



An  
Bord  
Pleanála

**Board Direction**  
**BD-004918-20**  
**ABP-303912-19**

The submissions on this file and the Inspector's report were considered at a Board meeting held on 13/01/2020.

The Board decided to refuse permission, generally in accordance with the Inspector's recommendation, for the following reasons and considerations.

### **Reasons and Considerations**

1. Having regard to the infrastructural improvements required to provide safe connectivity for pedestrians, cyclists and motorists, to the village centre and to the railway station, it is considered that development of the kind proposed would be premature pending the determination by the planning authority of a road improvement works scheme for the area.
2. Having regard to the likelihood that the proposed development would be predominantly car based for transport purposes and to the uncertainty that the traffic and transport assessment is sufficiently robust in identifying relevant peak traffic conditions in Glounthaune, the Board is not satisfied that the proposed development would not give rise to serious traffic congestion. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
3. The Board considers that the density of the proposed development is contrary to the provisions of the Guidelines for Planning Authorities on *Sustainable Residential Development in Urban Areas* (2009), issued to planning authorities under Section 28 of the Planning and Development Act. The site

of the proposed development is on serviceable lands, within the development boundary of Glounthaune, which is designated as a Key Village within the Metropolitan Cork area where the objective of the Cobh Municipal District Local Area Plan 2017-2023 is to secure a significant increase in the population of the settlement. Having regard to the proposed density of development, it is considered that the proposed development would not be developed at a sufficiently high density to provide for an acceptable efficiency in serviceable land usage. In addition, the proposed development does not have an adequate mix of dwelling types, being predominantly semi-detached and detached housing. It is considered that the low density proposed would be contrary to these aforementioned Ministerial Guidelines, which indicate that net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.

**Board Member**

**Date:** 20/01/2020

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Michelle Fagan