increase in traffic volumes on the surrounding road network is less than 1% of existing flows. Junction capacity modelling confirms that the relevant junctions will continue to operate well within their theoretical capacity limits with RFC values significantly below the design threshold of 0.85.

Accordingly, the assessment concludes that the proposed development will have no material adverse impact on the operational capacity or safety of the surrounding road network, including the Oatencake junction and the wider N25 corridor.

With reference to cumulative development (Waterrock, Bloomfield, etc.), the modelling undertaken also incorporates background traffic growth rates in accordance with the TII Project Appraisal Guidelines to account for future traffic growth associated with planned development in Midleton.

The subject lands are zoned Medium A Density Residential Development (MD-R-02) under the Cork County Development Plan 2022–2028. The zoning objective for these lands clearly establishes the principle of residential development at this location within the lifetime of the development plan.

The purpose of zoning within a statutory development plan is to identify lands where particular forms of development are considered acceptable in principle, subject to normal planning considerations relating to design, infrastructure capacity and environmental impacts. In this context, the zoning of the subject lands for residential development reflects the strategic planning objective of accommodating population growth within the settlement of Midleton in accordance with national and regional planning policy.

The proposed development therefore represents the implementation of the statutory zoning objective for the lands, and the accompanying technical assessments demonstrate that the development can be accommodated without giving rise to any material adverse impacts on the surrounding road network or environmental receptors.

Accordingly, while the delivery of strategic transport infrastructure such as the N25 upgrade remains a matter for Transport Infrastructure Ireland and national funding programmes, the zoning of the lands for residential development confirms that the lands are intended to be developed within the lifetime of the development plan.

N25 Upgrade

With regards to the N25 upgrade the County Plan notes the following:

“The N25 runs through the south of Midleton and while a portion of the town lies to the south of the road, it functions as a by-pass. Improvements and upgrades to both the N25 Carrigtwohill - Midleton and N25 Midleton – Youghal sections of the corridor are planned but are currently suspended pending the availability of funding. It is considered likely that this project will need to be advanced during the lifetime of this plan and upgraded National Road infrastructure delivered in tandem with the delivery of the development proposed for the town as a whole. The N25 upgrade project will help address the following issues:

- *Existing poor-quality intersections/junctions.*
- *Growth in background traffic levels since the current road was constructed.*
- *Capacity to accommodate planned development; and*
- *Headroom capacity to accommodate future growth (beyond this plan)”.*

In response, it is noted that the language of the above policy is non-comittal. *“It is considered likely that this project will need to be advanced during the lifetime of this plan and upgraded National Road infrastructure delivered in tandem with the delivery of the development proposed for the town as a whole.*

It is further noted that at the time of making the development plan the council were aware of the status of the upgrades as being *planned but ...suspended pending the availability of funding*. On behalf of the applicant it is stated that the proposed development and a grant of permission for same does not constitute a material contravention.

The wording of the policy acknowledges that the timing and delivery of the N25 upgrade is uncertain, noting that the project is currently suspended pending the availability of funding. Accordingly, it is considered that the policy should be interpreted in a pragmatic manner having regard to the zoning of the lands and the capacity of the existing road network as demonstrated in the accompanying Traffic Impact Assessment which concluded that the proposed development will have a negligible impact on the volume of traffic on the N25.

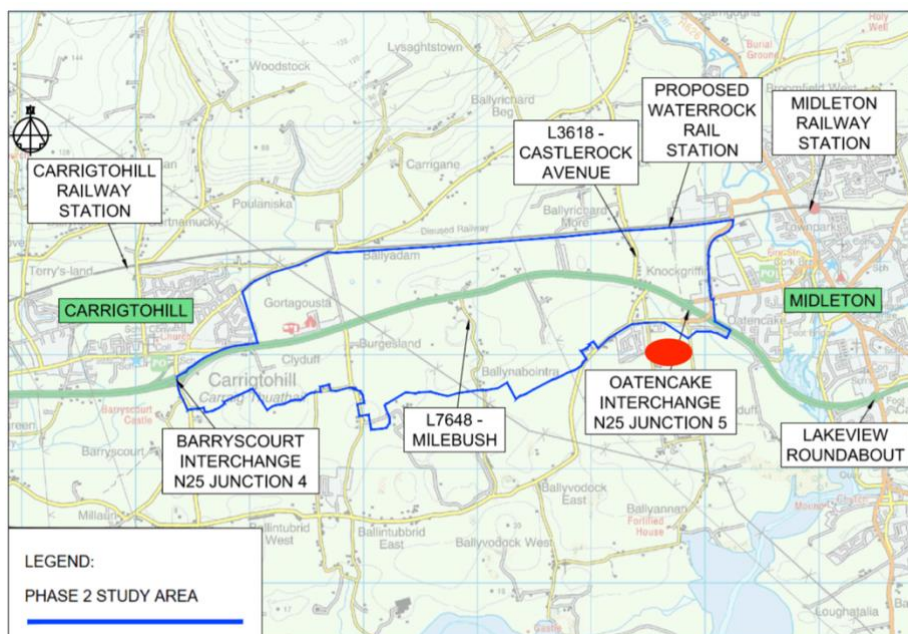
Site specific policy MDR02 notes that the extent of land zoned amounts to 6.4ha and states the following:

MDR02

Medium A Density Residential Development. Full development of this site is dependent on revised / improved access arrangements being available to the N25. In submitting proposals for the development of this land, the developer will be required to demonstrate, to the satisfaction of the planning authority, that the proposals for this land can, in future, be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, it's railway station and the site identified in this plan as a possible second station to serve the town at Water-Rock. Development proposals shall be accompanied by a Traffic Impact Assessment and Road Safety Audit which will guide development proposals pending the necessary improvements to the N25.

The above refers to “full” development of the 6.4ha zoned lands as being dependant on revised improved access arrangement being available to the N25. It is noted that the subject application accounts for only 4.1ha (developable area) and as such does not represent the “full” development of the lands.

Upgrade of the access to the N25 is linked to the general upgrade works to the N25 and is outside of the site boundaries. Decisions with regards to same are beyond the remit of the subject application and it is the role of TII as a prescribed body to advise the planning authority with regards to capacity issues associated with the existing N25 access. It is not the role of the planning authority to pre-empt TII in this regards by controlling the release of serviced zoned lands particularly in the absence of a comprehensive rationale. The submitted Traffic Impact Assessment concludes that in all cases of predicted future modelling, additional traffic from the proposed development on the N25 is less than 1% of existing traffic volume and “will likely go entirely unnoticed as the increases are way below the accepted day-to-day variation”.



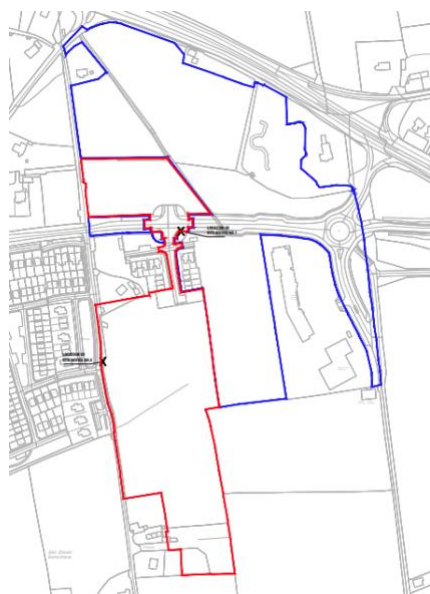
The land reserve to facilitate the upgrade does not include the site. The site is accessed via an existing housing development with established transport infrastructure which in turn will connect to the proposed N25 upgrade. The site is zoned for development within the lifetime of the plan. Any proposed future upgrade works to the N25 and associated access junction will be obligated to accommodate existing development bound to the north, east and west of the subject lands.

“The scope of the EIAR screening report is inadequate having regard to the scope and aggregate of permitted development and capacity of adjoining lands (in ownership of the developer) in Baneshane. Proposal is below mandatory threshold. (note. page 1 refers to 153 units), Site context and cumulative impacts is not adequately addressed. Recently developed scheme to east, and zoned lands to north and east within ownership of developer should be included, and lands to east have development capacity; risks associated with the N25 junction is not addressed, (given Waterrock’s and Middleton’s reliance on it, nor adequately addressed pollution and nuisances”.

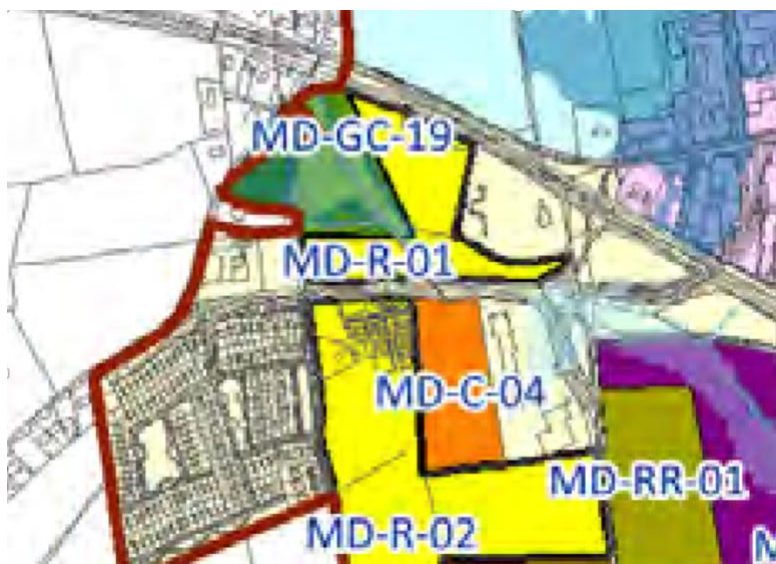
Response

The EIAR Screening Report has been revised to include all lands within the applicant ownership. the following is noted.

In terms of the applicants landholding, lands to the north totalling 3.1ha are zoned for residential development with a potential yield of 108 to 155 units. Lands adjacent to the east are zoned community and amount to 2.1ha in size and are not designated for housing. Therefore the overall development potential of the applicants total landholding amounts to 328 units which is below the threshold of 500 units.



Extent of land ownership.



zoning of landownership.

In relation to lands to the north of the subject site within the ownership of the applicant, it is noted that these lands are located within the zone of influence for the proposed N25 Upgrade and may not be suitable for residential development following completion of the required upgrade.

“AA screening is submitted but concern with lack of NIS given its proximity to European sites. No EclA nor associated survey results. Design and landscape proposals and consequent impact of biodiversity, local ecology and AA / NIS screening is inadequate. Evidential survey data is required. Ecological Impact Assessment is required. Full survey results (flora, fauna, mammals, etc. are required, results illustrated on scaled site plans). A bio-diversity audit is required”.

Response

AA screening, and a Natura Impact Assessment in addition to an Ecological Impact Assessment have been prepared in support of the proposed application.

“Details of Part V proposal is required. (Units numbers and type illustrated on site layout plan)”.

Response

Details of Part V are included (costings & Site Layout Plan identifying proposed units for transfer).

“A Visual Impact Assessment including photomontages is required, (scope of same as discussed in s32 meeting)”.

Response

A verified image based impact assessment accompanies the subject application including views agreed during the pre-planning process.

2.5 Conclusion

The Planning Authority's opinion places considerable emphasis on the proposed future upgrade of the N25 corridor and the associated improvements to access arrangements serving Midleton. While the Cork County Development Plan acknowledges the importance of such strategic transport infrastructure, it also notes that the timing of the N25 upgrade remains uncertain and is currently dependent on the availability of national funding.

In this context, it is important to recognise that the subject lands are zoned for residential development within the Cork County Development Plan 2022–2028. The zoning of lands within a statutory development plan reflects the Planning Authority's intention that such lands will be developed within the lifetime of the plan, subject to normal development management considerations.

The delivery of strategic national road infrastructure is a matter for national transport agencies and government funding programmes and is outside the control of individual development proposals. In the absence of a confirmed delivery programme for the N25 upgrade, it would not be reasonable to delay the development of appropriately zoned and serviced residential lands where technical assessments demonstrate that the proposed development can be accommodated within the capacity of the existing road network.

The accompanying Traffic Impact Assessment confirms that the proposed development will give rise to a very modest increase in traffic volumes and will not materially impact the operational performance of the surrounding road network or the N25 corridor.

3.0 STATEMENT OF CONSISTENCY

The proposed development has been assessed having regard to the statutory planning framework which governs development management in Ireland. This framework comprises the provisions of the Planning and Development Acts, national planning policy including the National Planning Framework (NPF) and associated Ministerial Guidelines issued under Section 28 of the Planning and Development Act, the Regional Spatial and Economic Strategy for the Southern Region, and the Cork County Development Plan 2022–2028.

The following section therefore reviews the relevant national, regional and local policy context and demonstrates that the proposed development is consistent with the objectives of the statutory planning framework and the proper planning and sustainable development of the area.

3.1 *Legislative Context*

The Planning and Development (Amendment) (Large-scale Residential Development) Act 2021 (Commencement) Order 2021 (SI 715 of 2021) was signed into effect on the 17 December 2021. The associated and supporting Planning and Development (Large-scale Residential Development) Regulations 2021 (SI 716 of 2021), and Planning and Development (Large-scale Residential Development Fees) Regulations 2021 (SI 720 of 2021) also came into operation on the same date. In accordance with the requirements of the LRD process a Statement of Consistency must accompany all planning applications. For context, a Statement of Consistency with National and Regional Policy Documents is also provided as follows:

- Project Ireland 2040: National Planning Framework
- Housing for All – A New Housing Plan for Ireland
- Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024
- Design Manual for Urban Roads and Streets (DMURS) (2013)
- Sustainable Urban Housing: Design Standards for New Apartments (latest version)
- Urban Development and Building Heights: Guidelines for Planning Authorities (2018)
- Childcare Facilities Guidelines, 2001
- The Planning System and Flood Risk Management, 2009
- Local / Regional Spatial & Economic Strategy (RSES) for Southern Region
- Cork Metropolitan Area Strategic Plan (MASP)
- Cork County Development Plan 2022-2028

4.0 **National Planning Framework (Ireland 2040 – Our Plan)**

The National Planning Framework (NPF), published in February 2018, sets out the strategic development framework for Ireland from 2018 to 2040 and originally envisaged a population of 5.85 million by 2040. The National Planning Framework First Revision, published in April 2025, increased Ireland’s overall 2040 population target to between 6.1 and 6.3 million people, requiring increased housing delivery across all regions. Within the revised framework, Cork has been allocated a significant uplift in population growth, reflecting its strategic role as the second city of the State and the primary driver of development in the Southern Region.

Specifically:

- **Cork City and Suburbs** are now targeted to accommodate an additional **c.96,000 people by 2040**, bringing the population to at least **320,000**.
- At least **50% of national population and employment growth** is to be focused in the five cities (including Cork) and their suburbs.
- **Cork County** and its metropolitan settlements, including **Midleton**, are recognised as essential locations to accommodate housing growth at appropriate densities, supported by sustainable transport and social infrastructure.

The Framework focuses on the following:

- Sustainable Regional Development, with the five cities of Dublin, Cork, Limerick, Galway and Waterford accounting for 50% of future growth, while larger towns, villages and associated rural fabric accounting for the remaining 50%.
- Building more sustainable, accessible, and balanced urban centres through compact growth and sustainable mobility policies
- A stronger economy supported by enterprise, innovation and skills, facilitated by enhanced regional access and high-quality international connectivity.
- A transition to a low Carbon and Climate Resilient Society through sustainable management of water, wastewater and environmental resources
- Better access to quality childcare, education, and health services

The overarching goal of the framework is *“to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland’s regions and cities other than Dublin”*.

This will be achieved through “Compact Growth” by:

- Targeting a greater proportion (40%) of future housing development to be within and close to the existing ‘footprint’ of built-up areas.

- Making better use of under-utilised land and buildings, including ‘infill’, ‘brownfield’ and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

4.1 NPF Compliance Assessment

National Policy Objectives

The NPF contains several National Policy Objectives. The following is an assessment of the proposed development against the National Policy Objectives (NPO’s) of the revised National Planning Framework:

Location and Growth Strategy

- **NPO 4 – Concentrating growth in cities and their metropolitan areas.** Midleton forms part of the Cork Metropolitan Area, identified for targeted growth. Delivery of 173 units at Baneshane supports compact growth within the metropolitan catchment.
- **NPO 7, 8, 9 – Compact growth targets.** The proposed density of c.42 units per hectare supports the achievement of compact growth and reduces reliance on peripheral greenfield expansion. The proposed density is within the required range for a metropolitan Settlement of this scale.
- **NPO 11 – Plan-led development.** The proposal is consistent with the residential zoning of the site and integrates with existing infrastructure and planned upgrades.
- **NPO 16 – Regional city growth.** The scheme contributes to National Objectives with regards to Cork’s population and housing growth targets, consistent with its designation as a metropolitan driver of regional development.

Housing Supply, Mix and Density

- **NPO 42 – National housing delivery targets.** The proposed development will make a considerable contribution to annual housing output in a strategic growth settlement.
- **NPO 43 – Prioritising sustainable locations.** The site is zoned, serviced, and strategically located adjacent to Midleton town centre.
- **NPO 44 – Lifetime adaptable homes.** The housing mix (1- to 4-bed units across apartments, duplex, bungalows, and semi-detached/terraced houses) provides adaptability for different household types and life stages.
- **NPO 45 – Density optimisation.** A net density of c.42 units/ha represents an efficient and sustainable use of serviced zoned lands, aligning with compact growth principles.
- **NPO 22 – Outcomes-based development standards.** The balance of car parking (273 spaces) and bicycle parking (161 spaces) is supported by DMURS.

Placemaking, Mobility and Community Infrastructure

- **NPO 12, 14, 15 – High-quality urban places.** The scheme delivers 11.5% of site area as landscaped open space, integrated with pedestrian and cycle routes, providing a high-quality living environment which integrates well with existing surrounding development.
- **NPO 37 – Prioritising walking and cycling.** The proposed site layout is designed around a designated central walking and cycle route through the site which will enhance safety and accessibility for active travel. The site is located within walking and cycling distance of Midleton Train Station and the proposed new train station at Water Rock, directly supporting sustainable travel choices.
- **NPO 10 – Transport-oriented development principles.** The development advances TOD principles at a local scale by strengthening public transport accessibility and improving pedestrian/cyclist connectivity.
- **NPO 41 – Social infrastructure.** The inclusion of a purpose-built crèche (137.5 sq.m GFA) for approximately 20 children supports childcare needs generated by the scheme. The proposed development is also in full accordance with Part V with 20% of the housing stock constituting social housing.
- **NPO 95, 97–99 – Cork Metropolitan Area Strategic Plan.** The development is consistent with Cork MASP objectives by consolidating housing delivery within the metropolitan area and supporting TOD principles. An architectural design statement is also included with the subject application.
- **Supporting documentation: A Mobility Management Plan** accompanies the application, setting out measures to promote sustainable travel patterns and reduce car dependency.

Climate, Infrastructure and Environmental Quality

- **NPO 66, 69 – Climate action and environmental limits.** Compact growth and integration with active transport reduce emissions and reliance on private car use.
- **NPO 77–81 – Water management and SUDS.** The scheme incorporates nature-based SUDS measures where appropriate, including green roof, detention basins, permeable paving and tree pits, ensuring sustainable stormwater management. The area is a limestone Karst area which is limiting in terms of nature based solutions. Concrete storage tanks are proposed.
- **NPO 78 – Flood risk management.** A Flood Impact Assessment accompanies the application and concludes that the site is not at risk of flooding. The development therefore complies fully with the Planning System and Flood Risk Management Guidelines.
- **NPO 82–83 – Green and blue infrastructure.** Public open space and landscaping provide a connected network of amenity spaces and contribute to biodiversity and urban greening.
- **NPO 93 – Air quality improvement.** Compact urban form, emphasis on walking/cycling, and proximity to rail transport support cleaner mobility and improved air quality.

The Proposed LRD demonstrates full compliance with the National Planning Framework (First Revision 2025). The scheme supports compact growth, delivers housing at a sustainable density, provides a balanced unit mix, incorporates social infrastructure (childcare and social housing), and integrates SUDS, open space, and active travel infrastructure.

The proposal is consistent with key NPOs including **NPOs 4, 7–11, 12, 14–16, 22, 37, 41–46, 66, 69, 77–83, 93, 95, 97–99**, and represents an appropriate, plan-led residential development on zoned lands within the Cork Metropolitan Area.

National Policy Objective (NPO)	Scheme Response
NPO 4 – Concentrate growth in cities and metropolitan areas	Midleton is within the Cork Metropolitan Area; the delivery of 173 units supports compact growth in a designated Key Town.
NPO 7, 8, 9 – Compact growth targets	Density of c.42 units/ha contributes to national compact growth targets and efficient use of serviced lands.
NPO 11 – Plan-led development	The site is zoned for residential use and integrates with existing services and planned road/junction upgrades, demonstrating plan-led growth.
NPO 16 – Regional city growth	The scheme supports Cork’s role as a driver of regional development, consistent with population/housing targets to 2040.
NPO 22 – Outcomes-based development standards	Balanced car (273) and bicycle parking (161) provision, supported by DMURS and a Mobility Management Plan, ensures appropriate performance-led design.
NPO 37 – Prioritise walking and cycling	Permeable internal layout, pedestrian/cycle links, and junction upgrades improve active travel. The site is within walking/cycling distance of Midleton Train Station.
NPO 10 – Transport-Oriented Development (TOD)	While not immediately rail-adjacent, the scheme supports TOD principles locally by strengthening public transport accessibility and prioritising sustainable mobility.
NPO 41 – Childcare provision	A purpose-built crèche of c.137.5 sq.m for c.20 children provides on-site social infrastructure to meet community needs.
NPO 42 – Housing delivery	Contributes directly to housing supply within a strategic metropolitan settlement, supporting national targets.
NPO 43 – Sustainable housing locations	Located on zoned, serviced lands at the edge of Midleton, ensuring appropriate scale and integration with existing infrastructure.
NPO 44 – Lifetime adaptable homes	Provides a mix of 1- to 4-bed units across apartments, duplex, bungalows, and semi-detached/terraced houses, adaptable for different life stages.
NPO 45 – Optimising density	Net density of c.42 units/ha represents efficient use of land, aligned with compact growth.

National Policy Objective (NPO)	Scheme Response
NPO 12, 14, 15 – High-quality urban places	Provides 11.5% of site as landscaped open space, integrated with green infrastructure and DMURS-compliant design.
NPO 66, 69 – Climate action	Compact design, active travel emphasis, and proximity to rail reduce emissions and support sustainable mobility.
NPO 77–81 – Water management	Incorporates nature-based SUDS, green roofs, detention basins, permeable paving, and tree pits.
NPO 78 – Flood risk management	A Flood Impact Assessment accompanies the application and confirms no flood risk. The scheme complies with flood-risk guidelines.
NPO 82–83 – Green/blue infrastructure	Open space and landscaping contribute to biodiversity and urban greening, with integrated green infrastructure.
NPO 93 – Air quality	Sustainable mobility measures, compact layout, and proximity to rail support cleaner transport and improved air quality.
NPO 95, 97–99 – Cork MASP	Aligns with Cork MASP objectives by delivering compact housing in a metropolitan settlement, integrating TOD and sustainable transport principles.

4.2 First Revision to the National Planning Framework

The proposed Large-Scale Residential Development at Baneshane is consistent with the policy direction established in the First Revision to the National Planning Framework, which strengthens the State’s commitment to accelerating housing delivery in sustainable urban locations and increasing overall housing supply.

In this regard, Midleton is identified within the Cork Metropolitan Area Strategic Plan as a **key metropolitan town** within the Cork Metropolitan Area with capacity to accommodate significant residential growth supported by existing public transport infrastructure, including the commuter rail line to Cork City, together with established employment, educational and community services.

The proposed development facilitates the delivery of new housing at scale on serviced lands within the existing urban structure of Midleton and therefore supports the national objective of achieving **compact growth**, making efficient use of available infrastructure and directing residential development to locations that are accessible, serviced and well integrated with the existing town.

The proposal therefore accords with the strategic policy objectives of the First Revision to the National Planning Framework, which prioritises the delivery of housing within established settlements such as Midleton in order to support sustainable population growth and the effective functioning of the Cork metropolitan area.

5.0 **Housing for All - A new Housing Plan for Ireland**

Last updated on the 15th of December 2021 the housing for all a new housing plan for Ireland has the following core objective:

“Everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life.”

The plan notes the following:

- There are not enough houses to buy or rent in the private sector.
- There are not enough houses being built by the State for those who need social housing.
- Housing has become increasingly unaffordable for the ‘squeezed middle’ who would once have expected to be able to purchase their own home.
- Too many people are experiencing homelessness or are unable to access appropriate housing.
- The cost of building housing is too high.
- Too much vacant housing stock remains unused.
- Our housing stock needs to be more environmentally friendly.

At the time of writing, the plan noted the requirement for an average of 33,000 new homes per year nationally, to improve housing affordability and choice, and ensure sustainable, compact growth. As described by the revised NPF, this figure has almost doubled to 60,000 new homes per year between now and 2040. The proposed development at Baneshane, Midleton (173 residential units + childcare facility) is assessed below against its key objectives of the Housing for All Plan.

Pathway 1: Supporting Homeownership and Increasing Affordability

- **Objective:** Deliver new homes across a range of tenures, increasing supply to support affordability.
- **Assessment:** The scheme delivers **173 new residential units** at a sustainable net density of **c.42 units/ha**, contributing to overall supply within the Cork Metropolitan Area. The mix of apartments, bungalows, terraced and semi-detached houses (1- to 4-bed) provides **choice for different household types and incomes**, supporting the affordability agenda.
- The Proposed development is Part V compliant with **20% allocated for social housing**.

Pathway 2: Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion

- **Objective:** Expand social and affordable housing delivery, ensuring inclusive communities.

- **Assessment:** A **balanced housing mix** including allocation for social and affordable housing in line with local authority housing strategies is proposed. The inclusion of a **purpose-built crèche** also supports social inclusion and community infrastructure, a core Housing for All priority.

Pathway 3: Increasing New Housing Supply

- **Objective:** Average **33,000 homes annually**, now 60,000 in line with the revised NPF targets.
- **Assessment:** This LRD provides **173 units on zoned, serviced land**, directly contributing to national supply targets. The location in Midleton, a designated Key Town within the Cork Metropolitan Area, ensures alignment with regional population allocations under the NPF First Revision (2025).

Pathway 4: Addressing Vacancy and Efficient Use of Land

- **Objective:** Ensure compact growth, higher densities, and efficient use of serviced land.
- **Assessment:** At **42 units per ha**, (net) the scheme makes efficient use of **zoned residential land**. The layout achieves **11.5% public open space**, integrates SUDS measures, and provides safe, accessible streets in line with DMURS, delivering a **compact and sustainable neighbourhood**.

Sustainable Transport and Climate-Responsive Design

- **Objective:** Embed sustainable mobility and climate adaptation in housing delivery.
- **Assessment:**
 - The site is within **walking and cycling distance of Midleton Train Station**, reinforcing the shift to sustainable transport.
 - A **Mobility Management Plan** accompanies the application, prioritising walking, cycling, and reduced car dependence.
 - A **Flood Impact Assessment** confirms the site is not at risk of flooding.
 - Integrated **nature-based SUDS** (green roofs, detention basins, permeable paving, tree pits) address surface water sustainably, aligning with climate resilience measures under Housing for All.

The subject development is strongly aligned with the objectives of *Housing for All – A New Housing Plan for Ireland*. It:

- Provides **173 new homes** at an efficient density on **zoned, serviced lands**;
- Delivers a **balanced mix of unit types**, suitable for private, social, and affordable housing;
- Includes a **childcare facility** to support sustainable community growth;

- Integrates **sustainable mobility** (proximity to rail, cycling, walking, and junction upgrades);
- Demonstrates **climate resilience** through SUDS and confirmed absence of flood risk.

The scheme therefore represents a timely, policy-consistent residential development that will contribute meaningfully to Cork’s housing supply and Ireland’s overall housing delivery under *Housing for All*.

Policy Objective / Pathway	Scheme Response
Pathway 1 – Supporting Homeownership and Increasing Affordability	Provides 173 residential units at a net density of c.42 units/ha , contributing to supply in the Cork Metropolitan Area. Unit mix (1–4 beds; apartments, bungalows, terraced and semi-detached houses) ensures choice and supports affordability.
Pathway 2 – Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Inclusion	Housing mix enables provision of social and affordable homes in line with local authority strategies. Inclusion of a 137.5 sq.m childcare facility supports community infrastructure and social inclusion.
Pathway 3 – Increasing New Housing Supply (33,000 homes per year nationally)	Scheme delivers 173 new homes on zoned, serviced lands , directly contributing to annual housing supply and Cork’s expanded population targets under the revised NPF.
Pathway 4 – Addressing Vacancy and Efficient Use of Land	Achieves 42 units/ha on zoned residential lands, representing efficient and sustainable use of serviced lands. Layout provides 11.5% public open space and DMURS-compliant streets.
Sustainable Transport	Located within walking and cycling distance of Midleton Train Station ; includes pedestrian and cycle connections. A Mobility Management Plan accompanies the application, prioritising active travel and reduced car dependence.
Climate Action and Resilience	Flood Impact Assessment confirms no flood risk. Nature-based measures (green roofs, detention basins, permeable paving, tree pits,) provide climate-adaptive water management. Compact growth form reduces carbon emissions.
High-Quality Communities	Development integrates open space, landscaping, and a balanced housing mix to create a sustainable neighbourhood. Provision of childcare ensures social infrastructure keeps pace with housing delivery.

6.0 Sustainable and Compact Settlements Guidelines for Planning Authorities, 2024

The Sustainable and Compact Settlements Guidelines for Planning Authorities (2024) provide a statutory framework to ensure that new housing development supports the delivery of compact, well-designed, and climate-resilient settlements. The Guidelines give effect to the National Planning Framework's objectives for compact growth, setting out clear policy requirements and Specific Planning Policy Requirements (SPPRs) relating to density, design standards, parking, and open space provision. They emphasise the efficient use of zoned and serviced lands, the integration of sustainable mobility and community infrastructure, and the creation of high-quality places that meet the housing needs of diverse households.

Following the pre planning process associated with this LRD application the planning authority requested the following assessment of the proposed scheme against the requirements of the sustainable and compact settlement guidelines.

6.1 Sustainable & Compact Settlements (2024) — Compliance Assessment

A. Settlement Role, Location & Density (Chapter 3)

Metropolitan towns – suburban/urban extension sites should achieve 35–50 units per ha net; accessible locations may support higher. The scheme delivers 42 units per ha and as such is within the required range for a metropolitan suburban-edge location.

Compliance: Yes – fully compliant.

B. SPPR Compliance

SPPR 1 – Separation Distances

Requirement: ≥ 16 m between opposing upper-floor habitable-room windows.
Scheme: Layout achieves and exceeds the minimum 16 m separation distance.

Compliance: Yes – fully compliant.

SPPR 2 – Private Open Space (Houses)

Requirement: 1-bed 20 m²; 2-bed 30 m²; 3-bed 40 m²; 4-bed 50 m² (minima).
Scheme: All house plots achieve or exceed the required private open space.

Compliance: Yes – fully compliant.

SPPR 3 – Car Parking

Requirement: Accessible locations max 1.5/dw; EV/disabled/crèche/club spaces are excluded from the cap.

Scheme: Provides 1.5 spaces per dwelling. Remaining spaces are for disabled users, EV charging, and crèche provision.

Compliance: Yes – fully compliant.

SPPR 4 – Cycle Parking & Storage

Requirement: Safe, secure storage at unit level or communal, 1 per bedroom + visitor where applicable.

Scheme: Cycle spaces provided via a combination of unit-level stores and ground-level provision, consistent with the Apartment Guidelines (2023).

Compliance: Yes – fully compliant.

C. Apartment Guidelines Compliance

Scheme is compliant with the 2023 Apartment Guidelines including minimum sizes, dual aspect, storage, and private/communal amenity provision.

Compliance: Yes – fully compliant.

D. Sustainable Mobility & Accessibility

The site is within walking and cycling distance of Midleton Train Station. A Mobility Management Plan accompanies the application. Design incorporates DMURS-compliant permeability and street hierarchy, confirmed by a submitted DMURS Compliance Statement.

Compliance: Yes – fully compliant.

E. Climate, Flood Risk, and SUDS

A Flood Impact Assessment concludes no flood risk. The scheme incorporates nature-based SUDS (detention basins, permeable paving, tree pits,).

Compliance: Yes – fully compliant.

F. Public Open Space & Placemaking

Provides 11.5% of the site area as public open space, landscaped and integrated with housing and pedestrian/cycle connections.

Compliance: Yes – fully compliant.

The proposed Baneshane LRD is fully compliant with the Sustainable & Compact Settlements Guidelines (2024), all SPPRs, the 2023 Apartment Guidelines, and supporting objectives for compact, accessible, and sustainable growth.

Compliance Matrix

Guideline / SPPR	Requirement	Scheme Position	Compliance
Density (Metropolitan towns – suburban/urban extension)	35–50 u/ha (net)	42 u/ha	Yes
SPPR 1 – Separation	≥16 m opposing habitable windows	Achieved and exceeded	Yes
SPPR 2 – Private open space	20–50 m ² per house type	All units achieve or exceed	Yes
SPPR 3 – Car parking	Accessible max 1.5/dw (excl. EV/disabled/creche)	1.5/dw; balance for EV/disabled/creche	Yes
SPPR 4 – Cycle parking	Safe, secure, ~1 per bedroom + visitor	Provided via unit-level stores + ground-level provision	Yes
Apartment Guidelines (2023)	Min sizes, amenity, storage	Fully compliant	Yes
POS	Quality, usable	11.5% of site	Yes
Flood Risk	Avoidance + mitigation	FIA confirms no risk	Yes
SUDS	Nature-based measures	Integrated throughout	Yes
DMURS	Compliant design required	Compliance Statement submitted	Yes

7.0 Design Manual for Urban Roads and Streets (2013) DMURS

The Design Manual for Urban Roads and Streets (DMURS) provides design guidance for streets and to put positive street design at the heart of sustainable communities through well designed transport networks that promote achievable alternatives to car journeys namely walking, cycling or public transport.

The manual “recognises the importance of assigning higher priority to pedestrians and cyclists, without unduly compromising vehicle movement, in order to create secure, connected places that work for all members of the community”

NRB Consulting Engineers have prepared the following assessments in support of the proposed development which are included as part of the subject application:

- Traffic & Transport Impact Assessment
- Road Safety Audit/DMURS Compliance Statement

The above documents clearly demonstrate compliance with The Design Manual for Urban Roads and Streets (DMURS).

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

The Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities were first published in 2015 and have been updated a number of times the most recent being 24 March 2023. Initially established to encourage a consistent National approach to apartment design standards, subsequent revisions seek to incorporate policies established by the Housing Agency National Statement on Housing Demand and Supply, the Government’s action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework.

The guidelines reiterate the National Planning Framework (NPF) projected need for a minimum of 550,000 new homes by 2040, at least half of which are targeted for provision in Ireland’s five cities and recognizes that apartments have a significant role to play in achieving this.

The guidelines establish minimum standards and aspirations with regards to the following:

- General locational consideration
- Apartment mix within apartment schemes
- Internal space standards for different types of apartments
- Dual aspect ratios

- Floor to ceiling height
- Apartments to stair/lift core ratios
- Storage spaces
- Amenity spaces including balconies/patios
- Car parking; and
- Room dimensions for certain rooms

8.1 Compliance with the *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities*

1. Unit Mix and Size Standards

- **Requirement:** Minimum floor areas – 1-bed (45 m²), 2-bed (73 m²), 3-bed (90 m²).
- **Scheme:** The apartment component includes **6 × 1-bed, 35 × 2-bed, and 3 × 3-bed units**. All units are designed to **meet or exceed minimum floor area standards** in accordance with the Guidelines.
- **Compliance:** Fully compliant.

2. Unit Mix in Developments

- **Requirement:** For developments of >100 units, **no more than 50% should be 1-bed apartments**.
- **Scheme:** Of 74 apartments, only **6 units (8.1%) are 1-bed**. This is well below the maximum threshold and provides a **balanced mix of unit types**.
- **Compliance:** Fully compliant.

3. Floor-to-Ceiling Heights

- **Requirement:** Minimum floor-to-ceiling heights of **2.7 m at ground floor level** (urban locations), with upper floors generally not less than 2.4 m.
- **Scheme:** Apartment blocks E1–E3 are designed to **meet these standards**, ensuring adequate light, ventilation, and adaptability.
- **Compliance:** Fully compliant.

4. Dual Aspect Ratios

- **Requirement:** Minimum **33% dual aspect** in general schemes; higher proportions (50% or more) sought in suburban locations.
- **Scheme:** The design of Blocks E1–E3 provides for a **strong proportion of dual-aspect units**, meeting or exceeding the guideline requirement, particularly important given the suburban/edge context.
- **Compliance:** Fully compliant.

5. Private Amenity Space

- **Requirement:** 1-bed: 5 m² balcony; 2-bed: 7 m²; 3-bed: 9 m². Ground-floor units may use private gardens/patios as equivalent provision.
- **Scheme:** All apartments provide **balconies, terraces, or ground-level gardens** that **meet or exceed the required minimums**.
- **Compliance:** Fully compliant.

6. Communal Amenity Space

- **Requirement:** Communal amenity space should be provided at a rate equivalent to private open space standards, with discretion where high-quality public open space is accessible.
- **Scheme:** Communal amenity space is integrated into the **11.5% on-site public open space** and internal landscaping, ensuring functional and attractive shared spaces.
- **Compliance:** Fully compliant.

7. Storage

- **Requirement:** 1-bed: 3 m²; 2-bed: 6 m²; 3-bed: 9 m² internal storage.
- **Scheme:** Apartments have been designed with **dedicated storage areas within units** meeting these thresholds, in addition to external cycle and refuse storage facilities.
- **Compliance:** Fully compliant.

8. Car Parking and Cycle Parking

- **Requirement:** Parking standards are based on **location/accessibility**, with strong emphasis on minimising car dependence in accessible sites. Secure cycle storage is mandatory.
- **Scheme:** Provides **81 car spaces for 74 apartments (1.09/dw)** and **62 long-stay + 37 visitor cycle spaces**. Car parking is within guideline maximums, and **cycle parking is provided in unit-level and communal stores**, ensuring accessibility and security.
- **Compliance:** Fully compliant.

9. Refuse and Servicing

- **Requirement:** Developments must provide dedicated, accessible, secure bin storage facilities.
- **Scheme:** Refuse storage areas are incorporated into the apartment blocks, designed for accessibility and management in line with standards.
- **Compliance:** Fully compliant.

Guideline Requirement	Standard	Scheme Position	Compliance
Unit Mix and Size Standards	1-bed 45 m ² ; 2-bed 73 m ² ; 3-bed 90 m ² (minima)	6 × 1-bed, 35 × 2-bed, 3 × 3-bed; all meet/exceed required sizes	Yes
Unit Mix in Developments	No more than 50% 1-bed in schemes >100 units	Only 8.1% of apartments are 1-bed	Yes
Floor-to-Ceiling Heights	≥2.7 m ground floor; ≥2.4 m upper floors	Blocks E1–E3 meet these standards	Yes
Dual Aspect Ratios	≥33% dual aspect (50%+ encouraged suburban)	Strong proportion of dual-aspect units in suburban context	Yes
Private Amenity Space	1-bed 5 m ² ; 2-bed 7 m ² ; 3-bed 9 m ²	All apartments provide balconies/terraces meeting/exceeding minima	Yes
Communal Amenity Space	Equivalent to private open space standard unless offset by high-quality POS	Integrated into 11.5% site POS and landscaped areas	Yes
Storage	1-bed 3 m ² ; 2-bed 6 m ² ; 3-bed 9 m ²	Dedicated in-unit storage areas provided meeting standards	Yes
Car Parking	Location-based maximums, focus on reducing car dependence in accessible sites	81 car spaces for 74 units (1.09/dw), within maxima	Yes
Cycle Parking	Secure, accessible storage required; ~1 per bedroom + visitor	62 long-stay + 37 visitor spaces, plus unit-level stores	Yes
Refuse and Servicing	Dedicated, accessible bin storage required	Integrated refuse storage in apartment blocks	Yes

9.0 Urban Development and Building Heights – Guidelines for Planning Authorities (December 2018)

The Urban Development and Building Heights – Guidelines for Planning Authorities were published in 2018 and recognize the need to move away from policies which include generic height restrictions as the can.....

“undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework” and “continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area”.

The guidelines also recognize that blanket limitations can hinder innovation in urban design and architecture and lead to poor planning outcomes.

“A comparison between the population of the central urban parts of Dublin (approx. 500,000 people) with the similarly sized central urban parts of Paris (population circa 2.2 million) highlights the potential that our capital city and other city and large urban areas have to accommodate the needs of a growing economy and a growing population, without at the same time having to always or predominantly grow outwards.”

The building heights associated with the proposed development vary from single story to three storey apartments compliance with the Urban Development and building height guidelines demonstrated as follows:

9.1 Assessment against *Urban Development and Building Heights Guidelines for Planning Authorities (2018)*

1. National Policy Context

The Guidelines emphasise the need for increased densities and building heights in appropriate locations, supporting compact growth and sustainable settlement patterns in line with the National Planning Framework (NPF). They set out Specific Planning Policy Requirements (SPPRs) which planning authorities and An Bord Pleanála must apply.

2. Building Height Strategy of the Development

- **Houses:** All houses are **two storeys** in height.
- **Apartments:** Blocks E1, E2, E3 and duplex units D1–D3 range between **two and three storeys**.
- **Overall Scheme:** The height profile is modest, consistent with suburban-edge character, while contributing to increased residential density (c.42 units/ha).

3. Compliance with SPPRs

SPPR 1 – Building Heights and Development Plan Policy

- **Requirement:** Planning authorities cannot set blanket height caps that undermine national policy on compact growth. Applications for increased height must be supported where appropriate.
- **Scheme Response:** Heights of 2–3 storeys are entirely consistent with both local development plan policy and national guidelines. The modest height supports compact growth without conflicting with settlement character.
- **Compliance:** Fully compliant.

SPPR 2 – City/Metropolitan Core Locations

- **Requirement:** In city cores, general presumption in favour of increased height subject to performance criteria.
- **Scheme Response:** While the site is suburban rather than city core, the proposed height is proportionate to context. The Guidelines encourage performance-based assessment, which this scheme satisfies through design, amenity, and DMURS compliance.
- **Compliance:** Fully compliant.

SPPR 3 – Criteria for Considering Increased Height Outside City Cores

For urban/suburban locations, planning authorities must not refuse permission based solely on height, provided the development:

1. **Contributes positively to place-making and urban design.**
 - The development provides a legible layout, **11.5% public open space**, and a balanced street hierarchy.
 2. **Ensures appropriate daylight, sunlight, and amenity.**
 - The scheme achieves **≥16 m separation distances**, private open space standards, and high-quality amenity space.
 3. **Integrates with public transport accessibility.**
 - The site is within **walking and cycling distance of Midleton Train Station** and supported by a **Mobility Management Plan**.
- **Compliance:** Fully compliant.

SPPR 4 – Development Management in City/Town Contexts

- **Requirement:** In towns and cities, performance-based assessments should support increased height where appropriate.
- **Scheme Response:** The development demonstrates:
 - **Appropriate scale** relative to adjoining suburban residential character.

- **Permeable street design** consistent with DMURS.
- Integration of **childcare, landscaping, and SUDS**, supporting compact growth.
- **Compliance:** Fully compliant.

4. Development Management Criteria (Section 3.2)

The scheme addresses the key performance criteria:

- **Natural Light/Amenity:** Full compliance with separation distances, open space standards, and apartment guidelines ensures adequate residential amenity.
- **Microclimate/Design Quality:** Varied building forms (houses + apartments) create a human-scale streetscape.
- **Transport/Accessibility:** Proximity to rail and junction improvements (DMURS/TII) support sustainable mobility.
- **Integration with Character:** Heights of 2–3 storeys integrate seamlessly with the suburban edge of Midleton while delivering compact growth.

The Baneshane LRD is fully compliant with the Urban Development and Building Heights Guidelines (2018). Its 2–3 storey height profile:

- Aligns with suburban-edge context;
- Supports compact growth at c.42 units/ha;
- Meets all SPPRs and performance criteria;
- Integrates sustainable transport, amenity, and placemaking principles.

This ensures that the development not only respects local character but also actively advances the national policy aim of compact, sustainable, and high-quality urban development.

Compliance with Urban Development and Building Heights Guidelines (2018)

SPPR / Criteria	Requirement	Scheme Position	Compliance
SPPR 1 – Building Heights & Development Plans	No blanket restrictions on height that undermine compact growth objectives.	Scheme height (2–3 storeys) consistent with suburban-edge character; supports compact growth at ~42 u/ha.	Yes
SPPR 2 – City/Metropolitan Core Locations	Presumption in favour of increased height in core locations subject to performance.	Site is suburban; proposed heights modest, proportionate, and performance-led.	Yes

SPPR 3 – Criteria for Increased Height (Outside Core)	Permission should not be refused based on height alone if scheme contributes to placemaking, amenity, and accessibility.	Layout provides 11.5% POS, ≥16 m separations, full open space standards, and walking/cycling access to Midleton Train Station.	Yes
SPPR 4 – Development Management	Performance-based approach to height in city and town contexts.	2–3 storey profile integrates with suburban context, achieves compact form, and provides childcare, landscaping, and SUDS.	Yes
Section 3.2 – Development Management Criteria	Schemes must ensure daylight, sunlight, amenity, transport integration, design quality, and character compatibility.	Scheme complies with Apartment Guidelines; provides SUDS, DMURS-compliant design, sustainable transport links, and varied streetscapes.	Yes

10.0 Childcare Facilities Guidelines, 2001

The following assessment considers the proposed crèche within the Baneshane Large-Scale Residential Development (LRD) against the Childcare Facilities Guidelines for Planning Authorities (2001), taking into account the scheme’s unit mix and childcare demand.

Policy Context

The Childcare Facilities Guidelines (2001) recommend provision of one childcare facility (minimum 20 places) per 75 dwellings in new residential schemes. Adjustments may be made depending on unit mix, local demographic profile, and availability of existing facilities. Later Apartment Guidelines (2018/2023) reaffirm this by excluding 1-bed units, and in some cases part of 2-beds, from demand calculations.

Unit Mix – Baneshane LRD

- Total units: 173
- Breakdown:
 - 11 × 4-bed (6.4%)
 - 79 × 3-bed (45.7%)
 - 54 × 2-bed (31.2%)
 - 29 × 1-bed (16.7%)

In line with national guidance, 1-bed units are excluded from childcare demand. Demand from some 2-beds may also be reduced. This gives a childcare-relevant base of approximately 144 family-type units (2–4 beds).

Childcare Demand Calculations***Method A – CSO Household/Child Population Approach***

- Average household size: 2.7 persons/unit
- Population (excluding 1-beds): ≈389 persons
- % population aged 0–6: 12.2% = 47 children
- ECCE participation:
 - Low (≈19%): = 9 spaces
 - Medium (≈46%): = 22 spaces
 - High (≈71%): = 33 spaces

Method B – Apartment Guidelines Threshold

- 1 facility (20 places) per 75 dwellings = 2.3 facilities for 173 units
- Adjusted for unit mix, demand equates to ≈20 spaces
- One facility of 20 places is therefore appropriate.

Proposed Facility

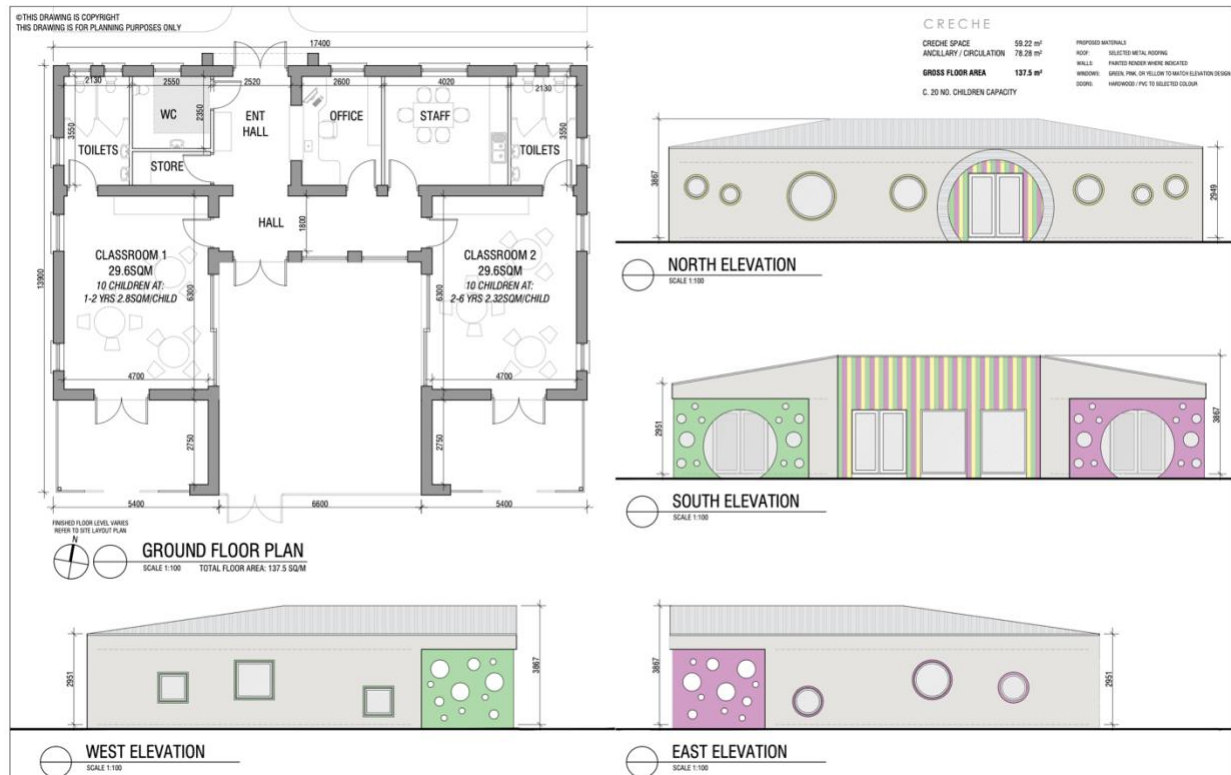
- Gross floor area: 137.5 m²
- Dedicated childcare space: 59.22 m² (2 classrooms)
- Ancillary/circulation: 78.28 m²
- Capacity: ~20 children
- External play space: To Tusla standards
- Location: Centrally located within the scheme
- Support spaces: Staff office, WCs, storage

Compliance with Guidelines (2001)

- Quantity: One facility required; one 20-place crèche proposed – compliant
- Size/Layout: Meets and exceeds required per-child floor space; includes ancillary facilities –

compliant

- External Play Space: To Tusla standards – compliant
- Location: Centrally located and well-integrated – compliant



The Baneshane LRD provides a purpose-built crèche with capacity for 20 children, fully compliant with the Childcare Facilities Guidelines (2001). It is appropriately scaled to the scheme’s unit mix, centrally located, and supported by Tusla-compliant play space and operational facilities. The proposed crèche will meet childcare demand arising from the development and contribute to a sustainable, family-friendly neighbourhood.

Appendix 3 of the guidelines establishes the information to be included with any perspective planning application for a childcare facility as follows:

1. Nature of the facility:

- Full day care - to be determined by end user
- Sessional
- Drop In
- After School Care

2. Numbers of children being catered for. - **20 childcare spaces**
3. Parking provision for both customers and staff. - **5**
4. Proposed hours of operation. -**To be determined by operator typically 9:30 to 12:30 for preschool.**
5. Open space provision and measures for management of same. – **75 sqm dedicated fenced off open space**

The proposed creche has been designed in full accordance with the requirements of the “Childcare Facilities Guidelines for Planning Authorities”.

11.0 The Planning System and Flood Risk Management Guidelines (2009)

The following assessment considers the proposed Baneshane Large-Scale Residential Development (LRD) against The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

1. Policy Context

The Flood Risk Management (FRM) Guidelines (2009), published jointly by the Department of the Environment, Heritage and Local Government and the OPW, set out the approach to managing flood risk in the planning system. They require:

- A Sequential Approach to land-use zoning and development management.
- Application of Justification Tests where development is proposed in flood zones A or B.
- Integration of site-specific Flood Risk Assessments (FRAs) for planning applications.

2. Site Location and Flood Zone

- Development: 173 residential units + crèche.
- Location: Baneshane, Midleton, Co. Cork (51.909176, -8.194227).
- Flood Zone Classification: The site is located in Flood Zone C (i.e.outside Flood Zones A and B).
- Assessment: Residential development is considered 'highly vulnerable' but permissible in Flood Zone C without a justification test.

3. Flood Risk Assessment (FRA)

A site-specific Flood Impact Assessment has been prepared and concludes that:

- The site is not at risk of fluvial, tidal, or coastal flooding.
- Surface water drainage is managed through integrated Sustainable Drainage Systems (SUDS): detention basins, swales, permeable paving, rain gardens, and tree pits.
- Finished floor levels (FFLs) and drainage design provide robust protection against

residual/pluvial risks.

4. Sequential Approach

Step 1 – Avoidance: Development is located on Flood Zone C lands, avoiding areas at significant flood risk.

Step 2 – Reduction: Integrated SUDS measures and appropriate levels mitigate any residual/pluvial risks. Concrete stormwater retention tanks proposed.

Step 3 – Mitigation/Management: FRA demonstrates no significant flood risk; mitigation through nature-based drainage.

Assessment: Sequential Approach has been applied appropriately.

5. Justification Test

The Justification Test applies only to vulnerable development in Flood Zones A or B. As the scheme is entirely within Flood Zone C, no Justification Test is required.

6. Integration with Planning & Design

- SUDS Measures: The development integrates nature-based solutions that enhance climate resilience.
- Layout: Open spaces and landscaping double as functional drainage areas, in line with best practice.
- Climate Change Considerations: Drainage design accounts for future rainfall intensity, consistent with FRM and OPW guidance.

7. Conclusion

The Baneshane LRD is fully compliant with The Planning System and Flood Risk Management Guidelines (2009):

- Located entirely in Flood Zone C, appropriate for residential development.
- Supported by a Flood Impact Assessment confirming no flood risk.
- Incorporates robust SUDS measures to manage surface water sustainably.
- Applies the Sequential Approach and requires no justification test.

Overall, the scheme represents a safe, resilient, and policy-compliant residential development in terms of flood risk management.

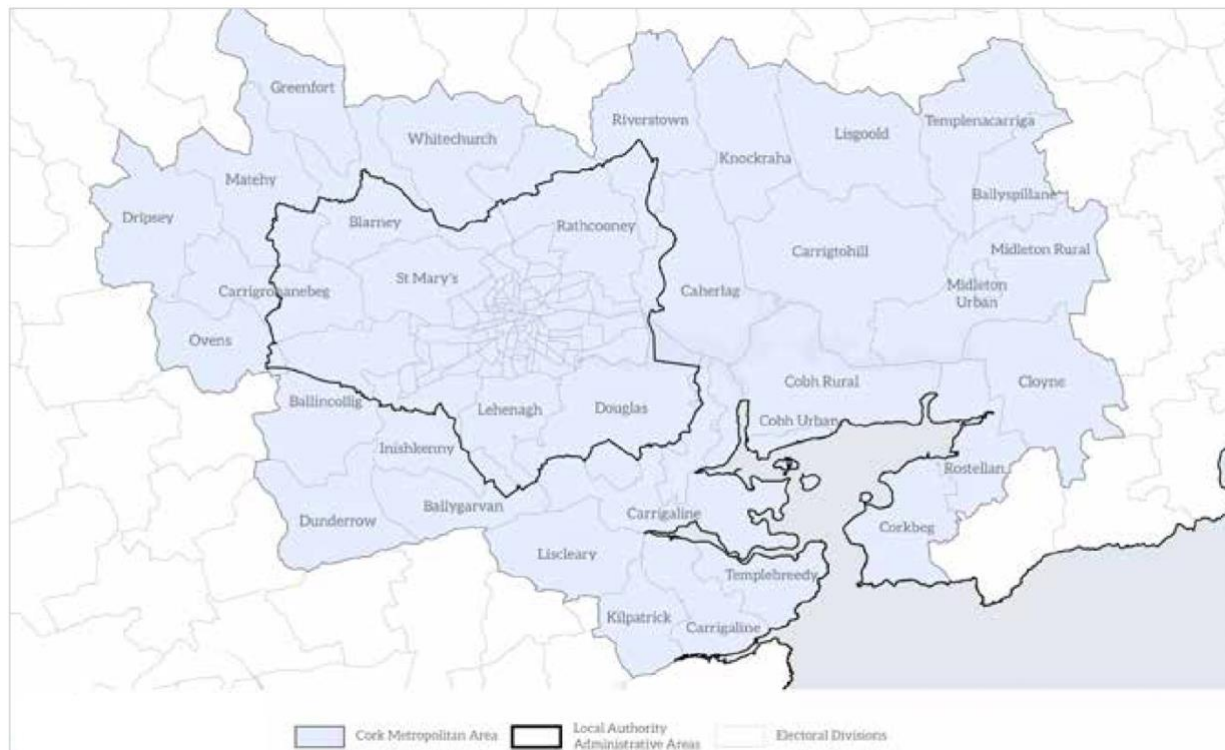
8. Compliance Matrix

Guideline Requirement	Standard	Scheme Position	Compliance
Sequential Approach	Development should be directed to lands at lowest flood risk (Zone C) where possible.	Site located entirely in Flood Zone C, outside Zones A/B.	Yes

Flood Risk Assessment	Site-specific FRA required for new developments.	Flood Impact Assessment prepared; confirms no fluvial, tidal or coastal risk.	Yes
SUDS Integration	Surface water to be managed by sustainable drainage methods.	Scheme integrates detention basins, permeable paving, tree pits.	Yes
Justification Test	Applies only to vulnerable uses in Zones A or B.	Not required – site entirely in Zone C.	Yes
Climate Resilience	Design should account for climate change and residual risks.	Drainage design considers rainfall intensity; FFLs set to mitigate residual/pluvial risk.	Yes

12.0 Cork Metropolitan Area Strategic Plan (MASP)

The National Planning Framework aims to facilitate significant growth and development in all five of Ireland’s cities. To achieve this, Metropolitan Area Strategic Plans (MASPs) are policy requirement of the NPF implemented through Regional Spatial and Economic Strategic Plans. The Regional Spatial & Economic Strategy for the Sothern Region includes MASP’s for three Metropolitan Areas including Limerick, Waterford and Cork. The Cork MASP is identified by the following map.



The Cork Metropolitan Area Strategic Plan (MASP) notes the following :

“At over 304,000 in 2016, the Cork Metropolitan Area accounts for almost one fifth of the Region’s total population. It is the second largest metropolitan area in the State, and is larger in scale than the Limerick-Shannon, Galway and Waterford Metropolitan Areas combined. The NPF recognises that, “Cork is emerging as an international centre of scale and is well placed to complement Dublin but requires significantly accelerated and urban focused growth to more fully achieve this role””.

The levels of growth envisaged by the Cork MASP are in the region of 50-60% which is between two to three times the national average up to 2040. The Cork MASP is identified as the following:

- A principle complimentary location to Dublin with strong international role;
- A primary driver of economic and population growth in the Region;
- A compact City and Metropolitan Area with increased regional connectivity;
- A City and Metropolitan Area focusing growth on the delivery of sustainable transport patterns.

“Distribution of population and employment growth in the metropolitan area must align with public transport investment and focus on regeneration, consolidation and infrastructure led growth of the city and suburbs, existing hierarchy of metropolitan towns and the strategic employment locations. Key transport infrastructure to accommodate growth, retrofit quality services and enhanced sustainable mobility are needed. The MASP recognises the delivery of an integrated multi modal transport network, informed by the Cork Metropolitan Area Transport Strategy (CMATS), is a key requirement”.

The following is an assessment of the proposed development against the requirements and principles of Cork MASP:

12.1 Assessment against the Cork Metropolitan Area Strategic Plan (MASP)

1. Policy Context

The Cork MASP provides the regional framework for growth and development within the **Cork Metropolitan Area (CMA)**. It seeks to:

- Accommodate significant population and housing growth as part of national and regional objectives (NPF and RSES).
- Promote compact, sustainable development on zoned and serviced lands.
- Enhance sustainable transport connectivity, especially around rail corridors and key settlements such as Midleton.

- Integrate social and community infrastructure to support liveable metropolitan communities.

2. Location within the Cork Metropolitan Area

- **Site:** Baneshane, Midleton, Co. Cork (173 residential units + childcare facility).
- **CMA Role:** Midleton is designated as a **Key Town** within the CMA, with a strong growth role linked to its rail-based connectivity (Cork–Midleton commuter line).
- **Assessment:** The development directly supports the MASP by consolidating housing delivery within a **Key Town** in the CMA, on **zoned residential land** with strong transport links.

3. Alignment with MASP Objectives

MASP Objective 1 – Compact Growth & Housing Delivery

- **Requirement:** Prioritise higher-density development within existing built-up areas and zoned lands.
- **Scheme Response:** Provides **173 units at c.42 units/ha** on zoned residential land contiguous with Midleton’s urban area.
- **Compliance:** Yes.

MASP Objective 2 – Key Towns & Strategic Growth Locations

- **Requirement:** Direct a significant share of population/housing growth to Key Towns such as Midleton.
- **Scheme Response:** The development contributes to Midleton’s designated growth role, providing diverse housing (1–4 beds) and supporting population targets.
- **Compliance:** Yes.

MASP Objective 3 – Sustainable Transport Integration

- **Requirement:** Strengthen transport-oriented development, particularly along rail corridors.
- **Scheme Response:** The site is within **walking and cycling distance of Midleton Train Station** and supported by a **Mobility Management Plan**, with junction upgrades to enhance pedestrian and cycle safety.
- **Compliance:** Yes.

MASP Objective 4 – Social & Community Infrastructure

- **Requirement:** Integrate education, childcare, open space, and services into housing schemes.

- **Scheme Response:** Includes a **purpose-built crèche for 20 children, 11.5% public open space**, and DMURS-compliant streets, supporting liveability.
- **Compliance:** Yes.

MASP Objective 5 – Climate Resilience & Green Infrastructure

- **Requirement:** Incorporate climate action, SUDS, and biodiversity measures.
- **Scheme Response:** Development integrates **nature-based SUDS** (detention basins, permeable paving, tree pits), and is supported by a **Flood Impact Assessment confirming no flood risk**.
- **Compliance:** Yes.

Comment

The Baneshane LRD is **fully aligned with the Cork MASP**. It:

- Delivers compact growth (42 u/ha) in a **Key Town**;
- Supports regional housing and population targets;
- Is located on zoned, serviced lands within the commuter rail corridor;
- Provides childcare, open space, and community infrastructure;
- Demonstrates climate resilience through SUDS and flood management.

The scheme directly advances the objectives of the Cork MASP and represents a strategic contribution to compact, sustainable growth in the Cork Metropolitan Area.

Compliance with Cork Metropolitan Area Strategic Plan (MASP)

MASP Objective	Requirement	Scheme Response	Compliance
Compact Growth & Housing Delivery	Prioritise higher-density development within existing built-up areas and zoned lands.	173 units at ~42 u/ha on zoned residential land contiguous with Midleton's urban area.	Yes
Key Towns & Strategic Growth Locations	Direct a significant share of population/housing growth to Key Towns such as Midleton.	Delivers housing in a designated Key Town, supporting NPF/RSES targets.	Yes

Sustainable Transport Integration	Strengthen transport-oriented development, particularly along rail corridors.	Within walking/cycling distance of Midleton Train Station; Mobility Management Plan submitted; junction upgrades improve pedestrian/cycle safety.	Yes
Social & Community Infrastructure	Integrate education, childcare, open space, and services into housing schemes.	Provides crèche for 20 children, 11.5% public open space, and DMURS-compliant design.	Yes
Climate Resilience & Green Infrastructure	Incorporate climate action, SUDS, and biodiversity measures.	Integrates SUDS (basins, permeable pavingtree pits); Flood Impact Assessment confirms no flood risk.	Yes

Midleton is identified as a key growth settlement within the Cork Metropolitan Area under the Regional Spatial and Economic Strategy for the Southern Region 2020–2032 and the Cork Metropolitan Area Strategic Plan. The MASP identifies Midleton as an important metropolitan town located on the Cork suburban rail corridor and envisages significant residential and population growth to support the continued expansion of the Cork Metropolitan Area.

The strategy seeks to consolidate growth within existing settlements that are well served by public transport infrastructure and services. Midleton benefits from a direct rail connection to Cork City and is identified as a strategic location for the delivery of additional housing to support metropolitan population growth.

The subject lands are located within the settlement boundary of Midleton and represent serviced residential lands capable of accommodating development in accordance with the compact growth objectives of national and regional planning policy. The development of these lands will therefore contribute to the delivery of residential growth within the Cork Metropolitan Area in accordance with the objectives of the MASP and the Cork County Development Plan.

13.0 Regional Spatial & Economic Strategy for the Southern Region (2020-2032)

The primary objective of Regional Spatial & Economic Strategy for the Southern Region (2020-2032) is to support the implementation of Project Ireland 2040 linking planning and investment through the National Planning Framework (NPF). The RSES is required under the Planning and Development Act 2000 (as amended) to address employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development and climate change. The Regional Spatial & Economic Strategy for the Southern Region (RSES) (2020-2032) includes Counties, Clare Tipperary, Carlow, Wexford and Kerry in addition to metropolitan areas of Cork, Limerick and Waterford and provides policies with regards to:

- Spatial Strategy – to manage future growth and ensure the creation of healthy and attractive places to live and work
- Economic Strategy – that builds on our strengths to create a strong economy and jobs, that ensures a good living standard and economic opportunity for all
- Climate Action Strategy – to accelerate action and ensure a clean and healthy environment, sustainable transport and green infrastructure.
- Investment Framework – to prioritise the delivery of infrastructure and enabling services by government and state agencies



The RSES states the following:

“The Region boasts a strong network of urban centres with three cities in each of the three SPA’s and 13 Towns with populations of over 10,000. The Region is further served by 15 towns with

populations between 5,000 and 10, 000, and 45 settlements with populations between 1,500 and 5,000 that act as key service centres for their hinterlands. In 2016, the three cities and suburbs accounted for 22% of the Region’s total population. Growth in the cities and suburbs outpaced overall Regional and State level growth from 2011-2016, showing encouraging signs that our cities are strengthening their population base.”

The RSES estimates population growth of 380,000 people by 2040 for the Southern Region of 14,000-17,000 are anticipated for Wexford County between 2016 and 2026.

13.1 Compliance with Regional Spatial & Economic Strategy (RSES) for the Southern Region

The following compliance matrix assesses the Baneshane LRD (173 dwellings + crèche) against the Regional Spatial & Economic Strategy (RSES) for the Southern Region. Midleton is identified as a Key Town within the settlement hierarchy, and the development supports its role as a strategic growth centre in the Cork Metropolitan Area.

RPO / Objective	Requirement	Scheme Response	Compliance
RPO 1 – Compact Growth	At least 50% of future growth in Key Towns to be accommodated on infill/brownfield or zoned serviced lands.	Development provides 173 units at ~42 u/ha on zoned serviced land contiguous with Midleton.	Yes
RPO 9 – Key Towns	Support the development of Key Towns as drivers of regional growth.	Reinforces Midleton’s growth role with a balanced unit mix (1–4 beds), childcare facility, and sustainable infrastructure.	Yes
RPO 10 – Sustainable Mobility	Promote compact, accessible locations linked to sustainable transport corridors.	Site is within walking/cycling distance of Midleton Train Station; Mobility Management Plan submitted; junction upgrades improve access.	Yes

RPO 24 – Social Infrastructure	Integrate education, childcare, and open space into residential schemes.	Includes a 20-place crèche, 11.5% public open space, landscaped community areas.	Yes
RPO 126 – Climate Action & Flood Risk	Ensure developments are climate resilient and avoid high flood risk areas.	FIA confirms site is Flood Zone C; integrates SUDS including, detention basins, permeable paving, and tree pits.	Yes
RPO 128 – Green Infrastructure	Promote biodiversity, green space, and nature-based design.	Scheme integrates landscaped open spaces and multi-functional SUDS as green infrastructure.	Yes

14.0 Cork County Development Plan 2022-2028

Section 3.39 of the County Development Plan notes the following with regards to Midleton:

“The planning strategy for Midleton as set out in the Core Strategy in Volume One of this plan, provides for the population of the town to grow to 19,423 persons up to 2028. This represents a growth of 6,927 persons on the Census 2016 population of 12,496. In order to accommodate this level of population growth, an additional 2,647 units need to be provided in Midleton up to 2028 with 2,347 housing units delivered on residential zoned land and the balance of 300 units delivered within the built footprint of the town”.

While most of the future population allocation is afforded to the Water Rock area north of the rail line, the plan identifies the subject lands as Tier 2 zoned residential provision.

14.1 Compliance with Cork County Development Plan 2022-2028 (Volume 4 – South Cork, Midleton)

1. Core Strategy & Growth for Midleton

- **Policy Reference:** Midleton population target 19,423 by 2028, requiring 2,647 units.
- **Scheme Response:** Delivers **173 units**, supporting Core Strategy delivery.
- **Compliance:** Yes.

2. Tier 2 Zoning – MDR02 (Medium A Residential)

- **Policy Reference:** MDR02 lands (6.4 ha) zoned for Medium A Density (35–50 u/ha), requiring TIA, RSA, permeability, integration with town centre/rail stations.
- **Scheme Response:**
 - Density: **~42 u/ha**, within Medium A range.
 - Integration: Layout includes north/south/east/west connectivity.
 - Sustainable transport: Walking/cycling distance to Midleton Station, Mobility Management Plan accompanies the proposal.
 - Technical: TIA, DMURS Compliance Statement submitted.
- **Compliance:** Yes.

3. N25 Upgrade

- **Policy Reference:** Protect functionality of the N25; ensure development does not prejudice strategic upgrades.
- **Scheme Response:** Site is outside the zone of influence of the N25 upgrade area. Access via established local estate road with junction upgrades included.
- **Compliance:** Yes.

4. Wastewater Infrastructure

- **Policy Reference:** Development contingent on Irish Water feasibility and upgrades.
- **Scheme Response:** **Irish Water feasibility letter** confirms serviceability as per COF & SoDA. WWTP upgrade is underway and will facilitate the subject development.
- **Compliance:** Yes.

5. Compact Growth / Infill Development

- **Policy Reference:** Support compact growth and infill to consolidate settlements and use zoned serviced lands.
- **Scheme Response:** Backland infill on zoned Tier 2 land, contiguous with existing housing, linking into settlement structure.
- **Compliance:** Yes.

The following compliance matrix assesses the Baneshane LRD (173 dwellings + crèche) against the site-specific policies of the Cork County Development Plan 2022–2028 (Volume 4 – South Cork). The site is zoned Medium A Density Residential (MDR02) and forms part of the designated Tier 2 growth lands for Midleton.

Policy	Requirement	Scheme Response	Compliance
Core Strategy & Growth for Midleton	Deliver 2,647 new dwellings by 2028 to reach population of 19,423.	Scheme delivers 173 units on zoned Tier 2 lands, supporting Core Strategy housing targets.	Yes
MDR02 – Medium A Density Residential (Tier 2)	Develop zoned MDR02 lands at 35–50 u/ha; ensure permeability, integration with town centre and rail; accompanied by TIA and Road Safety Audit.	Scheme delivers ~42 u/ha; permeable layout with future connections; walking/cycling distance to Midleton rail station; TIA and DMURS Compliance Statement submitted.	Yes
N25 Upgrade	Ensure development does not prejudice the N25 upgrade or corridor capacity.	Site is outside N25 upgrade study area; access provided via existing estate road; includes junction upgrades and DMURS-compliant design.	Yes
Wastewater Infrastructure	Development dependent on wastewater serviceability and capacity confirmation from Irish Water.	Irish Water feasibility confirms connection available; WWTP upgrade projects underway to provide additional capacity.	Yes
Compact Growth & Infill Development	Support infill and backland development on serviced zoned lands to achieve compact growth.	Backland infill development on an unfinished estate; integrates with surrounding housing and connects to town centre.	Yes

Having regard to the foregoing policy framework, it is considered that the proposed development is consistent with the objectives of national, regional and local planning policy. The proposal delivers residential development on serviced lands within the established settlement of Midleton and contributes to the delivery of compact urban growth in accordance with the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region, the Cork Metropolitan Area Strategic Plan and the Cork County Development Plan 2022–2028.

Accordingly, it is respectfully submitted that the proposed development represents an appropriate form of development at this location and is consistent with the proper planning and sustainable development of the area.

15. Conclusion

The proposed Baneshane Large-Scale Residential Development has been comprehensively assessed against the national, regional, and local planning policies and guidelines, including the National Planning Framework, Housing for All, the Sustainable & Compact Settlements Guidelines (2024), the Apartment Design Standards (2023), the Urban Development and Building Heights Guidelines (2018), the Flood Risk Management Guidelines (2009), the Childcare Facilities Guidelines (2001), the Southern RSES, the Cork MASP, and the Cork County Development Plan 2022–2028 (Volume 4 – South Cork).

The assessment confirms that the development is:

- **Plan-led and policy-compliant**, located on zoned Medium A residential lands (MDR02) within the designated settlement boundary of Midleton;
- **Consistent with compact growth objectives**, delivering 42 units per hectare in a balanced mix of unit types (1–4 bedrooms), supported by a centrally located crèche and 11.5% high-quality public open space;
- **Integrated with sustainable transport**, located within walking and cycling distance of Midleton town centre and supported by a Mobility Management Plan in addition to delivering junction improvements to enhance pedestrian and cyclist safety;
- **Environmentally resilient**, with a site-specific Flood Impact Assessment confirming the lands are in **Flood Zone C**, and with comprehensive nature-based SUDS measures integrated across the scheme;
- **Supportive of community infrastructure**, through provision of a 20-place crèche, social and affordable housing, landscaped open spaces, and permeability linkages that strengthen connections to adjoining lands and the wider town.

The proposed Baneshane LRD represents a **sustainable, well-designed, and climate-resilient neighbourhood extension** that will make a positive contribution to Midleton. It will deliver much needed housing in line with national population and housing targets, which will support the strategic growth role of Midleton as a **Key Town** within the Cork Metropolitan Area, and provides community and environmental infrastructure that will serve both new residents and the wider settlement.

The scheme therefore is consistent with and fully complies with all tiers of the planning policy framework and will play an important role in meeting the compact growth, housing delivery, and sustainable settlement objectives for Midleton.

Appendix 1



Comhairle Contae Chorcaí

Cork County Council

To. Ian Doyle Planning Consultant
Enniscorthy, Wexford. Y21 F795

02/01/26

Pre-planning LRD Opinion under S.32D of the Planning & Development Act.

Re: LRD at Baneshane, (Abbey Wood) Midleton for Rocksprings Ltd.

Section 247 Meeting held on 20th Nov 2025 via MSTeams.
Section 32B Meeting held on 4th Dec 2025 via MSTeams.

In accordance with the legislation the Planning Authority is required to provide an opinion to the prospective applicant as to whether or not the documents submitted for the purpose of the meeting constitute a reasonable basis on which to make an application.

Article 4(5) of the Regulations require a sub article (4) request to be accompanied by the following: (including maps and drawings where appropriate), which shall be addressed and taken into account in the LRD meeting and in the LRD opinion:

- (a) a brief description of the proposed numbers and types of houses or numbers of student accommodation units and bedspaces, or both, as appropriate, and their design, including proposed gross floor spaces, internal floor areas and principle dimensions, housing density, plot ratio, site coverage, building heights, proposed layout and aspect;
- (b) a brief description of proposed public and private open space provision, landscaping, play facilities, pedestrian permeability, vehicular access and parking provision, where relevant;
- (c) a brief description of the proposed provision of ancillary services, where required, including child care facilities;
- (d) where relevant, any other proposed use in the development, the zoning of which facilitates such use, including the proposed gross floor space for each such use;
- (e) a brief description of any proposals to address or, where relevant, integrate the proposed development with surrounding land uses;
- (f) a description of the capacity of existing or planned infrastructure to serve the proposed development, of the impact of the proposed development on existing /planned infrastructure and of any proposals to provide for other services infrastructure (including cabling such as broadband provision) and any phasing proposals;
- (g) a brief description of proposals under Part V of the Planning and Development Act 2000, where relevant;

- (h) details of protected structures, national monuments or other monuments included in the Record of Monuments and Places, where relevant;
- (i) details of traffic and transport assessment where relevant and of traffic, cycle and pedestrian safety;
- (j) details relating to residential amenity including the assessment of sunlight, daylight, shadow, overlooking and overbearance, where relevant; for existing properties and proposed residential units;
- (k) flood risk, risk of major accident and ecological impacts;
- (l) where the prospective applicant is not the owner of the land concerned, the written consent of the owner to make an application under section 34 of the Act in respect of that land;
- (m) the appropriate fee.

The documents submitted with the S32 meeting request included the following:

- Cover Letter and Schedule of Documents and Site Layout Drawings
- Section 32B LRD Application Form
- Architectural Design Statement (GCA)
- Housing Quality Assessment
- Architectural Design/ Layout
- Planning Report
- EIAR Screening
- Engineering Planning Report
- Landscape Design Rationale (Cunnane Stratton Reynolds)
- Archaeological Impact Assessment (Rose Cleary)
- Traffic Impact Assessment incl. Stage 1 Road Safety Audit and DMURS Review and Statement of Consistency (NRB)
- Roads/junction design details
- Public lighting design report and impact assessment (Molloy Consulting Engineers)
- AA Screening Report (Verdé)
- CEMP (Construction Environment Management Plan) (Verdé Environmental Consultants)
- Civil Engineering design details
- Site Specific Flood Risk Assessment (Crocon)
- Engineering Services Report (Crocon)
- Construction Resource & Waste Management Plan (Crocon)
- Construction Traffic Management Plan (Crocon)
- Drainage Impact Assessment (Crocon)
- Part V agreement letter and
- Letter of consent for alterations to the public road from Cork County Council
- Services Infrastructure layout plans, including inter alia surface water, drains, storm catchment and fould services, SUDS, attenuation, pump station
- Architectural drawings including House types, layout and design details

The submitted details do not meet the above requirements.

The Planning Statement, (any) Statements of Consistency and Architectural Design Statement should demonstrate accordance with all SPPR requirements of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

Full development of this site is dependent on revised/ improved access arrangements being available to the N25. The Traffic and Transport Assessment is inadequate in scope, fails to accord with TII guidelines, the extent of residential and non-residential development permitted and/or

under consideration; (residential and non-residential) in Midleton (including Waterrock, Bloomfield and the reliance on Oatencake to access the N25, and to a lesser extent the developments at Castle Redmond). Assumptions in model should be agreed and consistent with these comparable schemes. Assessment of development site is in isolation from adjoining zoned lands, much of which is within ownership of applicant, and has no regard to increasing pressures on the Oatencake junction / N25.

A Mobility Management Plan is required, and demand management measures should align with SPPRs of 'Compact Settlement Guidelines' and have regard to the requirement to demonstrate to the satisfaction of the planning authority that the proposals for this land can in future be satisfactorily integrated with other land in the Baneshane area and linked to the town centre, its railway station... and Waterrock as per objective MD-R-02. A Road Safety Audit to guide development proposals pending the necessary improvements to the N25 as per objective MD-R-02.

The scope of the EIAR screening report is inadequate having regard to the scope and aggregate of permitted development and capacity of adjoining lands (in ownership of the developer) in Baneshane. Proposal is below mandatory threshold. (note. page 1 refers to 153 units), Site context and cumulative impacts is not adequately addressed. Recently developed scheme to east, and zoned lands to north and east within ownership of developer should be included, and lands to east have development capacity; risks associated with the N25 junction is not addressed, (given Waterrock's and Midleton's reliance on it, nor adequately addressed pollution and nuisances. AA screening is submitted but concern with lack of NIS given its proximity to European sites. No EclA nor associated survey results.

Design and landscape proposals and consequent impact of biodiversity, local ecology and AA / NIS screening is inadequate. Evidential survey data is required.

Ecological Impact Assessment is required. Full survey results (flora, fauna, mammals, etc. are required, results illustrated on scaled site plans). A bio-diversity audit is required.

Details of Part V proposal is required. (Units numbers and type illustrated on site layout plan).

A Visual Impact Assessment including photomontages is required, (scope of same as discussed in s32 meeting).

Determination**Planning and Development (Large-Scale Residential Development) Act (2021)
Notice of s.32 Pre-Application Consultation Opinion**

Having considered the issues raised in the pre-application consultation process, the subsequent consultation meetings and following review of the documentation submitted, in accordance with Section 32D of the Planning & Development (Large-scale Residential Development) Act (2021) the Planning Authority is of the opinion that the documents submitted require further consideration and amendment to constitute a reasonable basis for an application for a Large-Scale Residential Development.

The Planning Authority considers that the following issues need to be addressed in the documents submitted, to result in them constituting a reasonable basis on which to make an application for a Large-Scale Residential development:

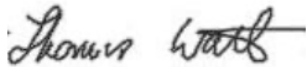
In accordance with Section 32D of the Planning & Development (Large-scale Residential Development) Act 2021 it is considered that the following issues need to be addressed in the documents submitted in order to result in them constituting a reasonable basis for an application.

The following suitably detailed, comprehensive and up-to-date final version reports are required.

- Supporting Planning Report
- Statement of Consistency with the County Development Plan and the Sustainable Residential Development & Compact Settlement Guidelines (statement setting out how the proposed LRD has had regard to the relevant objectives and SPPRs in particular)
- Traffic Impact Assessment, Mobility Management Plan & Appendices should be widened in scope to include additional residential and non-res. developments and assess a wider road network/ junctions, with revised trip rates to be agreed, and to fully accord with the TII's TTA Guidelines 2024, namely, Tables 2.3 and 2.3 relating to thresholds and sub-thresholds. Aligned and consistent in terms of design, modelling and mitigations.
- DMURS review and Statement of Consistency and Road Safety Audit should be updated to reflect any design changes
- Mobility Management Plan and design details of any necessary improvement works for active modes in locality. Address active travel infrastructural deficits (footpaths and cycleway) on Oatencake overbridge with regard to local connectivity with town centre services and rail stations.
- Approved Design Report/ requisite agreements from Transport Infrastructure Ireland
- Contiguous scaled drawings, sections and elevations of structures of adjoining developments to the north, south, east and west of the site, as per regulations.
- Visual Impact Assessment, CGIs and Photomontages
- Public Lighting Scheme
- Appropriate Assessment Screening report and evidential data of all surveys.
- Ecological Impact Assessment & Green Infrastructure Statement/ Strategy
- Environmental Impact Assessment Screening report. A wider scope of assessment (*cumulative impacts*) to include extant permissions and/ or development capacity of adjoining lands.
- Tree & Hedgerow Protection Plan, including Tree Survey Plan and Works/ Planting Plan
- Childcare Demand Report
- Detailed Landscape Plan including clearly annotated polygons of all Public open spaces on scaled layout plan illustrating floor area (sq.m.) of each.
- Part V proposals in respect of social/ affordable housing including layout plan

- An up-to-date agreements with confirmations/ agreements from Uisce Eireann, namely, following the section 32 meeting (December 2025) having regard to AA/ NIS concerns raised by Ecology unit.
- Site specific and final Construction Demolition Environmental & Waste Management Plan (CEMP/ WMPs) including locations and extents of proposed construction, storage compounds and site parking. Silt fencing, details of location and extent.

Please note that in neither the taking place of an LRD meeting nor the provision of an LRD opinion shall prejudice the performance by the planning authority of its functions under the legislation and cannot be relied upon in the formal planning process or in legal proceedings.

A handwritten signature in black ink, appearing to read "Thomas Watt". The signature is written in a cursive, slightly slanted style.

Thomas Watt, SP.