



An  
Bord  
Pleanála

**Board Direction**  
**BD-005680-20**  
**ABP-306532-20**

The submissions on this file and the Inspector's report were considered at a Board meeting held on 30/04/2020.

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 location of the site within the Metropolitan Greenbelt for Cork City in an unserviced remote rural location,
- Objective RCI 5-3 of the Cork County Development Plan which is to reserve the character of the Metropolitan Greenbelt and to reserve generally for use as agriculture, open space, recreation uses and protection/enhancement of biodiversity of those lands that lie within it
- Objective RCI 5-6 of the Cork County Development Plan which is to recognise the requirements of long established commercial or institutional uses located entirely within the Greenbelt which may make proposals for expansion/intensification of existing uses, where such expansion proposals of an appropriate scale would only be considered in special circumstances, having regard to the overall function and open character of the Greenbelt and where development would be in accordance with normal proper planning and sustainable development considerations.
- Objective RCI 5-7 of the Cork County Development Plan which recognises that there may be development of a strategic and exceptional

nature that may not be suitably located within zoned lands and that such development may be accommodated successfully in Greenbelt locations, and that, during the lifetime of the Plan consideration will be given to the establishment of a Showgrounds, and ancillary facilities, located on the Munster Agricultural Society grounds, at Curraheen.

- the nature and extent of a showground use,
- and the established nature of this use at the site,

it is considered that the proposed development of a multi-purpose sports, exhibition and education facility at this location would constitute an incompatible use within the greenbelt, would significantly intensify non-showground and commercial operations in this greenbelt, would contribute substantially to the erosion of the greenbelt, and would constitute an undesirable precedent for development of this nature in the immediate vicinity. Furthermore, it is considered that the proposed development would undermine the viability of established serviced urban areas in the wider area, where there is a defined catchment, where public transport and provisions for other road users are established, and where the availability of public infrastructure and support facilities to service such development exist. The proposed development would, therefore, be contrary to the objectives of Cork County Development, would undermine the orderly development of such facilities in Cork City and its environs, and would therefore, be contrary to the proper planning and sustainable development of the area.

2. The proposed development would access a local road network that is limited in alignment and restricted in width and which is in close proximity to the heavily trafficked N40 National Primary Road and its associated interchanges in the vicinity of the site. It is an objective of Cork County Development Plan to prevent the undermining of the strategic transport function of national roads and to protect the capacity of interchanges from locally generated traffic. Furthermore, it is a provision of the *Spatial Planning and National Roads Guidelines for Planning Authorities 2012* that planning authorities are required to exercise particular care in their assessment of development at or close to

interchanges where such development could generate significant additional traffic with potential to impact on the national road. It is considered that the siting of the proposed multi-purpose facility would substantially add to the volumes of traffic accessing the inadequate local road network at this location, would significantly increase the traffic turning movements at heavily trafficked junctions in this section of the road network in the immediate vicinity of the N40 National Primary Road, would adversely affect the carrying capacity and safety profile of the local road network, and would adversely affect the capacity and efficiency of the nearby N40 interchanges. The proposed development would, therefore, constitute a significant traffic hazard, would conflict with the Development Plan objectives and the requirements of the National Roads Guidelines, and would therefore, be contrary to the proper planning and sustainable development of the area.

**Board Member**

**Date:** 30/04/2020

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Michelle Fagan